

List of Acronyms

Acronym	Definition		
BAIT	Bulk Aggregates Import Terminal		
BRT	Bus Rapid Transit		
CIL	Community Infrastructure Levy		
DBC	Dartford Borough Council		
DCLG	Department for Communities and Local Government		
DPD	Development Plan Document		
DPH	Dwellings Per Hectare		
EA	Environment Agency		
EDC	Ebbsfleet Development Corporation		
EZ	Enterprise Zone		
FE	Form of Entry		
GBC	Gravesham Borough Council		
GLA	Greater London Authority		
На	Hectares		
НСА	Homes and Communities Agency		
HS1	High Speed 1		
KCC	Kent County Council		
КТР	Kent Thameside Partnership		
KPI	Key Performance Indicator		
LRCH	London Resort Company Holdings		
LRT	Light Rapid Transit		
MUGA	Multi Use Games Area		
PPG	Planning Practice Guidance		
NPPF	National Planning Policy Framework		
TCPA	Town and Country Planning Association		
S106	Section 106 Agreements		
SPD	Supplementary Planning Document		
Sqm	Square Metres		
SuDS	Sustainable Urban Drainage Systems		
PTOD	Public Transit Oriented Development		
WSUD	Water Sensitive Urban Design		

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Bringing in the green and the blue

Building on connections

Focus on centres

Efficient homes and neighbourhood

Integrated utilities and services

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View looking southwards from the top of the Bakers Hole land fill site, with Ebbsfleet International train station in the centre.

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Welcome to Ebbsfleet

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1.1 The purpose of the Implementation Framework

Ebbsfleet is the first government sponsored 'Garden City' to be built in the UK since the original privately developed Garden Cities at Letchworth and Welwyn in the early 20th Century. The Garden City benchmark shows a commitment by Central Government to quality place—making, community building and sustainability, and making long—term arrangements for the care of public space and assets drawing upon a fair share of rising land values. This approach will change perceptions of Ebbsfleet as a place to live and invest.

Garden Cities were invented by Ebenezer Howard and promoted by the Garden Cities Association (later the Town and Country Planning Association). Letchworth and Welwyn Garden Cities are world famous for their exemplary approach to place making and focus on quality of life for citizens. They were part of the inspiration for the post Second World War new towns programme in Britain, and have been emulated around the World.

Aiming for Ebbsfleet to be a 21st Century interpretation of Garden City ideas encourages the study of these places, but Ebbsfleet will also be shaped by its own distinct character, the needs and aspirations of local communities, the opportunities created by the unique landscape and quarrying heritage, the transport infrastructure and relationship with surrounding places.

Ebbsfleet has not started in the same way as most Garden Cities and new towns, where the task was to capture the land value by taking most of the land into public ownership. Ebbsfleet in contrast, is to be built on previously used land controlled by a number of private landowners and developers. Planning permission is already in place for the vast majority of development and is subject to a wide range of conditions and legal agreements, many of which capture a share of the land value for public use.

At Ebbsfleet the Development Corporation (EDC) will be an active partner to landowners, developers and other stakeholders, investing public money to increase the pace and quality of planned development, and securing the best possible returns for the local community and the national taxpayer.

What is an Implementation Framework? How will it be used?

The Implementation Framework seeks to assimilate the experience of almost 20 years of masterplanning in the Ebbsfleet area into a shared ambition and structure to deliver a 21st Century Garden City.

A number of advanced masterplans already exist for large parts of Ebbsfleet. Rather than starting from scratch, the Implementation Framework seeks to provides a structure for integrating these plans into a coherent vision.

The Framework has been developed by EDC during its first year to provide a statement of intent, and guide its work going forward.

Section One provides a general introduction to Ebbsfleet on the background to the project

Section Two sets out the shared vision for Ebbsfleet as a 21st Century Garden City, and outlines an evaluation framework for monitoring progress.

Section Three outlines the area-wide spatial framework which will be used to inform the structuring of Ebbsfleet's landscapes, transport networks, centres, community facilities and social infrastructure, built form and utilities infrastructure.

Section Four is focused on Ebbfleet's four strategic development areas, and interprets the structuring and urban design principles, to explain the qualities of each place.

Ebbsfleet Development Corporation will use the Framework to inform, shape and support it's delivery work. The Framework underpins EDC's Corporate Plan, and subsequent investment planning, programme management, placemaking, planning and communications activities.

It is positioned as a statement of ambition and is not a statutory plan. The formal plan-making responsibility rests with Gravesham and Dartford Borough Councils.

The Implementation Framework has been co-developed with landowners, stakeholders and the local authorities with the intention that all active agencies, organisations, companies and people with an interest in Ebbsfleet will find support and encouragement for their own contributions to Ebbsfleet's growth.

Framework place names

Some place names used within this document are for working purposes only, often drawn from site histories to help identify new places, features and elements of Ebbsfleet. The formal responsibility for the naming of streets rests with the local authorities, and EDC will work alongside Gravesham, Dartford and Kent County Council and the local communities to name new features as they are delivered.

How has it been developed?

Since October 2015, the Implementation Framework has been prepared in partnership with local stakeholders to ensure it represents a shared understanding and commitment to the opportunities within Ebbsfleet. The diagram below illustrates the process, which included public engagement in December 2015. This has subsequently informed an iterative process with EDC Board, officers and partner stakeholders including local authorities, landowners, developers and infrastructure providers.

March - June 2015

October -**November 2015**

Summer 2016

Autumn 2016

November 2016

Baseline (Department for **Communities and Local Government**)

November 2015 -February 2016

3

Vision, Market and Scenario **Development**

Spatial Framework

4

Ebbsfleet Public Open Days

6

Implementation Framework

Developing an in-depth technical data set for the Ebbsfleet area

Developing an in-depth understanding of the Ebbsfleet Strategic Development Sites

Opportunities

Mapping

and Constraints

Beginning to define what Ebbsfleet could become and understanding potential delivery scenarios

Identify the spatial structure for the landscape, transport, utilities, community facilities, built form infrastructure.

Presentation to local communities and key organisations.

Publication of the EDC adopted Implementation Framework

Deliverables

Baseline Report

Deliverables

Stakeholder Dialogue + Engagement Strategy Opportunities and Constraints Report

Deliverables

Scenario Development Report Vision, Scenarios and Strategies Report

Deliverables

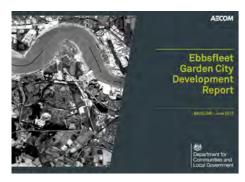
Implementation Framework

Deliverables

Feedback for fine-tuning and editing

Deliverables

Framework Published as PDF Framework uploaded onto EDC website Arrangements agreed for the future annual review of the Framework

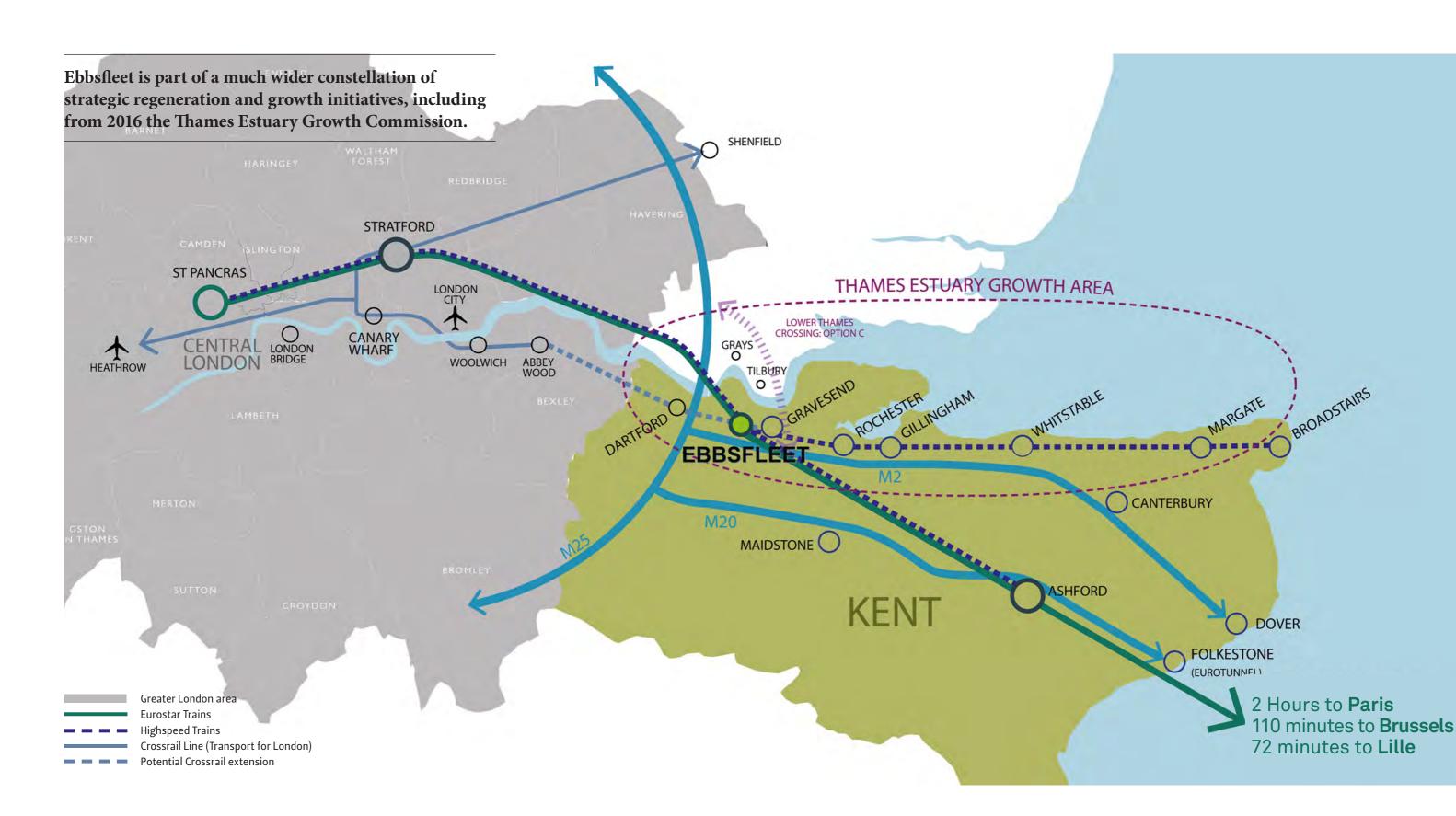


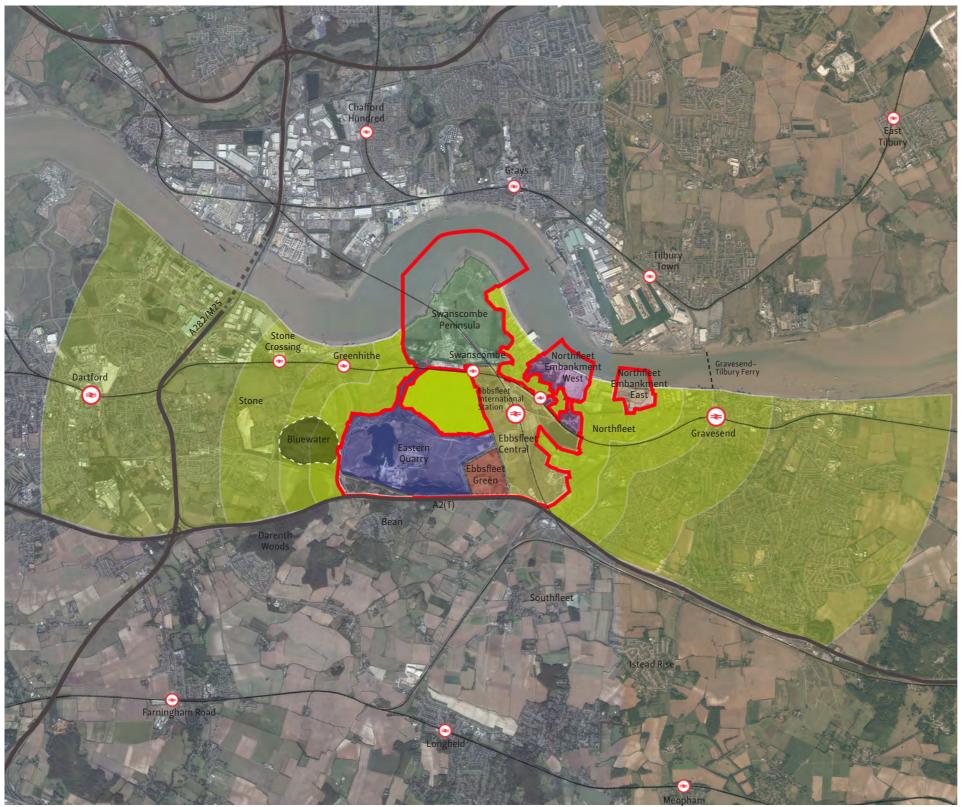






1.2 Ebbsfleet and the wider regeneration impact area





Ebbsfleet Development Corporation Urban Regeneration Area (URA)

EDC's statutory designated area was defined by the Department of Communities and Local Government following public consultation. It is within this area that EDC determines planning applications, although plan-making remains the responsibility of Dartford and Gravesham Borough Councils, and Kent County Council.

The wider regeneration impact area

Although EDC's statutory powers only apply within the URA, the impact of investment, development and regeneration initiatives will have an impact on the wider surrounding area.

EDC will aim to ensure that the benefits from new development will flow into the neighbouring established communities;

Dartford Borough: Greenhithe, Swanscombe, Bean, Southfleet, Stone

Gravesham Borough: Northfleet, Gravesend

Ebbsfleet sits at the meeting point of Dartford and Gravesham

This map illustrates the wider regeneration impact area judged to be approximately 5 miles from Ebbsfleet International trains station

1.3 The story so far

The Implementation Framework assimilates the experience of almost 20 years of masterplanning within the Ebbsfleet area.

The idea of major development at Ebbsfleet is not new and development proposals for the area have been in the pipeline for over 20 years. The Government's Thames Gateway Planning Framework (1995 – Regional Planning Guidance 9a) and the choice of Ebbsfleet for an International railway station initiated a series of sub-regional and local planning policy initiatives, and enabled major mixed used planning applications to come forwards. These included the informal report Looking to the Future (1995) by the Kent Thameside Partnership as well as statutory development plans that soon followed.

The Government's Sustainable Communities Plan (2003) identified the Ebbsfleet area as the location for 10,000 new homes, 5.5 million square feet of commercial space and 2 million square feet of retail, leisure, community and supporting space.

Although permissions were granted, only a small amount of housing and commercial development took place.

The recession from 2007 had a depressing effect on market confidence and construction costs, and the major landowners were focused on their core business activities elsewhere. The utility companies were not encouraged to prioritise the area, and the programme for necessary highway improvements on the wider strategic road network, including major junction improvements, slipped.

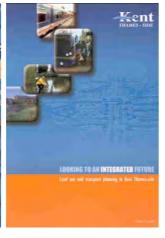
A timeline of key dates is shown on the opposite page.



Original 'Looking to the Future' report published in 1995.



Updated 'Looking to the Future' report published in 1997.



'Looking to an Integrated Future' report published in

The Kent Thameside Association was set up in 1993 by Kent, Dartford and Gravesham and major stakeholders including landowners and employers and the Regional Health Authority, to promote the regeneration of the area. The organisation's 1995 report 'Kent Thameside Vision Looking to the Future' provided an informal comprehensive planning framework, which was consulted on by the public, and described the following objectives:

- The transformation of the nine miles of river front along the Thames, from an area currently characterised by heavy industry, power generation, mineral extraction and derelict under-used land (once containing a variety and mix of uses, overlooking the Thames) into a quality environment. This area where, unlike today, there is public access to the Thames at most points, and where the Thames has become an everyday part of the lives of the new local communities located alongside it we have called River-side.
- Major development and the creation of open space on the south, centred on the Bluewater Regional Shopping Centre, Eastern Quarry and the International and Domestic Passenger Station at Ebbsfleet. We see this area as the engine for the development of the Kent Thames-Side, providing the driving force that will attract the interest and investment to turn Kent Thameside into a location of regional importance. This area we have called South-Side.
- Between River-Side and South-Side, the retention by the existing settlements and communities of their own identifies but their benefiting from new links to River-side, and the new facilities provided in these two areas.
- The retention by Dartford and Gravesend Town Centres of their traditional retailing, commercial and entertainment roles, helped by the increased size of the local population and by a modern public transport system (based around a tram network) that links them to all parts of the area.
- Most importantly, the creation of a place that embodies the principles of sustainability.
 That is:
 - A green place where, for example, proper regard is given to nature conservation
 - A place where new development is planned with the use of public transport in mind
- A place where the use of renewable energy sources is encouraged
- A place where community infrastructure local shops, schools, sports facilities and so on – is properly planed to provide quality facilities locally that minimise the need to travel; and,
- Not least, a place where the old standards that have created the chimney stack image of the area are replaced by new standards for the twenty-first century.

This vision remains valid today.



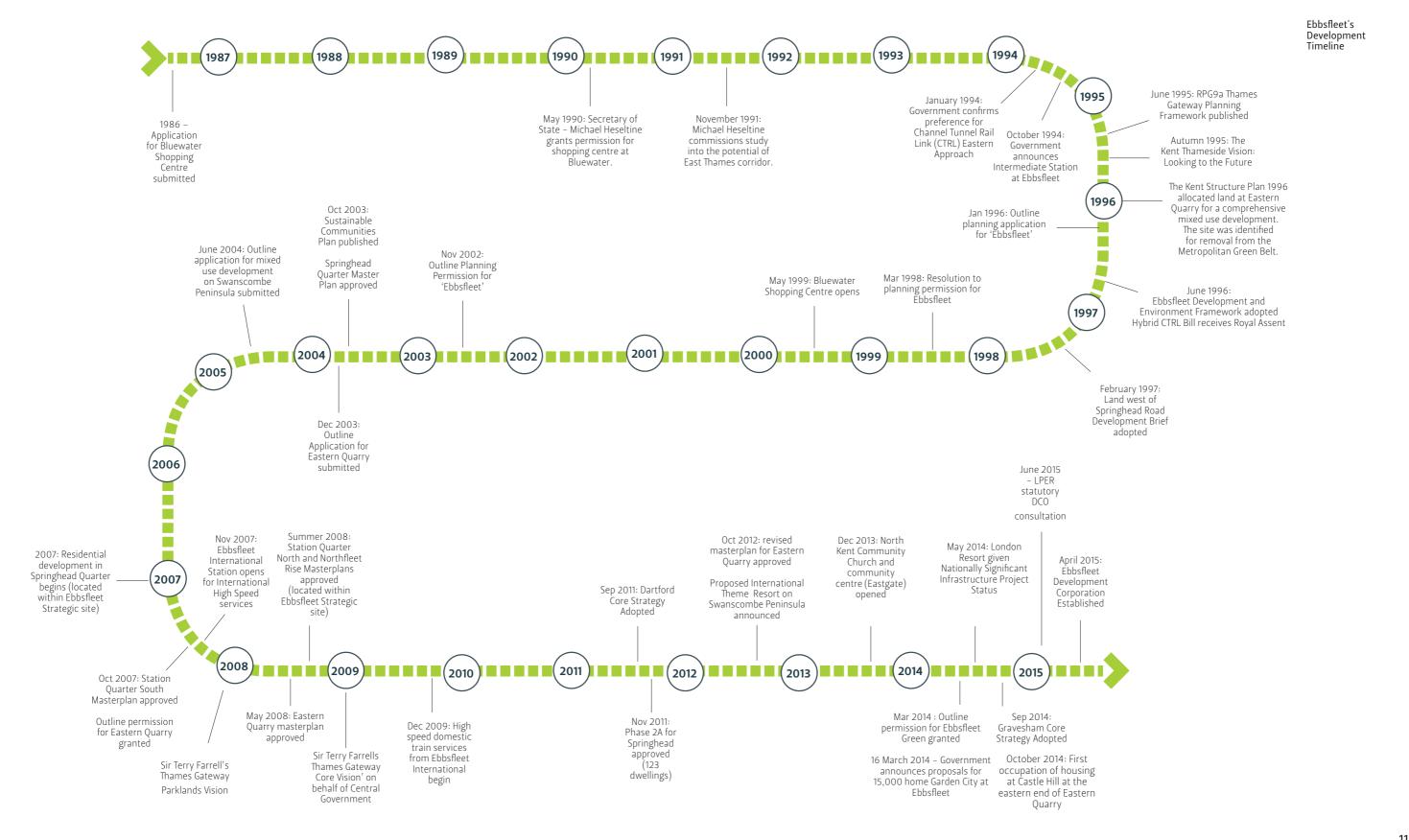
Ebbsfleet International Station



Ingress Park, Greenhithe



Springhead Park, Gravesham



1.4 Existing development proposals

Ebbsfleet has a series of existing development sites of different scales, and at different levels of planning status.

At present consent exists for 10,694 homes, with capacity identified within this Framework for upto 12,842 within the EDC urban regeneration area. Other smaller sites and redevelopment and conversions within the wider regeneration impact area could contribute further housing to the total.

The consents for the larger development sites are based upon flexible parameter plans and indicative capacity calculations, and EDC wishes to see that capacity drawn upon as full as possible.

These consents and emerging proposals form the basis for the Implementation Framework and its associated delivery strategy for Ebbsfleet and the wider regeneration area.

Land Use	Quantum with consent (Maximum Parameters)
Residential (Use class C3)	10,694 dwellings
Employment (B class)	621,000 sqm
Core (Retail, Hotel and Leisure Uses)	215,609 sqm
Community (C2, C2a, D1)	74,258 sqm

Eastern Quarry



MAXIMUM PARAMETERS

Ebbsfleet Green



MAXIMUM PARAMETERS

Swanscombe Peninsula



ALLOCATION IN CORE STRATEGY FOR 800 HOMES WITHIN MIXED USE DEVELOPMENT (EXCLUDES EMERGING LONDON PROPOSALS)

Ebbsfleet Central (Formerly Ebbsfleet)



MAXIMUM PARAMETERS

Northfleet Embankment West

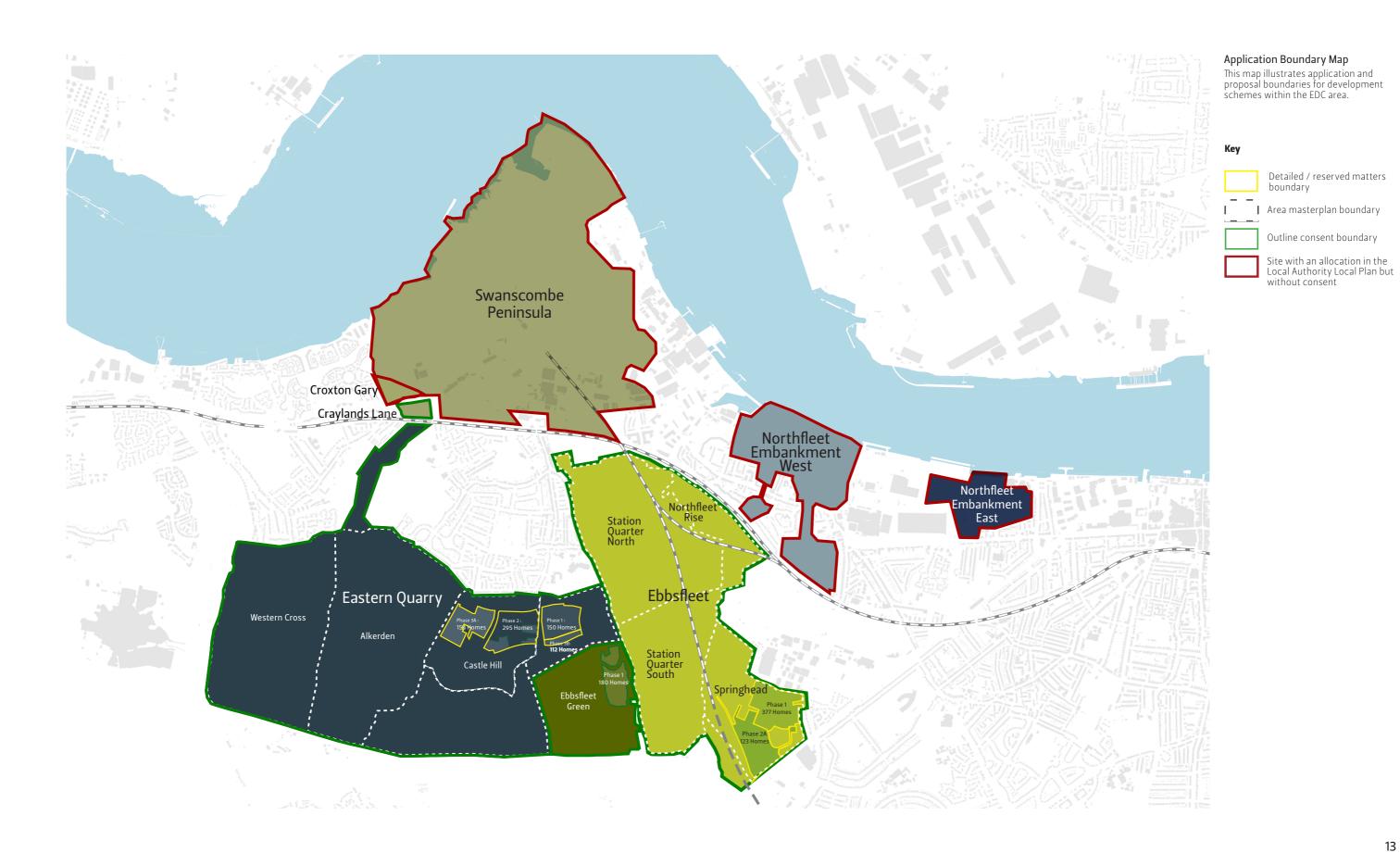


BASED ON ALLOCATION (DEVELOPMENT PROPOSALS EMERGING)
EXCLUDES EXISTING CONSENT FOR BULK AGGREGATES AND BULK POWDERS TERMINALS CONSENTED

Northfleet Embankment East



BASED ON ALLOCATION (DEVELOPMENT PROPOSALS EMERGING)



1.5 Introducing Ebbsfleet Development Corporation (EDC)

Ebbsfleet Development Corporation was established in 2015 by Central Government to support the delivery of a 21st Century Garden City.

EDC was established with the direct involvement of Dartford, Gravesham and Kent local authorities at Board level to deliver around 15,000 new homes and associated employment and other developments, to an increased pace and quality.

The benchmarking of Ebbsfleet to the Garden City heritage reflects a resurgence of interest in large scale and comprehensively planned communities. EDC considers its task to be the interpretation of that Garden City heritage to meet the circumstances of today. That heritage has varied architectural expression but significantly, includes the making of long term arrangements for the stewardship of public spaces and facilities into the future.

Despite the previous policy designations, planning consents, and the fact that much work has been done on the area by key stakeholders, development through the years of recession has been particularly slow. This has been in part due to the following factors:

- The complex nature of sites and requirement for significant site preparation of exindustrial or quarry land and impact on development viability;
- The scale of infrastructure required to unlock development sites and impact on development viability; and
- A lack of co-ordination in infrastructure provision, particularly related to utilities and transport infrastructure between some of the development sites.

The EDC has been established to help developers and landowners with stalled sites, bringing forward infrastructure to accelerate high quality development.

The development corporation is already working with landowners and developers to ensure detailed planning applications are processed rapidly and to accelerate the pace of actual building work.

EDC has four delivery "levers" available, each requiring different levels of support and/ or leadership to influence or enable development. These are illustrated in the adjacent diagram with six ways of working identified opposite.

Further Reading

Ebbsfleet Development Corporation's Corporate Plan is available at; www.ebbsfleetdc.org.uk



intervention.

EDC's 6 ways of working

The EDC is developing 6 ways of working that will shape and inform all priority actions. These 6 ways of working demonstrate the EDC's Values and will dictate the way in which the EDC work with partners and stakeholders.

Leadership

Engaging

Innovation

Collaboration

Learning

Legacy

Through strong leadership and maintaining existing successful relationships EDC will:

- Be led by a strong, inclusive and effective Board; and
- Develop an ambitious planning service supported by an Implementation
 Framework designed to encourage quality development.

Engaging positively with our local communities and key stakeholders EDC will:

- Co-ordinate appropriate working groups to ensure effective delivery across the URA; and with our partners through the wider impact area; and
- Develop accessible and continued methods of communication including smart technologies with existing communities and stakeholders.

Identifying appropriate opportunities to demonstrate and innovate through appropriate interventions EDC will:

- Work to ensure there is a mix of housing opportunities for everyone irrespective of income, age and ability including custom build; and
- Purchase land where appropriate to lead direct development faster or to a higher standard than the market can deliver.

Working with local communities to ensure existing communities are integrated into Ebbsfleet EDC will:

- Use the NHS Healthy New Town programme to deliver a holistic approach to health and well-being; and
- Invest in existing communities in terms of homes, facilities and improved public realm to allow everyone to benefit.

Learning and developing research to support our delivery experience and to share with other places EDC will:

- Develop an annual Satisfaction Survey with new and existing residents to monitor progress; and
- Use our 'Key Performance Indicators' (KPI's) to monitor effectiveness of EDC and share with other large scale development projects.

Working to establish an appropriate legacy for Ebbsfleet along Garden City principles and to identify an appropriate Exit Strategy EDC will:

- Aim to develop a long-term stewardship approach for all sites and for the city as a whole in advance of development taking place; and
- Ensure public realm is provided in accordance with long term maintenance and stewardship, and where facilities are provided, ensure that they have long-term viability plan in place.







1.6 EDC's 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 and opportunities.

Every opportunity will be taken to codevelop 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. EDC will need to work with the developers and landowners to raise standards and increase the pace of construction, and to 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 is low. Less than 100 homes were delivered on the key development sites during 2015. The task for EDC is to encourage faster delivery through an increase in the number of development fronts and housing developers, and to encourage a widening of choice of housing types and tenure.

Increasing the quantum of development

A key objective of EDC is to optimise the development ambition for all land uses including new housing, employment and social infrastructure. At present there is consent for 10,694 new homes within the EDC area, with scope for more homes currently without permission. The challenge is to increase this quantum through additional sites and delivering high quality, relatively higher 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. EDC must use public money wisely to ensure that development can be unlocked, through forward funding 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 London Entertainment
Theme Resort is intended by the
developer 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 through the Nationally
Significant Infrastructure Project (NSIP)
procedure direct with Government.
EDC (as consultee and Ebbsfleet's
regeneration agency) is active in helping
the developer bring forward a project
that will assist the wider locality.

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Supporting existing communities, jobs and town centres

The area is characterised already by a diverse population, with a 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 these 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 of 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 and complimentary economic growth.

Integrating the natural and built environments

Ebbsfleet has a unique natural and manmade landscape setting with its 'white cliffs', lakes, marshland, waterfront and areas of protected habitat which present special opportunities for creating a very distinctive development. They also present some constraints which need to be fully understood and accommodated in the Framework. Appropriate mitigation will be delivered to support the protection of the Special Protection Areas (SPAs) and the internationally recognised protected wetland areas (Ramsar sites) within the wider North Kent area.

Ensuring a deliverable strategy

Delivering a high quality development at the micro, macro and strategic level with all the necessary enabling and supporting infrastructure – utilities, transport, landscape and social. As much of the land is under private control and there is uncertainty over the London scheme (as it does not yet have approval), a robust delivery strategy must be developed. This must have short term ambitions to meet the growing need for quicker housing delivery, but ensure long term vision to support the creation of a sustainable, and attractive place.

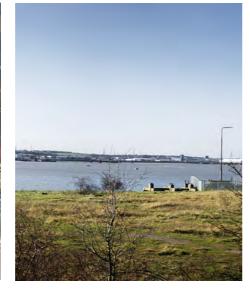
Integrating with the surrounding area

Ebbsfleet must always be considered within the context of 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.

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1.7 Planning policy context

The Ebbsfleet Development Corporation boundary extends across two local authorities, Dartford and Gravesham. Both Dartford and Gravesham borough councils, and Kent County Council, have planning policies that guide development within the EDC boundary. This will be the planning policy framework to which development proposals must satisfy.

Both local authorities, and other partners including Kent County Council have been collaborating for many years to promote development at Ebbsfleet. These primary developments have local planning policy allocations and a single comprehensive Government–level strategic planning policy framework (since 1995).

EDC now sets out its ambition for the strategic development sites to accelerate their development, ensure high quality, and maximise development potential.

The current statutory planning policy context is illustrated opposite and the EDC Implementation Framework seeks to remain in accordance with this context.

National Policy

National Planning Policy and Guidance is set out in the National Planning Policy Framework (NPPF) and Planning Policy Guidance (PPG). The NPPF and PPG provide guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications.

The Housing and Planning Act 2016 sets out a range of measures and changes to the planning system to support increased levels of housebuilding and home ownership within the UK.

Local Plans

The adopted Local Plans covering the Ebbsfleet Development Corporation area boundary comprises the following:

- Dartford Borough Council Core Strategy and Policies Map (Adopted September 2011 and includes the '1995 Local Plan Saved Policies'); and
- Gravesham Local Plan Core Strategy and Policies Map (Adopted September 2014 and includes saved policies in the Gravesham 1994 Local Plan First Review).

Both Dartford and Gravesham are in the process of preparing development management policies (Dartford's Draft Development Policies Plan Document and Gravesham's Draft Site Allocations and Development Management Policies DPD). Both these documents will form part of the development plan for their respective Borough's once adopted. Anticipated adoption timelines are further within this section.

Contained within the Dartford and Gravesham Local Plans, five key strategic policy allocations cover the EDC area:

- Policy CS4 (Dartford) Ebbsfleet to Stone Priority Area;
- Policy CS 5 (Dartford) Ebbsfleet Valley Strategic Site;
- Policy CS 6 (Dartford) Thames Waterfront;
- Policy CS 03 (Gravesham) Northfleet Embankment and Swanscombe Peninsula East Opportunity Area; and
- Gravesham CS 06 (Gravesham) Ebbsfleet (Gravesham) Opportunity Area.

Infrastructure Delivery

Infrastructure Delivery Plans have been prepared for both Dartford and Gravesham Borough Councils.

Dartford Borough Council adopted their Community Infrastructure Levy (CIL) Charging Schedule in April 2014.

Development Management

Both Dartford and Gravesham Borough Councils are in the process of preparing Development Plan Documents. These are outlined below:

Dartford Development Policies Plan: Publication (pre-submission) Document December 2015

Dartford's draft consultation document will replace the 1995 Local Plan Saved Policies and complete the updating of the Borough's development plan. A new policies map for Dartford will be formally adopted alongside this plan. The document was submitted for examination in June 2016.

Gravesham Site Allocations and Development Management Policies DPD

Gravesham's Site Allocations and Development Management Policies DPD is currently being prepared, which will replace the saved policies in the 1994 Local Plan First Review.

Kent County Council

Kent County Council (KCC) adopted in July 2016 the Minerals and Waste Local Plan (MWLP) 2013–2030. The Minerals and Waste Local Plan will:

- Safeguard land, mineral resources, mineral wharves and rail depots, other mineral plant infrastructure and waste management facilities
- Set out the vision and strategy for mineral provision and waste management in Kent;
- Contain a number of development management policies for evaluating minerals and waste planning applications; and
- Consider strategic site provision for all minerals and waste management facilities plan to the year 2030.

The MWLP also forms part of the Local Plan for both Dartford and Gravesham.

Kent's fourth Local Transport Plan 'Delivering growth without gridlock 2016–2031' has been prepared by KCC and is currently out for public consultation. When adopted it will replace the current Local Transport Plan 2011–2016. The plan will;

- Set out the vision and strategy for transport provision in Kent;
- Define strategic national and local transport priorities and associated schemes

Supplementary Planning Documents (SPD)

Both local authorities and KCC have produced or adopted a number of Development Briefs and Supplementary Planning Documents which together help to inform the Ebbsfleet proposals. Key guidance documents are identified in the adjacent table.

Further Reading

National Planning Policy Framework / Planning Policy Guidance Dartford Core Strategy Gravesham Local Plan Core Strategy Kent County Council Minerals and Waste Local Plan Kent Local Transport Plan

National Planning		National Planning Policy Framework (NPPF) (2012) Planning Practice Guidance (PPG) (2014)					
	Policy						
LOCAL PLAN	Local Planning Policy	DARTFORD BOROUGH COUNCIL	GRAVESHAM BOROUGH COUNCIL	COUNTY POLICY			
		Adopted Local Plan	Adopted Local Plan	Adopted Policy			
		Dartford Core Strategy (Adopted September 2011) Proposals Map	Gravesham Local Plan Core Strategy (Adopted September 2014) Policies Map	Kent County Council Saved Policies: Kent Minerals Local Plan: Construction			
		1995 Local Plan Saved Policies	1994 Local Plan 1st Review Saved Policies	Aggregates (December 1993) Kent Minerals Local Plan: Chalk and Clay (December 1997)			
		Emerging Policy Draft Dartford Development Policies (December 2014) and new Policies Plan Map	Emerging Policy Draft Site Allocations and Development Management Policies DPD	Kent Minerals Local Plan: Oil and Gas (1997 Kent Waste Local Plan (March 1998) Minerals and Waste Local Plan 2013–2030 (July 2016) Kent Local Transport Plan (2011–2016)			
		Supersedes 1995 Saved Polices and Proposals Map	New Proposals Map	Supplementary Planning Guidano			
	Local Infrastructure Delivery	Dartford Infrastructure Delivery Plan (2011) (updated November 2012) Dartford Community Infrastructure Levy (CIL) Charging Schedule (April 2014)	Gravesham Infrastructure Delivery Schedule (2014) (Appendix 6 of the Local Plan Core Strategy)	KCC Development Contributions Guide (September 2008) Kent Design Guide Review: Interim Guidance Note 3 Residential Parking (200 Manual for Streets & Manual for Streets			
Site Specific Material Considerations		Dartford Supplementary Planning Documents	Gravesham Supplementary Planning Documents				
		Eastern Quarry Planning Brief (July 2002) Swanscombe Peninsula Planning Brief	West of Springhead Road Development Brief January 1997				
		Parking Standards SPD (July 2012)					
			leet Development and Environment Framework (June 1996) lopted by Dartford, Gravesham and Kent County Council)				

1.8 Site allocations

The Development Corporation area is subject to five site allocations in the local plans - three in Dartford and two in Gravesham. Within Gravesham's two opportunity areas, the Development Corporation covers eight key sites.

Dartford Borough Council

Ebbsfleet to Stone Priority Area and Ebbsfleet Valley Strategic Site

The largest of Dartford's Priority Areas, Ebbsfleet to Stone Priority Area runs east-west across part of the Borough, incorporating existing urban communities and the Bluewater Regional Shopping Centre interspersed with former quarries. It is characterised by the scale of opportunity provided by strategic development sites identified as part of the Thames Gateway initiative, as well as the delivery challenges these sites represent.

Ebbsfleet Valley Strategic Site sits within the Ebbsfleet to Stone Priority Area. The Ebbsfleet, Eastern Quarry and Ebbsfleet Green sites jointly comprise the Strategic Site.

Thames Waterfront Priority Area

The Kent Thameside Strategy for the waterfront seeks to open up access to the river for existing and future communities and to produce a high quality riverscape. However, recent piecemeal development of the Thames Waterfront has not achieved the full potential that co-ordinated development of the riverside could bring. A number of potential sites on the Thames Waterfront present a unique opportunity to create mixed use development, bringing life and activity back to the river.

The recreational value of the riverfront will be improved by a Thames Estuary Path running along the river frontage, interspersed with waterside activities. These could include a marina, boating facilities and pubs and restaurants. Housing, employment and other leisure uses will add to the vibrancy of the area. Some parts of the riverfront, Dartford Marshes and Black Duck Marsh on Swanscombe Peninsula, need to be protected for their nature conservation value and, in the case of Dartford Marshes, potentially to act as a managed water storage area in extreme flood events. These areas of green space, alongside open spaces created as part of the new developments, will form a green parkland area along the river frontage, with green corridors linked to communities south of the river.

Swanscombe Peninsula lies within both Dartford and Gravesham Boroughs. Joint working between the two boroughs will be required to maximise the potential of the area. Development will need to relate well to existing and proposed communities and other development, address the constraints of the site as well as the opportunities offered by the riverside location and natural environment. Work has been ongoing for a long period to identify options, but further work is needed.

Gravesham Borough Council

Northfleet Embankment and Swanscombe Peninsula East Opportunity Area

The Northfleet Embankment and Swanscombe Peninsula East Opportunity Area is a substantial opportunity for major riverside regeneration in Gravesham. Development will bring significant benefits to existing adjoining residential communities and the Borough as a whole through the delivery of new housing and jobs whilst achieving environmental improvement, especially in air quality, and a high standard of design.

Swanscombe Peninsula East Undeveloped Area (Key Site 1.1): Any future proposals for the this area will be subject to a comprehensive masterplan approach which deals with the issues of flood risk, transport and access, ground conditions, proximity to existing industrial uses, air quality, biodiversity, utilities, navigation and the presence of the HS1 railway line.

Land East of Grove Road and Robin's Creek Key Site (within sub-area 1.3): This will provide a residentially led mixed use development with the potential to create around 200 dwellings. Such development will be expected to: improve/enhance Robin's Creek and the Ebbsfleet stream; improve green space; and reduce commercial traffic/parking on Grove Road.

Old Northfleet Residential Extension Key Site (sub-area 1.4): This will provide a residential development of around 530 dwellings, open space, an extension and improvements to the Hive local centre and provision of community facilities.

Northfleet Cement Works Regeneration Area Key Site (sub-area 1.5): This will provide an employment development of around 46,000 sqm gross new employment floorspace comprising business, industrial, and storage and distribution facilities (use classes B1, B2 and B8) and a Bulk Aggregates Import Terminal (with an extant permission) and a Bulk Powders terminal.

Northfleet Embankment East Regeneration Area Key Site (sub-area 1.8): This will provide an employment led development of around 87,550 sqm gross new employment floorspace including a major industrial and warehousing development. It will also provide around 250 dwellings at the eastern end of the site which will reinforce the existing adjacent residential areas. A buffer zone comprising open space, landscaping and business development (use class B1) will be required between the residential development and the industrial and warehousing development. Such development should seek to restore the listed remains of Rosherville Pier and maintain an east-west route for public transport and general traffic accessing the Imperial Business and Retail Estate and Gravesend town centre. Proposals for the Key Site will be required to retain Red Lion Wharf for commercial river based use.

Ebbsfleet (Gravesham) Opportunity Area

The Ebbsfleet (Gravesham) Opportunity Area is a substantial opportunity for a high quality, sustainable, mixed use development in line with the long-standing strategy to create a major business district at Ebbsfleet within Dartford as well as Gravesham. Development will bring significant benefits to the Borough and surrounding communities through the delivery of new housing, business employment (within use classes B1a, B1b and B1c) and supporting facilities centred around and well linked to the Ebbsfleet Station transport hub.

Development of the Key Sites will lead to the provision of around 690 new dwellings and around 20,000 sqm gross business employment floorspace (use classes B1a, B1b and B1c), together with supporting retail (use class A1) and other facilities, leisure/entertainment

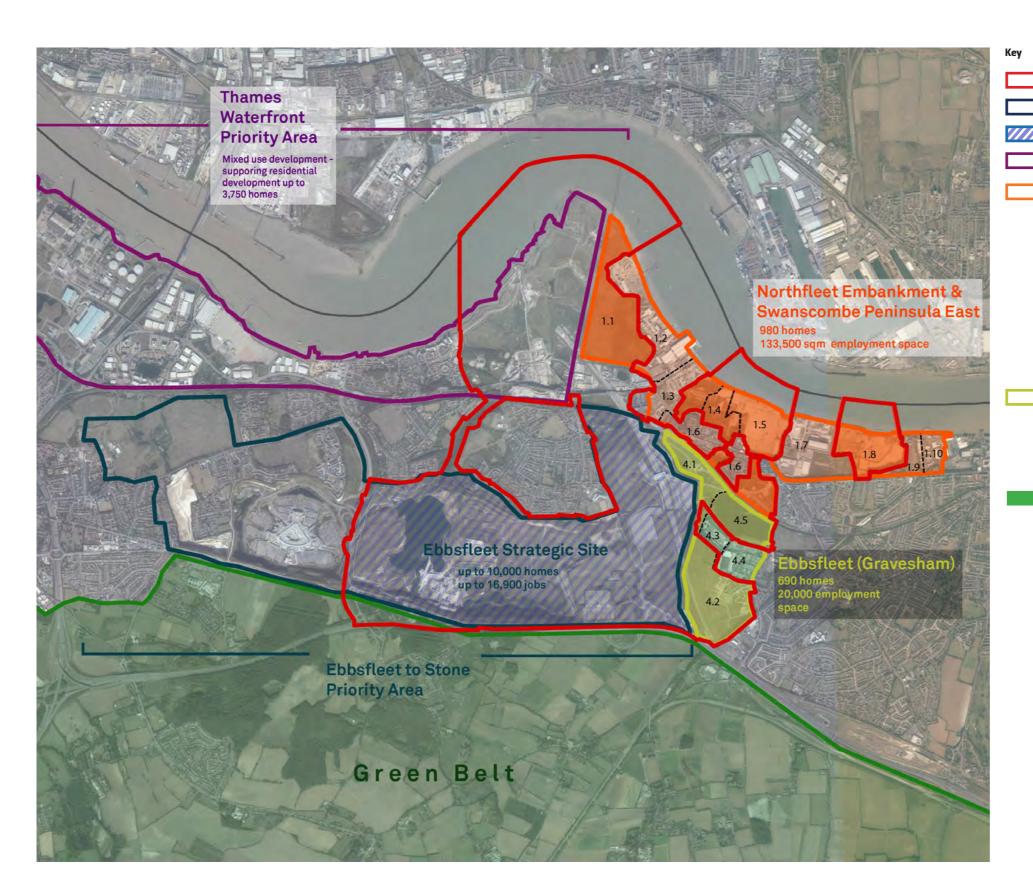
floorspace (use class D2), hotels and restaurants. There is potential for the provision of additional dwellings and business floorspace in the longer term.

Northfleet Rise Quarter (Key Site 4.1): This will provide an employment led development comprising business employment floorspace (use classes B1a, B1b and B1c), leisure/entertainment floorspace (use class D2), and hotels and restaurants. It will provide a local centre to support the development.

Springhead Quarter (Key Site 4.2): This will provide a residentially led mixed use development of around 690 additional dwellings with the potential to provide some business employment floorspace (use classes B1a, B1b and B1c) and some retail floorspace to support the residential development.

Blue Lake (Key Site 4.5): Blue Lake is a deep water filled quarry lying to the north of Thames Way. The Council considers that Blue Lake will remain in its current use over the plan period. It would support proposals that better integrate the lake with the Northfleet Rise Quarter Key Site, secure environmental improvements and improve its biodiversity value.

Area	Policy	Homes	Jobs / employment space	Shops and Leisure	Services and Facilities	
Dartford Borough Council						
Ebbsfleet to Stone Priority Area	Policy CS4	Up to 7,850 plus a further provision post 2026	9,700 jobs, plus further provision post 2026	Up to 23,800 sqm net shopping floorspace, with any further floorspace at Bluewater subject to regional considerations.	Secondary school Up to 5 primary schools GP surgeries Fastrack route through sites	
Ebbsfleet Valley Strategic Site (within the Ebbsfleet to Stone Priority Area)	Policy CS5	Up to 5,250 plus further provision post 2026 (As part of the 7,850 homes at Ebbsfleet to Stone Priority Area)	9,500 jobs	Up to 18,800 sqm net shopping floorspace	1 secondary school Up to 4 primary schools GP surgeries Fastrack route through sites	
Thames Waterfront Priority Area	Policy CS6	Up to 3,750 plus further provision post 2026.	11,800 jobs	Local shopping provision Riverside leisure uses not competing with town centre	2 primary school (to be kept under review) GP surgery	
Gravesham Borough Council						
Northfleet Embankment and Swanscombe Peninsula East Opportunity Area	Policy CS03	980	133,500 sqm employment space			
Ebbsfleet (Gravesham)	Policy CS06	690	20,000 sqm employment space			



Ebbsfleet Development Corporation Boundary

Ebbsfleet to Stone Priority Area (Policy CS4, DBC Core Strategy)

Gravesham Borough
Council and Dartford
Borough Council
Core Strategy
designations
The Development

The Development Corporation area is subject to five site allocations in the local plans. In Dartford this includes two 'Priority Areas' and one 'Strategic Site'. In Gravesham this consists of two 'Opportunity Areas'.

Northfleet Embankment and Swanscombe Peninsula East Opportunity Area (Policy CS03, GBC Core Strategy)

1.1 Swanscombe Peninsula East Undeveloped Area

Ebbsfleet Valley Strategic Site (Policy CS5, DBC Core Strategy)

Thames Waterfront Priority Area (Policy CS6, DBC Core Strategy)

- 1.2 Swanscombe Peninsula East Riverside Industrial Area
- 1.3 Grove Road and Lower Ebbsfleet Area (Includes key site)
- 1.4 Old Northfleet Residential Extension (key Site)
- 1.5 Northfleet Cement Works Regeneration Area (Key Site)1.6 Existing Old Northfleet Residential Area
- 1.7 Kimberley Clark Site
- 1.8 Northfleet Embankment East Regeneration Area (Key Site)
- 1.9 Existing Rosherville North and Lansdowne Square Residential Area
- .10 Imperial Business Estate
- Ebbsfleet (Gravesham) Opportunity Area (Policy CS06, GBC Core Strategy)
- 4.1 Northfleet Rise Quarter (Key Site)
- 4.2 Springhead Quarter (Key Site)
- 4.3 Northfleet Wastewater Treatment Works
- 4.4 Springhead Enterprise Park
- 4.5 Blue Lake
- Designated Green Belt

1.9 A locally led framework

In December 2015 EDC held a series of stakeholder engagement events to further explore an understanding of local opinion in bringing forward development at Ebbsfleet. This included workshops with local stakeholders and exhibitions in various locations.

Purpose of engagement events

The first phase of engagement sought to define what 'Ebbsfleet Garden City' could be in order to begin to develop a shared vision and clear objectives upon which the Implementation Framework has been developed.

The aim was to launch the masterplanning ideas into the public domain, seeking to ascertain the aspirations of key stakeholders, local community groups and representatives, businesses and members of the public.

Key events

An outline of the key events are set out below and described in more detail within the EDC Statement of Participation.

Stakeholder Workshop Sessions

Two Stakeholder Workshop Sessions were held on the 8th December in Eastgate Centre, Springhead. Over one hundred key stakeholders were invited to attend either a morning or afternoon session, providing the opportunity to discuss key issues, as well as meeting the consultant team, borough officer and some members of EDC Board on a one-to-one basis.

The workshop format was intended to be collaborative with the focus on attaining options and feedback from the various stakeholders, and to facilitate discussion amongst the numerous groups who have a stakeholder interest in Ebbsfleet.

For both workshops, nine themes groups were facilitated allowing attendees to choose their preferred theme of discussion.

Over 100 people attended the sessions, including representatives of the various developers and landowners, infrastructure providers, local authority members and officers, education and health care providers and representatives of local community groups.

Public drop-in exhibitions

The EDC widely advertised and delivered seven public drop-in exhibitions to enable participation of a large number of stakeholders in local settings. Each event was held for three hours, using exhibition boards with satellite maps and images to provoke comment and discussion on the future of Ebbsfleet:

Toolkits employed to obtain feedback included:

- Postcards from the future; and
- Post-it note ideas.

Up to 500 people gave their views during the events. The majority of participants lived or worked in the local areas, and gave insightful comments to assist the development of the Implementation Framework that reflects the views and aspirations of local people.

Postcards from the future

Distributed across all events, 'Postcards from the future' aimed to explore how people envisaged themselves in Ebbsfleet in 2030 and 'send a postcard' to record three things they love about the new place.

Online Survey

During a 4 week period from 3rd December 2015 to 1st January 2016, the EDC invited all stakeholders, community groups and local residents to complete an online survey linked to the EDC website.

Engagement Plan

Going forward, EDC's plan for further engagement is outlined below:

June 2016: Share draft with partners / stakeholders

 Aim: Align and agree plans with key stakeholders to allow public consultation to proceed.

October 2016: Garden City open days

- Aim: Test local communities / key stakeholders understanding and ideas for the vision and structure planning for Ebbsfleet as 21st Century Garden City
- Logistics: Five drop-in events co-hosted by EDC and development partners, one for each strategic development area.

November Final Draft Framework

- Aim: Explain how the Masterplan will be delivered and continue to cultivate support from local communities for its delivery.
- Logistics: Digital launch using website and social media.









02 Stakeholder Workshop Sessions

03 Stakeholder Workshop Sessions

04 Postcards from the future



Key issues and concerns

Despite an overall acceptance and anticipation towards development at Ebbsfleet, and the attractiveness to many of the Garden City brand by both key stakeholders and the general public, the engagement events held in December 2015 also helped to uncover a number of shared issues and concerns across all parties.

These key issues are outlined below:

The impact of development on transport is the biggest concern of local people.

Transport was the most significant concern across all stage 1 consultation events – it was the most significant concern on the online survey and comprised 30% of all post–it comments during the drop–in exhibitions. The vast majority of these concerns related to the future impacts of development on the A2 (T).

Through the Implementation Framework, EDC will:

- Consider further ways to reduce travel by car for new and existing communities, including ways to make it easier to walk, cycle and use public transport; and
- Work hard to get strategic and local upgrades to the road network brought forward.
- Work with all public and private sector partners to develop and bring forward better public transport services and systems.

Local communities are worried about Ebbsfleet swallowing them up.

Concerns were raised about impacts of development on the communities where they live. There were a number of issues raised about a lack of integration between new development and existing communities (particularly the impact of Castle Hill development on Swanscombe and access to new facilities).

However, a significant amount of responses across all events were also optimistic about the future of communities in Ebbsfleet and the local area, with strong calls to ensure that new communities are vibrant, safe and healthy.

Over 25% of all post-it responses relating to green infrastructure commented on the need for more green space in the area, and 44% wanted to open access to the River Thames.

Furthermore, the online survey identified that green space was rated as the number one reason for participants to move to Ebbsfleet.

Though the Implementation Framework, EDC will develop a landscape and access strategy that exploits natural and historic environments and improves access to open space for all local neighbourhoods.

Through the Implementation Framework, EDC will:

- Through advising on layout, design and projects, aim to ensure existing communities can have the best possible access to all new facilities in Ebbsfleet; and
- Ensure through planning controls that any negative impacts of development are appropriately mitigated.

Communities are concerned about impacts on healthcare.

50% of all sticky-note responses related to community facilities expressed concern about current capacity at the Darenth Valley Hospital and local GP provision and were worried about the impact of future development.

Healthcare was also rated the number one feature that makes a great place to live on the online survey.

- EDC is working with the local Clinical Commissioning Group (CCG) and NHS England to co-develop the Health New Towns Programme within Ebbsfleet. The programme will pioneer new approaches to the provision of health facilities to increase access and the efficiency.
- Through the Implementation Framework, EDC will advocate for exemplary health facilities to be co-located within local centres that are easily accessible by both existing and new communities.

Local people want to see new housing at Ebbsfleet, but housing that is of a high standard and accessible by local people.

The EDC will explore through the Implementation Framework how the pace, quantum and quality of new housing development can be improved and made more accessible for local people. Housing choice (including tenure) will be widened by all means available.

EDC has already adopted the National Described Space Standard as its benchmark for housing sizes, and seeks a similar adoption by plan-making authorities within their own local policy frameworks.

Local people think Ebbsfleet should improve access to education, including a university.

Through the Implementation Framework the EDC will aim to attract at least one major University to locate new facilities within Ebbsfleet.

The EDC will work with Universities and businesses to promote learning and training, and to encourage skills development across the local area. Local academies and colleges will also be engaged to facilitate access to these opportunities.

The Framework also plans for new models for health, education and social infrastructure, to reduce the impact on existing facilities and provide new facilities to benefit existing communities, taking into account current planning requirements and triggers for delivery.

Local people want local jobs.

Through the Implementation Framework the EDC will work with development partners to actively attract inward investment, jobs creation and promote the growth of local businesses.

As noted above, EDC will focus particularly on equipping local residents to compete in work place recruitment and develop entrepreneurial skills.

Ebbsfleet Central and the enterprise zone locations on Northfleet Riverside will be the focus for attracting anchor tenants and major investors into Ebbsfleet, from which a sustainable economy can be developed.



Proportion of online survey responses that refer to transport and congestion as their key concern of Ebbsfleet.



Proportion of all postcard responses relating to transport called for better public transport in the Ebbsfleet and local area.



25%

Proportion of all postcard responses that referred to the need for a strong and cohesive community.



82%

82% of people think Ebbsfleet should improve the landscape and provide access to open



50%

Proportion of all postit responses related to community facilities expressed concern about current capacity at the Darent Valley Hospital and local GP provision



22%

Proportion of all post-it responses that referred to the need for more housing and quick delivery.

55% of these responses called for housing to be of a very high standard and character.

95% of participants responding the online survey would like to own their own property if move to Ebbsfleet.



21%

Proportion of all postit responses related to community facilities expressed concern about impact to schools and education.



43%

Proportion of all postcard employment responses calling for the need to provide more local jobs.



259

Proportion of all postcard employment responses that called for the need to attract new economic opportunities.





Ebbsfleet, a 21st Century Garden City

- 2.1 Implementation Framework Structure
- **2.2 Ebbsfleet in 2035**
- 2.3 Delivery Themes

2.1 Implementation Framework Structure

EDC's primary role is to deliver the Garden City at pace, to a high quality and to maximise development potential at Ebbsfleet.

The Vision – What kind of place will Ebbsfleet be?

The Implementation Framework defines the long-term ambition for Ebbsfleet- identifying what kind of place Ebbsfleet will become by 2035. This has been developed based upon an appreciation of the aspirations of local people, as well as site-level opportunities and constraints.

Delivery Themes - What will EDC deliver?

The EDC has set out six 'Delivery Themes' that define the overarching priorities the EDC is seeking to achieve. These are:

- Quality Homes and Neighbourhoods;
- Enterprising Economy;
- Connected People and Places;
- Healthy Environments;
- A Civic Community; and
- Integrated Utilities and Services

Objectives - What is EDC seeking to achieve?

Objectives have been defined setting out what EDC is seeking to achieve under each Delivery Theme. These objectives have been developed in response to the Town and Country Planning Association's Garden City Principles as set out in "The Art of Building A Garden City" in 2014; as well as specific issues of relevance to development sites at Ebbsfleet.

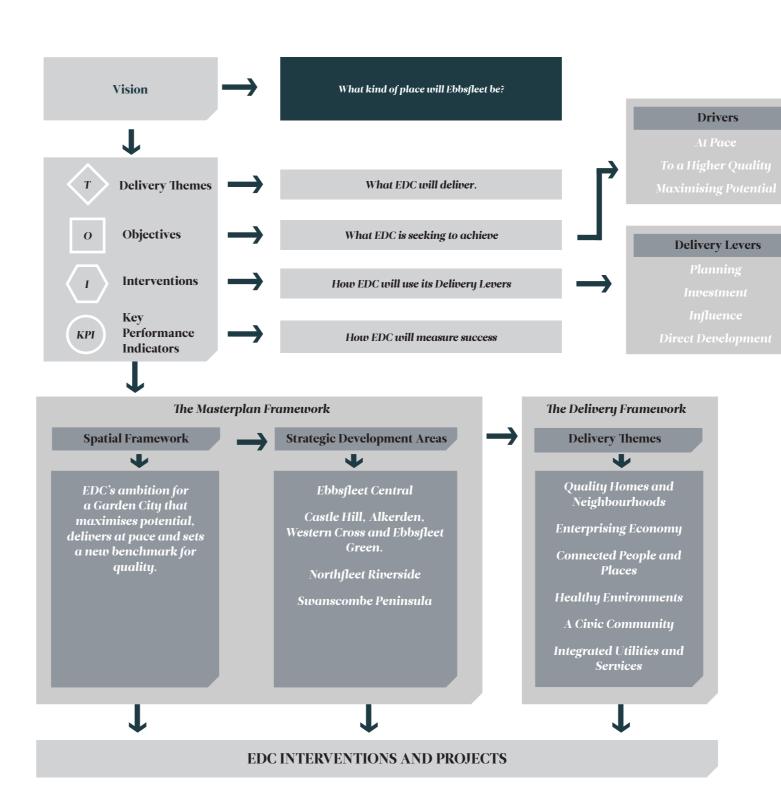
The objectives are specifically focussed to support the EDC drivers of achieving development at pace, to a higher quality and maximised potential.

Interventions - How will EDC deliver the Framework?

A series of interventions have been set out that convey a clear position of intent setting out how EDC will use its levers of 'Planning', 'Investment', 'Influence' and 'Direct Intervention' to bring forward the Garden City at Pace, to a higher quality and to its maximum potential.

Key Performance Indicators (KPIs) – How will EDC Measure success?

A series of performance measures have been developed for each theme, identifying how success will be measured in meeting the Objectives. The Ebbsfleet Vision and Objectives feed into the EDC's Corporate Strategy, as well as the spatial framework and delivery strategies outlined within the Framework.



The Role of the Implementation Framework
How the Framework relates to the Vision, Delivery Themes, Objectives, Interventions and Key Performance Indicators.

8 Dartford Thurrock (Lakeside) EASTERN QUARRY NORTHFLEET EMBKMNT WEST **Tilbury** Gravesend Ashford Paris Brussels North Kent Coastal Towns **Canterbury and North**

The Ebbsfleet sites and wider context

The Ebbsfleet development sites provide the opportunity to create a new place that is well connected to a much larger constellation of settlements. It will be important to capitalise on both regional and local links and ensure that regenerative benefits spread beyond the EDC boundary to other parts of Dartford and Gravesham.

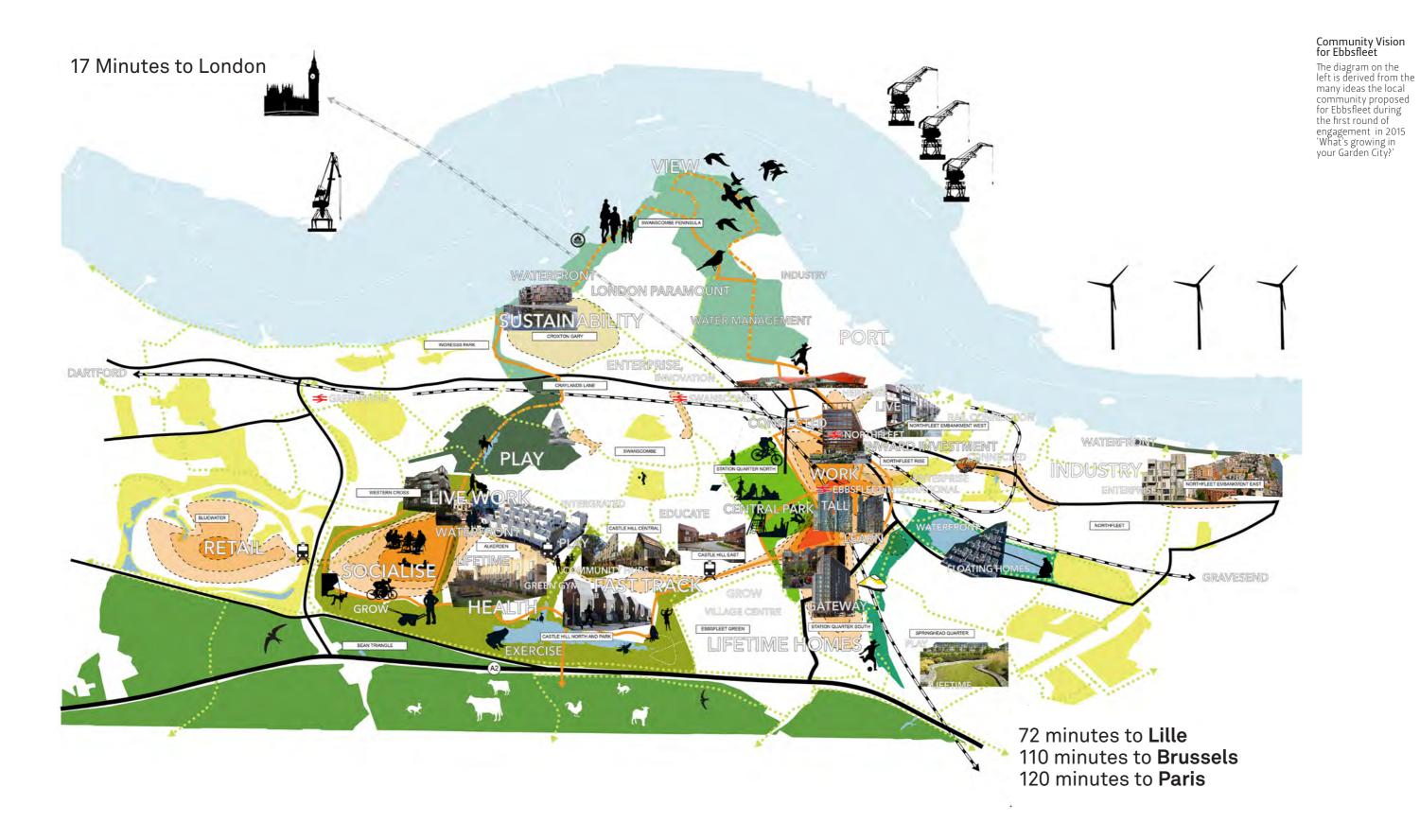
Ebbsfleet in 2035.

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 placemaking 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.



Six 'Delivery themes' to structure Ebbsfleet's planning and design

Delivery Theme 1 **Delivery Theme 3 Delivery Theme 2 Quality Homes and Neighbourhoods Connected People and Places Enterprising Economy** Objectives Objectives Objectives Facilitate the establishment and growth of new and existing businesses Create and improve safe, integrated and accessible transport systems, Promote the delivery of high performing, high quality, homes and providing a mix of sustainable jobs accessible to local people that puts with walking, cycling and public transport systems designed to be the Ebbsfleet on the map as a successful business location. most attractive form of local transport. Maximising locational strength and connectivity to establish a dynamic, Promote legible networks across Ebbsfleet, from the River Thames to Ensure that the design of new neighbourhoods follow good urban design vibrant and entrepreneurial commercial centre to provide a regional office principles to deliver, attractive, safe and efficient layouts that contribute the green belt and from Dartford to Gravesend in order to help people to hub at Ebbsfleet International to support a targeted inward investment positively toward an appropriate character for Ebbsfleet. connect with each other and between the new and existing communities. Promote the delivery of a wide range of homes and tenures for all life stages, that meet local aspirations including the affordable housing requirements as set out in the planning policies of Dartford and Gravesham Boroughs. Key Performance Indicators Key Performance Indicators Key Performance Indicators Number of new homes (completions p/a) 1000 average target (rising to % Modal shift toward sustainable forms of transport or movement within the city KPI 1 Number of new Jobs created in Ebbsfleet 1400 pa by 2021) (from a 2016 base). Quality and range of housing opportunities delivered Progress on Ebbsfleet Central (floor space under construction) Artist's impression of Ebbsfleet Central, looking south-east from the top of the hill in Central Park.

Delivery Theme 4



Healthy Environments

Objectives

08

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.

09

Exploit the best of Ebbsfleet's blue and green natural assets to open up 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.

Key Performance Indicators

KPI 6

Net gain in accessible open space, public realm and recreation areas completed

KPI 7

Improvements to agreed local quality of life indicators (from a 2016 base)

Delivery Theme 5



A Civic Community

Objectives

11

Optimise the quality of life for local people through the provision of accessible social infrastructure; cultural, community, 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.

Key Performance Indicators



Improved rates of resident satisfaction with living and working in Ebbsfleet (from a 2016 base).

Delivery Theme 6



Resilient & Sustainable Systems

Objectives

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 are 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.

Key Performance Indicators

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KPI 9

Number of homes completed which meet enhanced standards for environmental performance, space and accessibility above the statutory minimum.

KPI 10

Net improvements to air quality and sustainable urban drainage (from a 2016 base).





The Spatial Framework

- 3.1 Ebbsfleet as a 21st Century "Garden City"
- 3.2 Six key moves:
 - **#1** Celebrate and reflect Ebbsfleet's landscape, people and cultural heritage
 - **#2** Bringing in the green and the blue
 - **#3 Building on connections**
 - **#4 Focus on centres**
 - **#5** Efficient homes and neighbourhoods
 - **#6 Integrated utilities**
- 3.3 Bringing it all together

3.1 Ebbsfleet as a 21st Century 'Garden City'

The following section provides a spatial framework for the planning and design of Ebbsfleet. This framework demonstrates that by joining up development sites through a series of shared principles, a more integrated and sustainable 21st Century Garden City could be created.

The Garden Cities of the 20th century are defined by their landscape setting of parks, open spaces, tree-lined streets and homes with gardens. The resulting leafy and green character is identified by the Town and Planning Association (TCPA) as "an important reason for their enduring popularity" which at the same time "offers a number of key benefits in terms of sustainability and climate change resilience" (TCPA 2014, para.59). They were built in response to a range of urban issues associated with Victorian overcrowding and poor social conditions.

The establishment of a Development Corporation at Ebbsfleet is in response to a series of specific 21st Century challenges including the difficulties associated with the delivery of development on previously used land, and the need to build more new homes. In addition, issues relating to climate change require an innovative approach to landscape and water management and to travel modes other than cars.

This Spatial Framework sets out a joined up approach to development. It brings together the various existing and emerging development consents to present a whole place, overcoming boundaries and constraints, and ensuring that the development potential is maximised in terms of pace, quality and ambition.

The Spatial Framework is structured around six key moves derived from the specific qualities of Ebbsfleet's local landscape, that will support healthier lifestyles, and a better quality of life for local communities. These key moves are:

- Celebrate and reflect Ebbsfleet's landscape, people and cultural heritage
- Bringing in the blue and the green;
- Building on connections;
- Focus on centres serving communities with jobs and facilities;
- Creating efficient and green neighbourhood design; and
- Integrated utilities and services

Inspiration for a 21st century Garden City

EDC seeks to build on best practice in British Town Planning with 21st century approaches to sustainability and resilience to create an attractive and resilient place to live and work.



Generous tree-lined streets provide valuable public space at Letchworth Garden City



A natural swimming pool at Kings Cross, Londo



Attractive pedestrian links in Accordia, Cambridge



Rain gardens provide an ecological corridor, and an attractive addition to urban streets



Attractive front boundaries define Letchwort



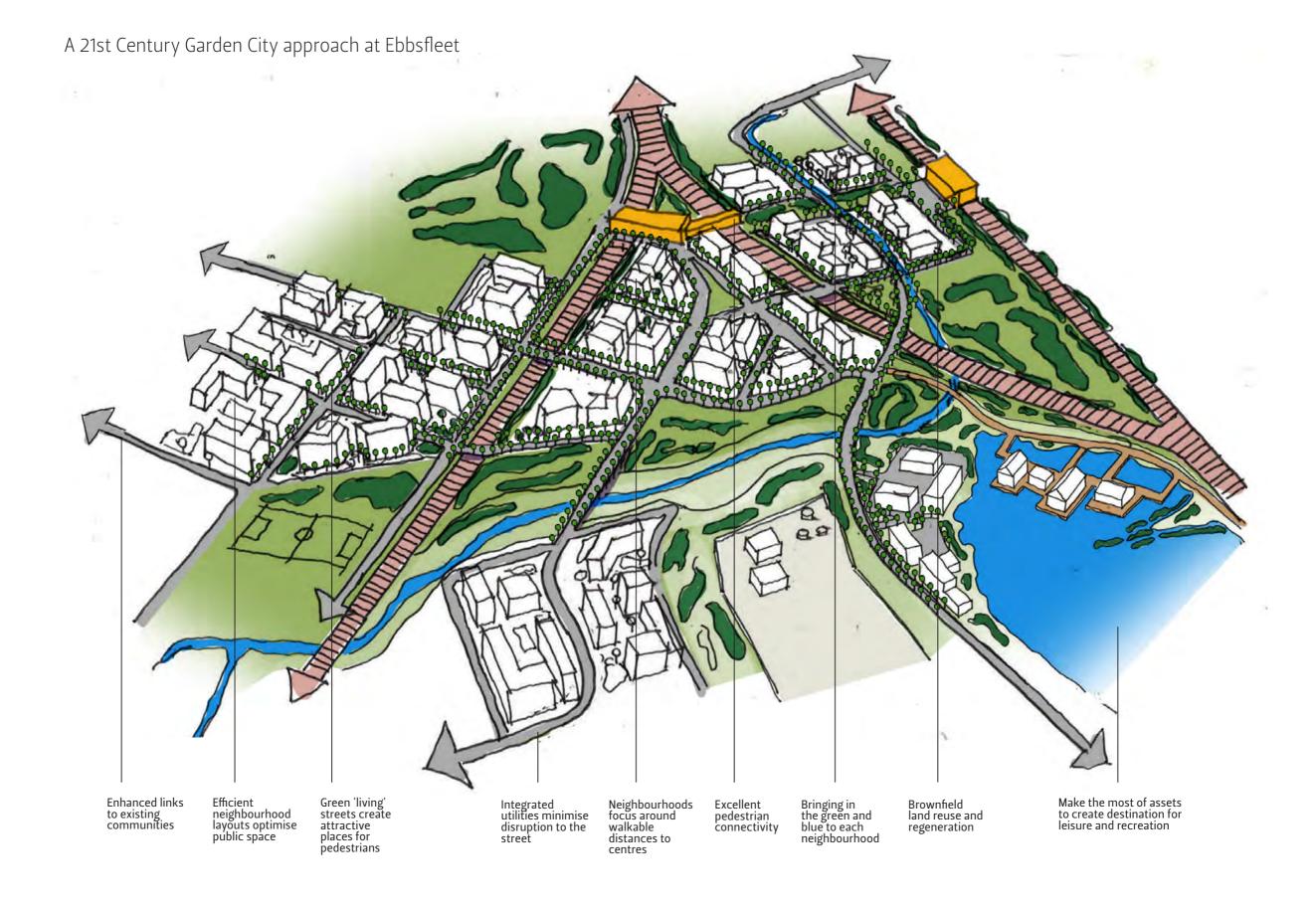
Innovative approaches to housing in Ijburg, Amsterdam



Sustainable drainage d, s such as balancing ponds create valuable open space



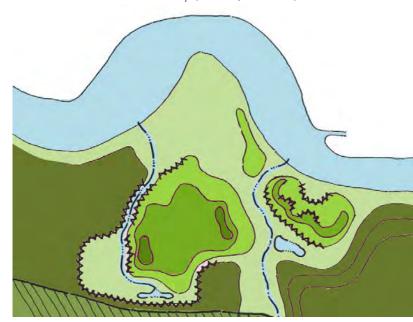
Sustainable drainage integrated into set-piece public spaces in Upton, Northampton



Six key moves to bring Ebbsfleet together

Celebrate and reflect Ebbsfleet's landscape, people and cultural heritage

> To create a Civic Community (Delivery Theme 5)



Harnessing Ebbsfleet's unique and hidden landscapes, topography and cultural heritage to create a distinctive place and identity that will unify development with the existing environment.

- Natural assets, such as the extensive riverside, cliffs, lakes, and topography will be celebrated to create a unique environment that contributes social, amenity and fiscal development value.
- All aspects of existing ecological value across the Ebbsfleet area, including mature vegetation, hedgerows, woodland, marshes, chalk grasslands and various water bodies will be conserved and enhanced to maximise the ecological and biodiversity value of the area.
- Ebbsfleet's man-made landscape assets, including its industrial heritage, archaeological features and aspects of historic importance will be celebrated for their cultural value.
- Development will be oriented to maximise short and long distance views / access to the surrounding environment of the North Kent countryside and River Thames waterfront.
- Ebbsfleet's hidden river will be re-established and used to create public routes to connect to the River Thames.

Bringing in the green and blue

> To create Healthy Environments (Delivery Theme 4)

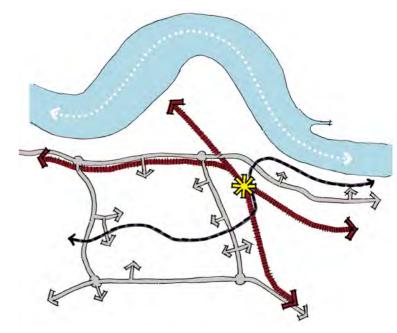


Bringing the green into development to create a continuous network, enhancing value, amenity, health and environmental conditions.

- The environment will be shaped by following 'Water Sensitive Urban Design' (WSUD)
 principles integrating urban water cycle management into the public realm through
 high quality design and planning.
- Development and infrastructure will respect flood risk zones and be planned to the highest possible levels of resilience so as 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. There will also be a focus on building on natural and ecological environments around existing assets such as Swanscombe Peninsula, (comprising Botany Marsh and Black Duck Marsh), Ebbsfleet River, Blue Lake, Eastern Quarry and Craylands Gorge.
- Development will be framed by a network of waterscapes and green corridors that encourage walking, cycling, ecology and biodiversity, becoming a defining feature for Ebbsfleet's streets parks and neighbourhoods.
- An early and comprehensive tree planting strategy will be an intrinsic element of all new development, promoting an overall net gain in biodiversity and mitigating storm water run off.
- Across Ebbsfleet opportunities will be promoted for growing food locally at allotments or community gardens.
- Walking routes into the nearby green belt countryside will be improved where possible.

Building on connections

> To connect People and Places (Delivery Theme 3)

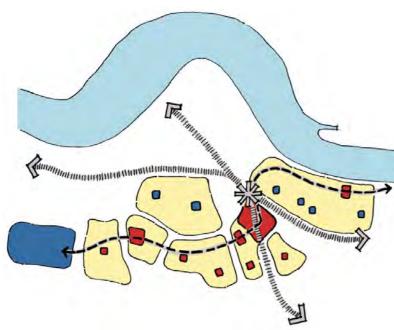


Making the most of investment in public transport infrastructure (including High Speed 1 and Fastrack) to ensure residents benefit from an accessible and integrated transport system connecting new and existing communities.

- 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 density.
- Ebbsfleet International will transform from a 'Park and Ride' site into an urban transport hub, with improved transfers to walking and cycling routes, and an interchange with Fastrack and Northfleet Station.
- Development will prioritise walking and cycling to support healthy living and focus points of convergence at local centres to encourage interaction of new and existing communities.
- Movement networks will be focussed to maximise the unique opportunities of the area and seek to re-open historic underpasses, tunnels and bridges.
- Streets will be characterised by a clearly defined street hierarchy. The design of streets
 will have an important role in changing travel habits and reducing the need to travel by
 car. Streets will be designed to allow 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 cliffs and steep level changes to ensure improved pedestrian and cycle links between existing and new communities.
- Ebbsfleet will capitalise on its strategic positioning on the River Thames through creating and enhancing river connections, and recognising its importance to the local, regional and national economy.

Focus around centres

> To support an Enterprising Economy (Delivery Theme 2)

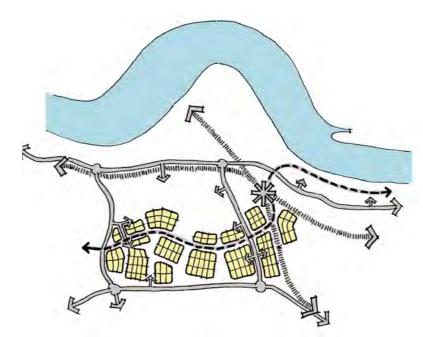


Creating hubs of activity and a commercial centre at Ebbsfleet Central to ensure that existing and new communities are well served by jobs and services.

- The Ebbsfleet Central commercial core will function as a regional employment centre that responds to the macro economic region of Europe and London as well as creating opportunities and synergies for existing and new local businesses with up to 32,000 new jobs (jobs within the international theme resort would be in addition) – complementing Dartford and Gravesend town centres.
- Local centres will be located at points of high accessibility, particularly by sustainable modes of public transit so as to facilitate the creation of walkable neighbourhoods and to promote a reduced car dependent environment.
- Centres should support economic clustering that supports a full spectrum of business space from start up and entrepreneurial hubs, to grow on and more established larger businesses. Each development will demonstrate how it supports the wider Ebbsfleet economic strategy.
- Local centres will be designed with flexibility and response to local needs. They will offer
 a wide range of social infrastructure to serve the community including schools, health,
 cultural, recreational facilities, and small commercial services such as shops, dentists,
 hairdressers.
- 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 cost of major new development.

Efficient neighbourhood design

> To enable quality homes and neighbourhoods (Delivery Theme 1)

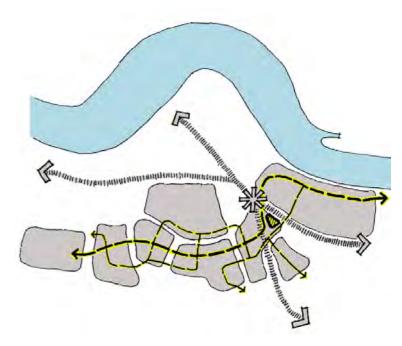


Making the most of land available for development allows more space for green spaces infrastructure and public amenities, ensures better serviced communities and a more attractive place to live.

- 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 planted 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. This will include social rent, affordable rent, starter homes, intermediate products, build to rent (Private Rental Sector -PRS), older persons and supported housing.
- Promotion of a range of delivery models that encourage diversity and variation in the built form to offer apartments, terrace, semi detached, custom build, serviced and self build opportunities.
- 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

> To support Resilient and Sustainable Systems (Delivery Theme 6)



An integrated and sustainable utilities network ensuring homes and centres can develop quickly.

- Intelligent utility networks with opportunity for locally responsive decentralised networks will be promoted.
- Development will pursue approaches to minimising reliance on / investment required for strategic infrastructure. This could include consideration of neutral discharge to sewers through the use of Sustainable urban drainages systems (SuDS) and the minimisation of power network loads through low carbon CHP and district heat.
- Surface water will be managed within the public realm using a variety of SuDS techniques.
- Development should promote potential for renewable technologies.
- Development should promote on-site treatment of waste including composting and recovery.

Celebrate and reflect Ebbsfleet's landscape, people and cultural heritage

Ebbsfleet sits on a prominent position on the River Thames, inheriting a rich natural, historic and cultural landscape that has been shaped by human activity and industry for thousands of years.

Chalk cliffs and grasslands, woodlands, lakes and marshes remain, as well as a range of key archaeological and industrial features that defines the uniqueness of the area. The distinctiveness of this heritage will be central to developing Ebbsfleet's identity and character, using it to inform emerging proposals that will enhance, connect and manage the natural, historic and cultural landscapes in an integrated way.

Ebbsfleet Central

The Ebbsfleet Central area is focused around the Ebbsfleet river valley. Although much of the area is currently dominated by extensive surface car parking and rail infrastructure, it also contains a number of key assets and opportunities, including:



- Artificial landforms and expansive open space at the landfill site west of the International Station;
- Low-lying wetland and marsh areas along the Ebbsfleet River providing an important ecological corridor;
- Blue Lake, a large permanent water body to the east of the site that provides significant landscape amenity to be better integrated into the central area;
- Long distance views to and from the Kent countryside to the south;
- Tree topped chalk spines to the north and east;
- A number of key archaeological features across the area are subject to statutory
 protection, and must be preserved and incorporated into new development with great
 sensitivity, including a scheduled monument (the Ebbsfleet Neolithic Site Scheduled
 Ancient Monument) a geological Site of Special Scientific Interest (SSSI) at Baker's Hole,
 areas of palaeolithic interest around Southfleet Road, Roman sites north of the A2, and
 other assets focused along the Ebbsfleet River.



View of Ebbsfleet Central Station Area



Baker's Hole landfill site

Adjacent to the station area, the topography and views afforded by the existing landfill area creates the opportunity for a new central park



Blue Lake
Opportunity to open Blue Lake for public access and water-based recreational activity



The Ebbsfleet Central area is of great historical importance in English history and prehistory. The 'Ebbsfleet Elephant' (pictured above) was discovered here in 2004.

Eastern Quarry and Ebbsfleet Green

Eastern Quarry and Ebbsfleet Green was previously covered in farmland, ancient woodland and orchards until clay was first extracted in this area in the early 1900s. Today, the area has considerable landscape character across the site. Its key assets include:



- A perimeter of dramatic chalk cliffs, particularly along the southern and western boundaries of Eastern Quarry, creating a dramatic backdrop for new development.
- Craylands Gorge, a man-made gorge originally cut to transport chalk to the Swanscombe Cement Works, which today provides a key ecological corridor and heritage asset;
- Large landlocked water bodies at the southern and western edges of Eastern Quarry;
- Unique existing topography and internalised views of the quarry;
- Ecologically important and protected habitats both within and surrounding the area, including considerable woodland belts along the southern edge and north-western edge of the site;
- Significant archaeological heritage across the area (including Palaeolithic sites at Ebbsfleet Green and Castle Hill).



View of Eastern Quarry and part of the Ebbsfleet Green site







Chalk cliffs and woodland

Northfleet Riverside

Northfleet Riverside extends between Swanscombe and Gravesend on the banks of the Thames, and includes two key development sites: Northfleet Embankment West and Northfleet Embankment East. Both sites have been the focus for the area's rich industrial heritage during the 19th and 20th centuries – the former comprising a former cable factory and the latter being used for a range of activities including aggregates works and the former Northfleet Power Station.



The key assets of Northfleet Riverside include:

- Extensive Thames river frontage (almost 1.5 km in total) creating panoramic views of the Thames and industrial Essex riverside;
- Exposed chalk cliffs to the south as well as historic underpasses and tunnels through the cliffs to the south;
- Northfleet Harbour (western side of Northfleet Embankment West), a historic but overgrown tidal harbour forming the mouth of the Ebbsfleet River. The harbour area includes a scheduled monument considered to be the oldest Portland cement kiln in the world:
- Prominent large scale industrial buildings, warehouses and working wharves across this
 area, creating the focus for Northfleet's industrial heritage; and
- Several existing heritage buildings and features, particularly at Northfleet Embankment
 East due to the former Rosherville Pleasure Gardens, including the locally listed Art
 Deco "Henley Building", a grade 2 listed bear pit, a grade 2 listed cliff-top entrance and
 tunnelled stairway, the 'hermit cave grotto', and a grade 2 listed cavern, drawdock and
 quay.



View of Northfleet Harbour and Northfleet Embankment West



View of Northfleet Embankment East



Northfleet Harbour
The historic Northfleet Harbour is an important ecological area with panoramic views across the River Thames



Industrial heritage
A Scheduled Monument at Northfleet
Riverside, considered to be the oldest
Portland Cement Kiln in the world.



Existing heritage
The rich history of this prominent location contains several important heritage buildings, such as the locally listed Art–Deco frontage at Northfleet Embankment East.

Swanscombe Peninsula

Swanscombe Peninsula was originally a tidal salt marsh until the mid 18th century when parts of it were bunded and drained for the construction of the Swanscombe Cement Plant. Today, the peninsula comprises predominantly low lying marsh used for agriculture and grazing, as well as riverfront industrial and port activities behind existing tidal defences in the east.



The key assets of Swanscombe Peninsula include:

- Panoramic views along and across the River Thames, including St Clements Reach, Northfleet Hope, Tilbury Docks, the QE2 Bridge, and nearby industrial facilities and chimneys;
- Expansive open space, consisting of grassland and scrub;
- Significant areas of salt marsh, including Botany Marsh, Black Duck Marsh and Broadness Salt Marsh, providing ecologically important habitats and species;
- Broadness Harbour, an ad-hock tidal harbour for small boats; and
- A strong industrial heritage in port and metals processing, particularly on the eastern side of the peninsula.



View of Swanscombe Peninsula



Existing habitats

Swanscombe Peninsula contains significant areas of marshland and habitats, including Botany Marsh (pictured above), Black Duck Marsh and Broadness Salt Marsh.



Broadness Harbour
This characterful harbour provides a valuable insight into the history of the peninsula.



Thames Views
Sweeping panoramic views of the industrial
Thames provide a distinctive setting.

Bringing in the green and the blue

The Framework connects Ebbsfleet's 'blue' waterscapes and 'green' landscapes to bring the garden into all areas of the city. This network of parks, open spaces and green streets and corridors will provide beautiful and functional recreational spaces, and habitats that support local ecology and water management requirements in an integrated and sustainable way.

Key moves:

The Framework focuses on the following key moves to deliver an integrated green and blue network:

A Garden Grid: The Garden Grid is the green infrastructure network that will connect the city's parks and open spaces with the Thames riverside and the wider Kent countryside, using green corridors to provide safe and attractive walking and cycling networks.

Seeding 7 'City Parks': Five major parks, and two linear parks will provide landmark open spaces exemplifying the beauty of Ebbsfleet's diverse landscapes, and supporting the city's recreational programmes, outdoor events calendar and larger sports facilities.

Local parks on your doorstep: A design framework for local parks will promote opportunities for the local community to socialise, play, grow food, and support the localised management of stormwater and local ecosystems.

Making the most of our water: The design of each neighbourhood, its streets, parks and buildings should consider how water can be managed intelligently to minimise flooding, facilitate irrigation, and promote habitats resilient to flooding and climate change.

Active landscapes: The design of Ebbsfleet's streets, public spaces, parks, open spaces and waterscapes should consider opportunities to promote physical activity, play and socialising, to foster healthy and communal lifestyles.

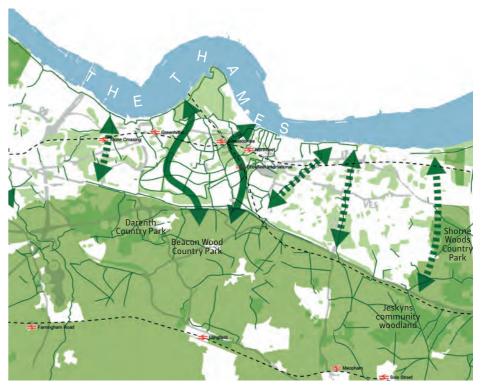
Productive landscapes: Kent's iconic identity as the 'Garden of England' should be reflected in the planning of the city's green network. Opportunities will be considered across the Garden Grid to support local community ambitions to grow food locally.

Creating the 'Garden Grid'

Ebbsfleet's Garden Grid is intended to bring the city's parks and open spaces together into a unified network, allowing residents of every species to walk, cycle, hop and slide across the city within safe, beautiful and sustainable green corridors.

The key principles are to:

- Build on the existing landscape assets of Ebbsfleet, including existing parks and open spaces, iconic topography, and the extensive network of rivers waterways and lagoons;
- Provide a landscape accessible to residents of all ages and abilities that provides high quality amenity, recreation and leisure facilities that can encourage healthy lifestyles;
- Create a strong ecological network that dramatically enhances biodiversity and provides a range of aquatic and terrestrial habitats;
- Connect to the wider landscape within north Kent via a sustainable walking and cycling network and a 'regional Garden Grid';
- Enhance, preserve where appropriate, connect and interpret historic landscapes and features:
- Manage the natural and historic landscapes in an integrated way;
- Integrated design and management to create a comprehensive green and blue infrastructure that is resilient to climate change, whilst reducing flood risk.



Connecting to the Thames riverside and Kent's iconic countryside

The Garden Grid builds on the region's existing ecological corridors and green grid strategy as outlined in local planning policy. The enhancement and protection of existing habitats and biodiversity will be central to the landscape approach of Ebbsfleet.



Cycle paths in the Cours Seguin forming a greed grid within the former factory site Part of the redevelopment of the former Renault site in Boulogne Billancourt, Paris. Cyclists are segregated from traffic with planted meridians.



Seeding 7 City Parks

A network of landmark 'city' parks will infuse Ebbsfleet with focal points for outdoor life, providing an inspiring range of dramatic and beautiful open spaces to relax, play, exercise and socialise.

7 'city' parks will be developed from existing open spaces within Gravesham and Dartford areas, and from the proposals included within the existing planning consents for Ebbsfleet Central and Eastern Quarry. These parks will form landmark locations within Ebbsfleet, and will be designed to exemplify the character of Ebbsfleet's distinctive post-industrial landscapes, celebrating this cultural heritage, and creating new sustainable and resilient habitats that promote localised water management.

Proposals will take account of the areas rich history to ensure the long term management and stewardship of significant heritage assets within these Parks.

Ebbsfleet Central Park

A major new landmark park for Ebbsfleet.

Character: Exposed/elevated parkland, urban edges

Function: Sport, play, informal recreation, long distance views, interpretation of heritage assets/Site of Special Scientific Interest (SSSI), sustainable urban drainage systems (SuDS)

The heart of Ebbsfleet's new centre, the park will provide a large and prominent new open space for residents new and old, re-connecting Swanscombe to Ebbsfleet's eastern neighbourhoods. This dramatic landform commands breathtaking panoramic views across the Thames, stretching from the heart of the Kent countryside to central London. With subtle remodelling of the existing topography the park has the potential to provide a range of play hubs, sports facilities (such as bmx/skate parks) and picnic spots to catch the sun setting over London's skyline.



Primrose Hill, London. A hill top park set within a residential area affording views across London.



Georgswerder Energy Hill, Hamburg, Germany. A park on top of a landfill site themed around energy production. (${\sf Image}$ courtesy of City of Hamburg)

Ebbsfleet River Park

An intimate riverine park tracing the route of the historic Ebbsfleet River.

Character: Riverine/natural, semi-enclosed, ecological

Function: Habitat protection, education, walking/jogging, water/flood management, SuDS

The park follows the alignment of the ancient Ebbsfleet River and will highlight the heritage of both the river itself and the surrounding industrial landscape, whilst performing an important water management and flood mitigation function. Existing wetland areas will be maintained to ensure the river is protected as a valuable ecological corridor. Limited/managed routes across/through the park will provide better connectivity with the wider Kent countryside.



Betteshangar Country Park, Kent. The park has successfully integrated ecology and active uses such as walking and cycling with play.



River Norges, Dijon, France. Rehabilitated wet meadows and sensitively designed access ensures minimal impact on ecology.

Blue Lake Park

A serene and active urban lake and promenade.

Character: Open waterbody, urban waterpark

Function: Walking/jogging, water/flood management, water based activities, ecological/habitat enhancement, Sustainable urban drainage systems

Blue Lake could be opened up to provide a key leisure and recreational area, providing a complementary and more active park adjacent to Ebbsfleet River Park. Developing a range of leisure uses would help to activate the lakeside throughout the day, unifying adjacent neighbourhoods, and providing a landmark destination at the foot of the boulevard from Ebbsfleet International Station. Floating wetlands will create habitat opportunities for birds whilst helping to improve water quality.



Schwäbisch Gmünd, Germany. Cultural buildings adjacent to the urban waterfront.



Park of Luna, Heerhugowaard-South, the Netherlands. A multifunctional water feature that purifies flood storage, and provides watersport facilities.

Eastern Quarry Lakes

A linear park that reveals the extraordinarily varied landscape of the Eastern Quarry.

Character: Varied urban and naturalistic lakes and water-bodies, open and linear parkland, variety of woodland and unshaded grassland.

Function: Sport, play, informal recreation, habitat protection and enhancement.

The Eastern Quarry Lakes is an entirely new park connecting the cliffs in the south of the quarry with Craylands Gorge in the north. Incorporating a number of potential water bodies, the park could support drainage within Eastern Quarry, managing peak flows whist providing valuable wetland habitats. The park will form part of a major connection between the open countryside and the River Thames, providing an enhanced route to connect to the existing pedestrian/cycle bridge over the A2.



Monkton Nature Reserve, Kent. Accessible wildlife oasis in a reclaimed former chalk quarry.

Swanscombe Peninsula Park

An expansive wetland park consolidating 3 marshes into one coherent ecological reserve.

Character: Open/expansive, natural, ecological, riverine.

Function: Habitat protection, education, walking/jogging, bird watching, long distance river viewing, water/flood management, sustainable urban drainage systems.

This park consolidates Botany Marsh, Black Duck Marsh and Broadness Marsh into a coherent and valuable local and regional ecological resource. The park will consist of habitats including managed grasslands, mashes, reed beds and open water. These habitats have the potential to support a variety of birds, invertebrates and plant species including a number of endangered species. Controlled public access will be provided along the entire river front, and facilities could include interpretation boards, bird hides, viewing platforms and a visitors centre.



Tagus Linear Park, Portugal. Ecological marginal river restoration, with controlled public access and facilities.



Stodmarsh National Nature Reserve, Westbere, Kent. Created by flooding areas formerly used for gravel extraction, the reserve forms part of the Stodmarsh site of special scientific interest.

Northfleet Riverside (Linear Park)

An industrial harbour and promenade revealing the working heritage of the Thames.

Character: Urban/industrial, open.

Function: Education, walking/jogging/cycling, play, informal recreation, long distance river viewing, SuDS, ecological protection, boat moorings and repair facilities.

The harbour and promenade could be developed as a linear waterside park, transforming a derelict harbour into a vibrant waterfront. These spaces will be delivered to support the ambitions of the London Port Authority's 'Vision for Tidal Thames', transforming the harbour with apartments, eateries, waterside business space and community uses to create a vibrant waterside leisure destination for residents and visitors. The promenade will maintain it's industrial character by retaining historical features and materials and commanding dynamic views of this busy part of the Thames.

Wynyard Point, Auckland, New Zealand. A post industrial waterfront that has challenged the conventional approach of sanitisation, in favour of retaining industrial features and uses.



Hammarby, Stockholm, Sweden. Marina integrated with active uses and medium density housing.

Craylands Gorge (Linear Park)

A magical woodland park in a historic artificial gorge

Character: Linear, enclosed, wooded and naturalistic

Function: Walking/jogging, cycling, habitat protection and enhancement, SuDS

Craylands Gorge will build on the success of Swanscombe Heritage Park by improving connections to the east and west, and north-south between Eastern Quarry and Swanscombe Peninsula. The gorge provides a unique and distinctive landscape, and a very different habitat to the larger quarry spaces that connect to it.



Gorge Metro Park. Cleveland, USA. This urban park in a geological gorge provides a dramatic contrast to the surrounding urban neighbourhood.



A local park on your doorstep...

The Framework proposes to develop each local neighbourhood park as a distinctive place in which communities can relax, play and grow together. In time the design and management of these high quality local parks could become a defining feature of Ebbsfleet.

A network of local parks will contribute to a sense of ownership and strengthen bonds between neighbourhoods. Local parks will be located within and close to residential areas ensuring that they are readily accessible and will benefit from passive surveillance from nearby homes.

Local parks should be developed with local communities using the following principles:

- Create focal points for neighbourhoods and opportunities for neighbours to meet and interact;
- Allow residents to be involved in the 'growing' of local parks and places, participating in their design, use and maintenance;
- Integrate sustainable water management, ecological practices, habitat creation and biodiversity into the design of all local spaces;
- Provide outdoor facilities that promote active lifestyles and support the ambitions of the Healthy New Towns programme.
- Innovative play spaces that are designed to encourage children to play freely, explore and experience nature;
- Create hard-working spaces that allow for flexible use to suit the changing nature of communities and ensure they are sustainable for the future;
- Integrate naturalistic features, such as woodland planting, wild flower meadows and water bodies, bringing ecological benefits and contributing to the beauty of these spaces;
- Activate the edges of parks, and key routes through parks and open spaces to encourage natural surveillance, animation and character;
- Allow for the use of undeveloped plots of land for meanwhile spaces to help foster place-making and pride within the community.

Park management and maintenance

A city-wide stewardship strategy will be developed by Ebbsfleet Development Corporation to plan for the sustainable management and stewardship of parks and open spaces from inception.

Growing space

Local spaces should allow residents to grow fruit, vegetables and flowers, encouraging interaction with the outdoors, promoting education about the benefits of healthy eating and fostering pride within the community.

- A central community hub could be provided to support gardening, providing the infrastructure required to support volunteer gardening groups (e.g. access to electricity, water and storage facilities).
- Provision of space for small pocket parks will be encouraged throughout residential communities to enable residents to grow and meet-up informally.
- Maximise the opportunity for growing with the innovative use of space. Creating a framework for growing which encourages active resident involvement.
- Placing orchard planting into larger parks and public spaces will allow residents to pick fruit, and support local biodiversity.
- Linking with local gardening and health initiatives as part of the Health New Towns programme will create interest and action in new local parks (e.g. Gravesham in bloom and Healthy Living Centre Dartford - Cedar Road allotments community growing project)
- Linking with local primary and secondary schools to run activities and education programmes to encourage children into growing in local spaces.



Dalston Eastern Curve Garden, Dalston, London – A volunteer run community garden, a small cafe with shelter provides a hub for volunteers to meet and creates funds for garden projects.



The kerb garden edible bus stop, Lambeth, London – A small pocket park built from reclaimed materials on a previously unused site, used by local residents to plant edible and bee friendly plants and fruit trees.



Gibbon's rent garden, Bermondsey, London – Innovative use of the space to create a community growing facility. A framework of key plants were placed along the route with information boards telling residents where to plants certain species. Residents have filled the leftover spaces with smaller pots and maintain the garden as they are passing by.

Water management and ecology

Sustainable ecological practices should be integrated into the design of local public spaces from small to large scale interventions such as sustainable water management techniques, habitat creation and biodiverse planting.

- Creating spaces that allow local residents to interact with and learn about their local wildlife and environment and get involved with the implementation of ecologically friendly spaces.
- Innovative integration of habitat features and biodiverse planting into the routes and pocket parks that link larger local spaces to create habitat corridors.
- Choice of materials, planting and landscape details to require minimal maintenance and water input to ensure sustainability.

Health and wellbeing

Local parks and their connecting networks should support opportunities for sport and fitness for various ages and abilities.

- Sporting facilities should be innovatively integrated within the landscape to provide benefits outside of their primary use.
- Facilities should be multifunctional to encourage the use of sports spaces outside of peak times allowing for flexibility of use.
- Connecting local parks well to the surrounding communities to encourage high levels of running, walking and cycling as the way of getting between spaces.
- Linking with local primary and secondary schools' sports and recreation programmes.

Play

Exemplary play spaces can encourage visitors of all ages and abilities to explore the outdoors freely and safely and experience nature without the need to travel far from home.

- Play space should be integrated into natural surroundings and allow children to be within green spaces, and enable water-play.
- Play space design should encourage natural surveillance to make them feel safe and welcoming.
- Walking and cycling routes should connect play spaces with communities to allow families to travel safely and easily from home.
- Locating play alongside complimentary uses such as schools, nurseries and cafés to support their function and improve their success.





Derbyshire Street pocket park, Bethnal Green, London – SuDs planters, green roof, insect hotels, bike storage and seating integrated into a small pocket roadside park.



Kings Cross Pond, London – Fresh water public bathing pond, the water is purified by wetland plants, health benefits sit alongside biodiverse planting and habitats for fresh water flora and fauna.



East Village, Stratford, London - The first residential legacy to result from the London Olympic Games features local parks providing opportunities for children to be physically active and carers to sit and talk.



London Centre for Wildlife Gardening, Peckham, London – A community wildlife garden located behind a residential development in Peckham gives residents opportunities to learn about the environment through habitat creation, a wild flower nursery, bee keeping and environmental building techniques.



Maria Park, Vejli, Denmark – A sports space playfully integrated into the landscape, the space has night time lighting, allows for skating around the edge and is converted to an ice-rink in winter.



Drapers Field, Leyton, London – Developed as part of the Olympic Legacy this new community park provides a meeting place for new and established communities. It features a safe walking route to a local school and innovatively designed play features.

Hard working spaces

Local spaces should be suited to the varying needs of a mixed community. Spaces should be flexible for use to allow for the changing needs of the community over time and allow for spaces to be inhabited throughout the year.

- Spaces within spaces Creation of areas that can be inhabited by individuals, family or friends for gatherings.
- Large, flexible spaces should be allowed within local parks for community events which can temporarily transform the space.
- Spaces should be able to adapt to the needs of every day life allowing residents to use them as an extension of their living or working environment (e.g. providing services such as wifi, tables and chair to allow people to work).

Active edges

Promote active edges where buildings meet local parks to create animation and character throughout the year.

- Where there are active edges to buildings natural surveillance is encouraged ensuring that spaces feel welcoming and safe.
- Cafés on ground level can act as a draw to people ensuring local parks are better used and well known about within the community.
- Where residential plots meet the edge of local parks, residents can populate the
 edges of the spaces whilst still keeping the space open to the public foster a sense of
 community and animate the parks.

Meanwhile uses

During the phases of construction, wherever possible, undeveloped plots should be made available for outside initiatives to activate the land for meanwhile uses.

- Opening previously closed spaces for temporary public use can give an identity which can inform future development and placemaking.
- Meanwhile uses can create jobs and voluntary positions and be used to educate and teach skills to local people.
- Temporary gardens can have great ecological benefit.
- Utilising waste materials donated from construction sites to help to reduce construction waste.



Charlotte Garden, Copenhagen, Denmark. Within this local park, smaller areas are created with chairs and tables which residents inhabit for their own purposes.



Funen, Amsterdam – A courtyard at the centre of a new housing development, private spaces have not been designated on the ground floor but the residents are encouraged to inhabit and activate the edge of the public space.



Union Street urban orchard, Southwark, London – A meanwhile space transformed into a community orchard containing 85 fruit trees and host to a series of events.



 $Pancras\ Square, London-Allows\ a\ variety\ of\ spaces\ for\ people\ to\ inhabit\ in\ groups\ or\ individually.$



Charlotte Garden, Copenhagen, Denmark - A new development with residential blocks surrounding and open park and courtyard, multifunctional for the use of residents



Nomadic community garden, Shoreditch, London – Cafe, free library, street art and community garden on a unused piece of land.

Making the most of water

Underpinning the Garden Grid is a 'water sensitive urban design' approach that uses the city's layout, landscape and buildings to intelligently manage water, and minimise flooding.

Water sensitive urban design helps to reduce flood risk by building spaces for storage and attenuation of rainwater into the city's streets, parks and open spaces. These features reduce the rates at which surface water flows into storm water drainage networks. Green and brown roofs will also be promoted alongside the use of rain gardens to help slow the passage of rain water throughEbbsfleet by channelling into swales. These swales are an important part of the garden grid network, providing additional attenuation and moving surface water around the city safely and efficiently. This network will also help to clean surface water using techniques such as bio-infiltration through planting and substrate media to achieve a high enough quality for it to be discharged into natural water courses or stored for reuse in green spaces and parks.

Not only does this approach make effective use of sustainable drainage (SuDS) techniques, it crucially adds to the creation of a high quality public realm, supporting healthier lifestyles, reducing urban cooling and air pollution levels as well as supporting biodiversity.

Approach to development

EDC will work with developers and partners to promote a water sensitive urban design approach across Ebbsfleet. This will take into account Kent County Council's guidance document 'Water, People, Places' which outlines the process for integrating sustainable drainage systems into the master planning of developments. In essence, it requires the consideration of the movement of water and its interaction with space at the earliest stage of design in order to maximise wider benefits and ensure the success of these drainage systems.

In bringing forward proposals for new buildings and public realm, development should seek to support appropriate techniques such as biodiverse roofs and walls; blue roofs; rainwater harvesting; permeable surfaces; bio-infiltration tree pits (super tree pits); channels and rills in hard landscape; swales; soakaways; rain gardens; detention/retention ponds; and wetlands are integrated into developments.

A city-wide tree planting strategy will further support this approach, particularly in areas of potential archaeological interest. Native tree planting and areas of unshaded grassland form the basis for facilitating successful ecological corridors, which will connect Ebbfleet's principal open spaces with the Green Belt and the Thames.

Balancing pond

Bio-Infiltration tree pits

Further Reading

Water, People, Places – a guide for master planning sustainable drainage into developments



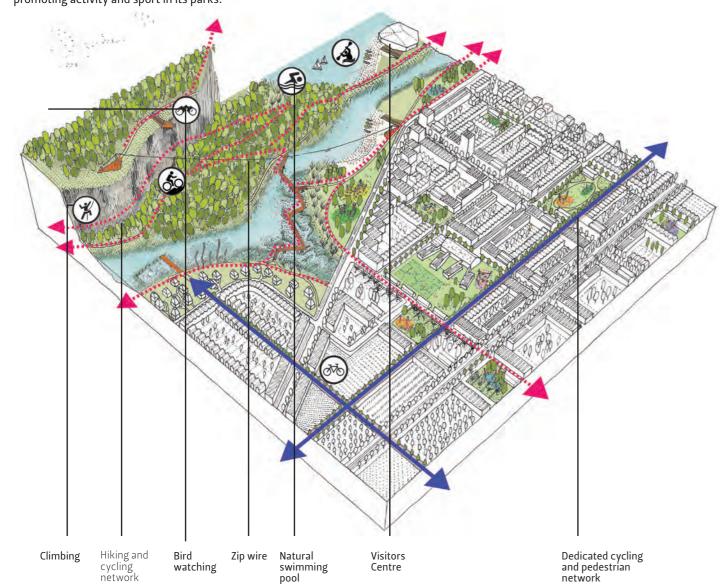
Biodiverse roofs or walls

Permeable paving

Promoting activity in the landscape

A landscape that promotes health and activity, by providing a number of unique sports that capitalise on Ebbsfleet's cliffs, lakes and natural landscape assets

Concept diagram illustrating ideas for how activity could be incorporated into local park design. EDC will investigate opportunities for promoting activity and sport in its parks.





Defined running circuits



Watersports



Destination children's play



Zip wires and extreme sports events



Mountain Biking and recreational cycling



Natural swimming pools



Playing fields

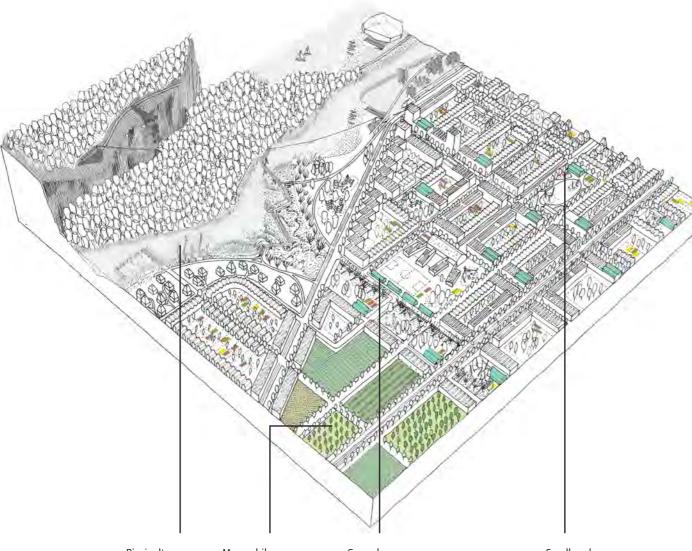


Fishing

Enabling a landscape to grow food

The Framework promotes Kent's legacy as a food producing county by encouraging the creation of orchards, allotments and greenhouses throughout Ebbsfleet's parks and open spaces.

Concept diagram illustrating ideas for how growing could be incorporated into local park



Pisciculture Fish farms that utilise the natural environment

Meanwhile uses Later phases planted with crops

Distributed through the development from schools, public parks and roof tops.

Small scale Growing opportunities throughout the development



Orchards
Building on
Kent's legacy of
fruit production, and the location of the National Fruit Collection at Brogdale, Faversham.



Pick your own Meanwhile uses for later phases

Pick your own Meanwhile uses for later phases



Commercial food production
With rising fuel prices growing on roof tops is becoming viable. Powered by a waste heat from buildings.

Commercial food

Greenhouses Throughout the development for

community use



Allotments For those with green fingers but no garden.



Pisciculture Ecological fish farming?



Community growing
The edible bus stop in Brixton. Growing food in very public

Building on Ebbsfleet's connections

The Framework seeks to build upon Ebbsfleet's enviable national and international road and rail links, providing a high quality network of streets, public transport systems and walking and cycling links. The fundamental principle will be the promotion of active, enjoyable and sustainable shorter journeys within the local area, to reduce car dependence and pressure on the local road networks.

Key moves

The Framework focuses on the following key moves to facilitate a high quality movement network across Fhbsfleet.

Capitalising on strategic connections: Enhancing the connectivity, capacity and frequency of Ebbsfleet's rail and road connections will ensure Ebbsfleet Central develops as both a regional commercial centre, and a regional transport hub to support the efficiency and growth of the existing networks.

Transport oriented development: Promoting more intensive living along key public transport stops, and clustering uses and facilities within centres reduces the need to drive.

Street hierarchy and design: Ebbsfleet's streets will provide a network of safe and comfortable green streets and public spaces, integrating landscape, parking and water sensitive design to provide attractive and functional places for public life.

Walking and cycling networks: Priority will be given to the early delivery, integrated design and sustainable maintenance of Ebbsfleet's walking and cycling networks to ensure they provide door to door connectivity, reducing the need to travel by car, and improving everybody's health and well-being.

Upgrading Fastrack: The existing Fastrack bus system will be radically upgraded to ensure a quality, frequent, affordable, viable and sustainable rapid public transport system is within 5 minutes walk of every neighbourhood.

An evolving Parking Strategy: Pioneering residents will have higher parking requirements than later settlers, who will have everything they need within a 5 minute walk. Parking provision for each neighbourhood will therefore be aligned with the neighbourhoods access to local facilities, as well as the city's general stage of growth, to try to balance the parking requirements of today with the road capacity of the future.

Capitalising on Ebbsfleet's strategic connections

Ebbsfleet is incredibly well placed on the strategic road and rail network to create opportunities for a major regional centre serving the wider North Kent area and the wider Thames estuary. However this eastwards growth out of London and along the Thames will continue to put pressure on these networks, and the delivery of key strategic transport schemes is critical for both Ebbsfleet and the wider Thames estuary.

The Framework focuses on the following strategic transport projects to capitalise on these vital strategic connections:

A major interchange at Ebbsfleet International

The evolution of Ebbsfleet International station from a Park and Ride site into a central transport hub is fundamental to delivering a higher modal share for rail within the area. This will provide an improved interchange with upgraded Fastrack and local bus services, walking and cycling routes, and better connections with Northfleet Station and Swanscombe stations, which in time may have better service provision through an upgrade to Crossrail services or other metropolitan train services. The central transport hub would also benefit from further enhancement to the high speed service between Ebbsfleet and St Pancras in terms of capacity and frequency.

Upgrading of Fastrack

Fastrack's speed, frequency and reliability will be radically upgraded through the buildingout of missing sections of segregated track and by maximising of levels of priority across the network. The completed Fastrack network will aim to reduce car-dependency in the area, therefore achieving greater public transport modal split across Dartford and Gravesham

In addition, the proposed Fastrack upgrade will provide better integration with the central transport hub at Ebbsfleet International Station and a more direct route to Bluewater, Darent Valley Hospital and facilities in Dartford and Gravesend town centres. This will extend the offer of Ebbsfleet Central and reduce car-based traffic around the major shopping centre.

Enhancing access to river services on the Thames

The extension of Thames Clipper river bus services to Ebbsfleet would create an alternative strategic connection to Central London, as well as a potential Park and Ferry service to Tilbury docks north of the river.

Road junctions

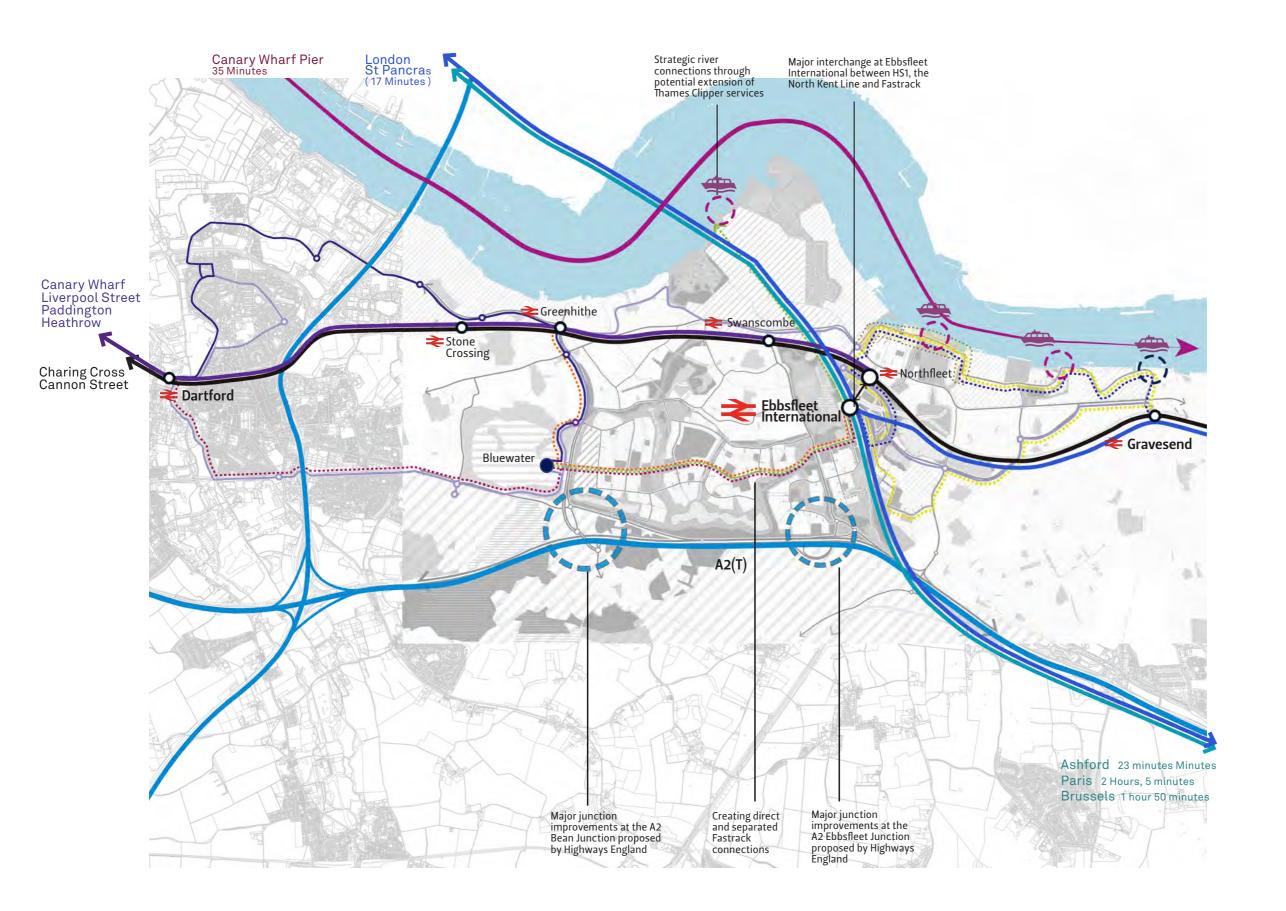
A number of significant improvements to the road network have been identified through the existing planning permissions within the area. The successful delivery of these schemes on time is critical to the operation of the network and in delivering new development at Ebbsfleet. They include the A2 Bean Junction and Ebbsfleet Junction schemes, both estimated to complete in 2022/2023.



Major transport interchange at Kings Cross St Pancras providing national and international rail services as well as metro and underground rail services.



New BRT services in Metz, France built around a high speed interchange



Ebbsfleet Vision for...

Connecting to the wider public transport network

Ebbsfleet occupies a unique position on the strategic road and rail network.

Note: This illustration of the proposed Fastrack route represents an EDC ambition in accordance with the Vision. The final routing of Fastrack will require further consideration and approval by the Fastrack Management Board.

Key

Eurostar International Railway

HighSpeed 1 Railway

Proposed Crossrail extension

Fastrack route A (existing)

Fastrack route B (existing)

Fastrack route D (proposed)

Fastrack route E (proposed)*

Fastrack route C (proposed)

Fastrack route F (proposed)

Strategic road network

Thames Clipper service (proposed)

Rail station

Major junction improvement proposed by Highways England

Existing pier connection

Potential new pier connection

*Potential for future extension of proposed Route E to Swanscombe Peninsula

Active and Public Transport Oriented Development

The Framework encourages a 'Public Transport Oriented Development' (PTOD) approach to planning and design to reduce car dependence and support active, healthier and more affordable local journeys.

Traffic congestion is the most significant concern for most local residents in Ebbsfleet. The Framework promotes 'public transport oriented design' by focusing intensive development around Ebbsfleet's centres and primary transport routes, enhancing the quality and convenience of public transport infrastructure (such as Fastrack) and promoting opportunities to walk and cycle between residential neighbourhoods and key local facilities

This approach is consistent with both Dartford and Gravesham's policy aspirations, as well as the long term thinking as set out in the 1995 Kent Thameside Vision, and will be delivered through:

- Forward investment in public transport infrastructure, increasing high-density development and locating activity centres around multi-modal transport hubs;
- Increased residential densities around public transport nodes, and ensuring that
 the majority of residents live within 400 metres of a Fastrack stop. At Ebbsfleet the
 opportunity exists to build relatively higher densities around Fastrack and other bus
 stops. Over time, this will encourage residents to use non-car modes thereby reducing
 congestion and car parking;
- Enabling a range of public transport types depending on critical mass of population (as referred to in the table below), and in doing so, ensure that car use is less commodious than other modes;
- Ensuring local services and facilities are clustered together within walking distance
 of the residential and commercial properties they serve and with direct cycle and
 pedestrian routes; and
- Managing car parking provision and demand to reduce reliance on private cars and their dominance over our streets and public spaces.

Influencing modal share

Kent Thameside Partnership's legacy approach of pursuing 40% of trips by non-car modes has informed the transport strategies of planning consents to date. However residents' concerns over localised congestion has informed a more demanding approach to be adopted within the Framework that reflects the changing perceptions of North Kent as an urbanising area, and the changing characteristics of car ownership and use in general.

The ability to influence mode share is complex. Traditional travel-planning methods go some way to motivating people to use alternative modes of transport. However availability of alternative modes and their associated ease and speed of use must be commensurate through clear principles.

The Implementation Framework will use transport oriented design to seek to achieve the following ambitions for short and longer distance workplace commuting patterns;

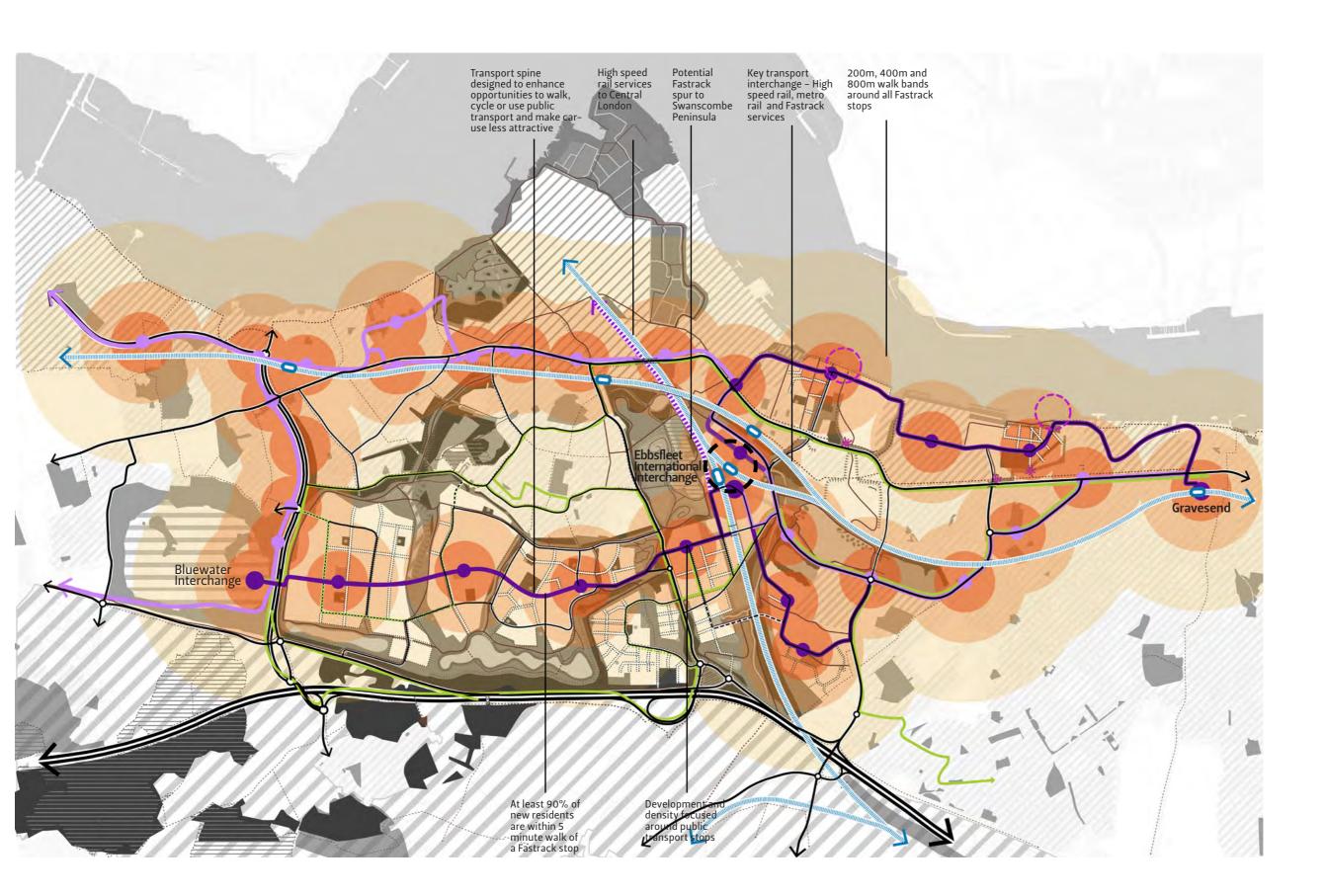
- Short distance local trips (under 4 miles):
- 55% by active modes (including internalised movement for working from home)
- 30% by public transport
- 15% private car
- Longer distance commuting (over 4 miles)
- 40% by public transport
- 25% by active modes
- 35% private car share



Public Transport Oriented Development

The table to the left sets out a range of public transport modes and their impact on transport-oriented development.

These modes are colour–coordinated to the adjacent map which illustrates how the Fastrack, bus network, and potential future metro rail services might be enhanced to maximum effect.



Ebbsfleet Vision for...

Public Transport Oriented Development

Ebbsfleet will facilitate an integrated public transport network through seamless connection of high speed and metro services, Fastrack and local bus services.

Note: This illustration of the proposed Fastrack route represents the ambition, and represents the ambition, and the final routing of Fastrack and the location of stops will require further consideration and approval by the Fastrack Management Board.



Road network

Railway corridor

Railway station

Existing Fastrack transit spine

Proposed Fastrack transit spine

Fastrack stop

Existing local bus route

Proposed extension to local bus route

Vertical connection



200, 400, 800m walk band around fastrack stops

Living streets

Ebbsfleet's streets will provide a legible network of safe and comfortable green streets and public spaces, integrating landscape, parking and water sensitive design to provide attractive and functional places.

The existing streets in and around Ebbsfleet are characterised by wide carriageways and poor landscaping, creating a noisy and uncomfortable environment for pedestrians and cyclists. The Framework promotes opportunities to change this perception by creating streets that give priority to people and social interaction over cars. This will be achieved by considering the landscape and highways infrastructure holistically.

This strategy aligns with the principles of 'transport oriented development', using the design of road layouts and cycle parking locations to make car use less attractive and enhance opportunities to walk, cycle and use public transport.

The Framework promotes the following principles within street design in Ebbsfleet;

- High quality public realm;
- Green corridors;
- Inclusion of mature tree;
- A consistent Ebbsfleet approach to signage and wayfinding;
- Clearly separated cycle paths;
- Regular pedestrian crossings;
- Integrated speed management;
- Opportunities for community planting;
- Integrated storm water management / sustainable drainage systems;
- Energy efficient and sensitive street lighting;
- Support the viable operation of local businesses and industry, particularly the strategic port facilities along the Thames embankment. The routing of freight traffic should be considered further in association with the relevant authorities, and programmed into the detailed design of those roads and streets carrying key routes within Ebbsfleet.

Aspects of detailed street design, such as the integration of 'green and blue' outlined above, will be developed further at detailed design stages. However, it is crucial that the space demands of this street arrangement are fully appreciated and taken into account at an early stage in order to allow for a suitable street width to be provided as detailed design occurs.



Areas of planting within rain gardens can enhance pedestrian experience on commercial streets.



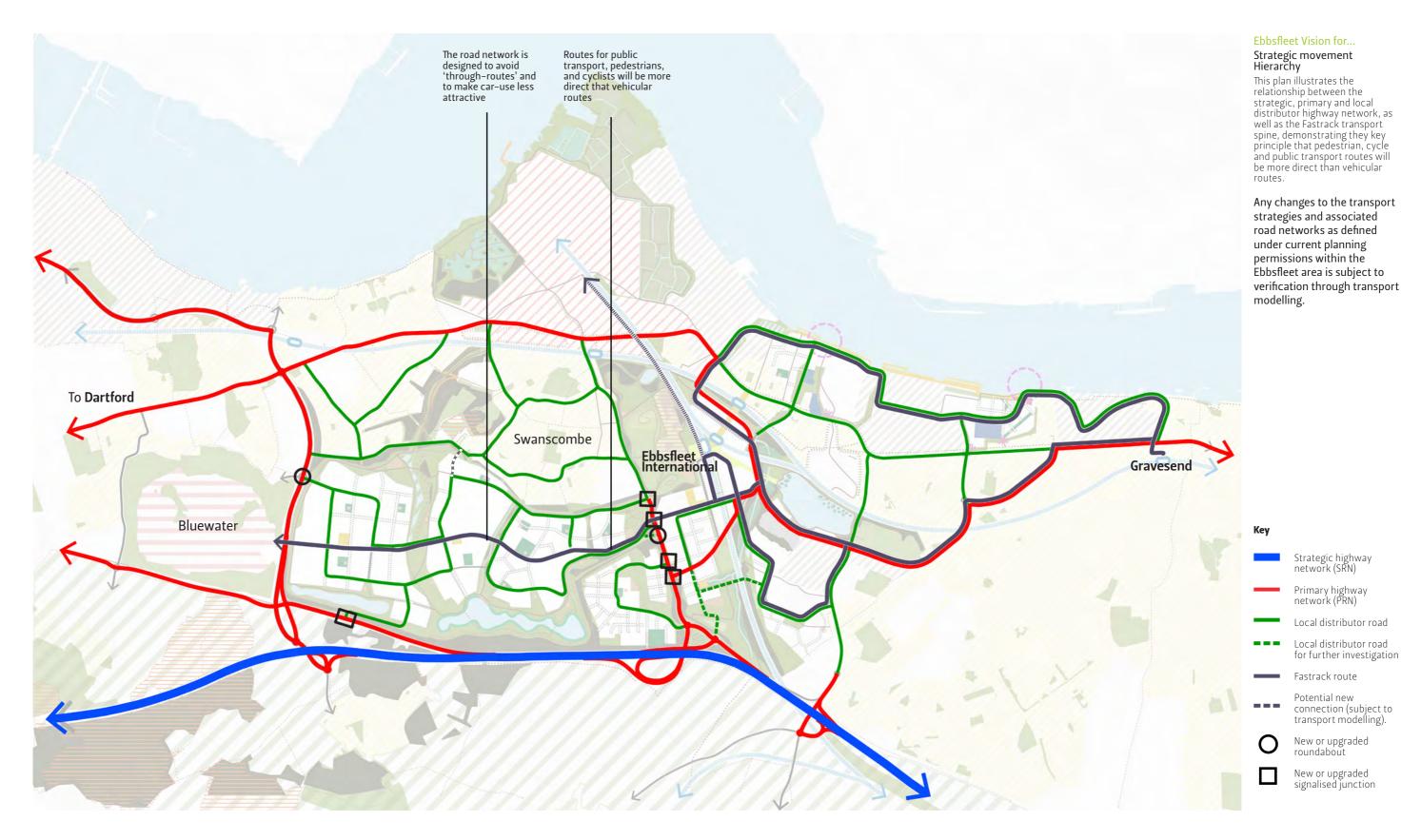
Semi-mature street trees, shared surface pedestrian crossing and narrow carriageway create a people friendly environment in the Olympic Village, London



Groups of street trees in Basal, Switzerland



The edible bus stop in Brixton, London, creates a community planting area, and a pleasant place to wait for you bus



The internal street hierarchy

The Framework has developed a street hierarchy from the existing planning consents, to establish a consistent approach to street design across Ebbsfleet's development sites that will support the ambition to create quality 'living' streets.

The proposed internal street hierarchy will be defined by three levels of street:

Level 1 streets connect the primary highway network and the main centres of activity. Level 1 streets can be subdivided into 'Fastrack' or 'non Fastrack' streets.

Level 2 streets provide access to local development zones as well as small local centres serving a neighbourhood catchment.

Level 3 streets provide access to development plots, parking zones and muses, and are residential streets.

Ebbsfleet Development Corporation will work with developers and partners to establish a clear structure to the internal street network, and develop detailed design cross-sections for street typologies. This street hierarchy is different to the strategic movement hierarchy illustrated on the previous page whereby it defines the streetscape principles for designing streets within Ebbsfleet



Level 1 Street Guidance

The 'Level 1' street network will be the focus of activity and movement across Ebbsfleet. These streets will comprise of all Fastrack routes, strategic walking and cycle routes, and the majority of commercial frontages within the centres.

Level 1 Street Dedicated Fastrack route with traffic lanes (and on-street parking)

- Junctions formed with Primary Highway Network and secondary streets.
- 6.75m Fastrack route (x2 lanes).
- 4.0m green strip median between bus lane and traffic lane, accommodating trees on both sides and bus stop/shelters.
- Minimum of 3.0m carriageway lanes to either side of the segregated Fastrack bus route.
- 2.4m medians on both side of road, between carriageway and footway accommodate on-street car parking (standard spaces – minimum of 1.8 x 6.1m).
 - Where required through localised widening into footway, accommodate blue badge / disabled spaces ideal minimum of 2.7m x 6.6m.
 - Intermittent on-street servicing bays to service commercial and residential units (inset to the footway or in lieu of sections of on-street parking. Bays 3m wide, where on-street service bays are located a minimum of 2m footway space behind the service bay is required.
 - On-street parking broken up with tree pits / Sheffield cycle stands.
 - 2.0m on-road cycle paths on both sides of carriageway or two-way cycle path 4.0m wide on one side of carriageway.
 - Minimum 3.0m footway both sides of carriageway.

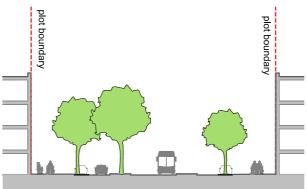
Variation : Shared general traffic/bus-lanewithout dedicated bus lanes or on-street parking

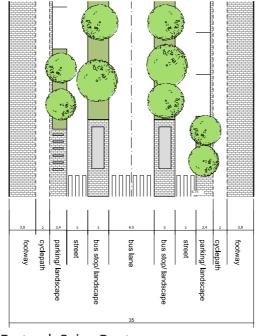
- Junctions formed with Primary Highway Network and secondary streets.
- 6.75m wide carriageway (allowing for local bus network (no dedicated bus lanes)
- 3.0m green strip median.
- 2.0m on-road cycle paths on both sides of carriageway.
- Minimum 4.0m footway both sides of carriageway.

Variation : Dedicated Fastrack only (no traffic lanes or on-street parking)

- 6.75m Fastrack route (x2 lanes).
- 4.0m green strip median between bus lane and traffic lane, accommodating trees on both sides and bus stop/shelters.
- 2.0m on-road cycle paths on both sides of carriageway, or two-way cycle route. 4m wide (one side of bus link).
- Minimum 4.0m footway both sides of carriageway.







A. Fastrack Spine Route

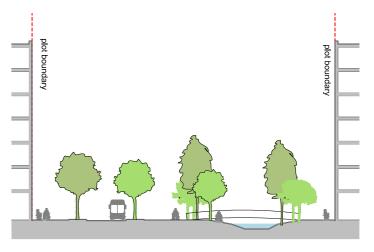
Guidance for dedicated Fastrack route with traffic lanes

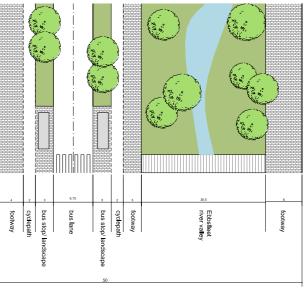
Ebbsfleet Vision for...

Guidance for Level 1 street profiles

Level 1 street profiles along the Fastrack route – Eastern Quarry, Station Quarter North, Northfleet Rise and Northfleet Embankment West.

Note : Fastrack will be assessed on a site by site basis and in certain locations direct access by road may be allowed onto Fastrack as envisaged at Northfleet Embankment East.





B. Fastrack Spine Route - Northfleet Rise

Guidance for Fastrack-only street without traffic lanes or on-street parking

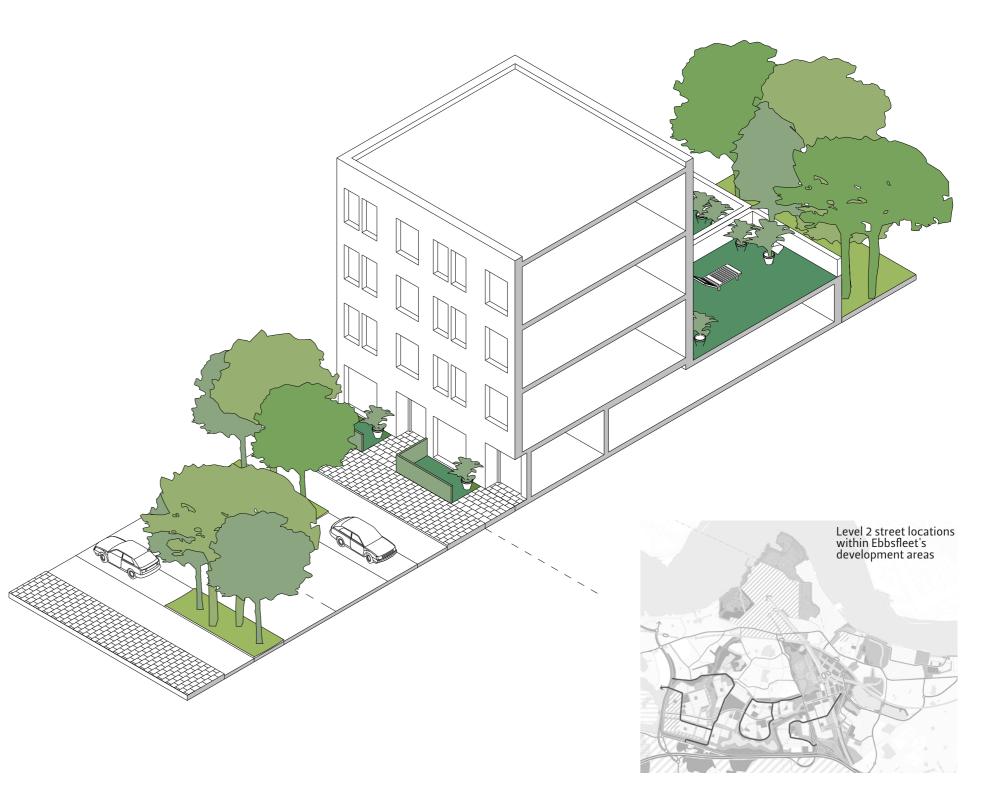
Level 2 Street Guidance

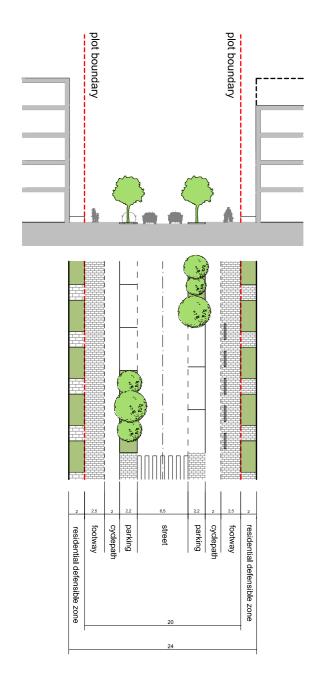
'Level 2' streets act as distributors, feeding into 'Level 3' streets and providing access to smaller-scale neighbourhood centres and development zones. Level 2 streets do not contain any dedicated bus routes but connect directly into primary streets.

Level 2 Street Characteristics

- Junctions formed with level 1 and level 3 networks.
- 6.5m two-way carriageway width where local bus network utilises road, or 5.5m two-way carriageway where no local bus network.
- Minimum 2.0m footways on both sides of carriageway.
- Minimum 2.0m medians on one or both side of road, between carriageway and footway accommodating on-street parallel car parking (standard bays - minimum of 1.8 x 6.1m)
- Potential for front in bays (where no bus network) 4.8m length.
- On-street parking broken up with tree pits and rain gardens.
- Can accommodate a cycle path; either t wo-way cycle path 4.0m wide on one side of carriageway or one-way 2.0m cycle path on either side of carriageway.

Guidance for Level 2
Residential street
arrangement





Ebbsfleet Vision for... Guidance for Level 2 street profiles





Integrating trees and planting into the street cross section is fundamental to establishing them as more than conduits for cars, providing spaces to travel actively, exercise and socialise within the community.

Level 2 street – Residential ground floor use

Level 2 street - Commercial ground floor use

Level 3 Street Guidance

These residential streets provide access to development plots, parking zones and muses and are aimed at encouraging greener, more attractive and safer spaces for homes within the Garden City.

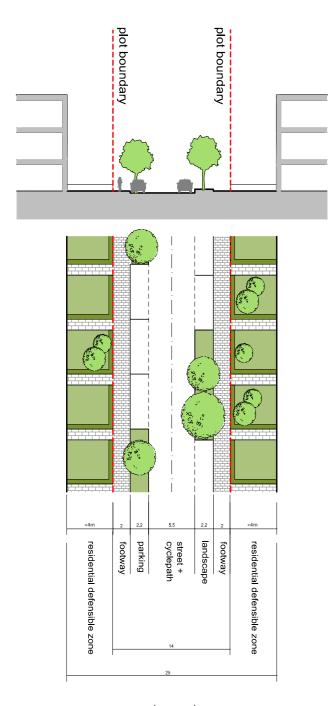
Level 3 Street Characteristics

Junctions formed with secondary street network, providing development plot access / muse streets

- 5.5m two-way carriageway width or 4.8m shared surface arrangement.
- Minimum 2.0m footways on both sides of carriageway (5.5m carriageway).
- Minimum of 2.0m medians on one or both side of road, between carriageway and footway accommodating on-street parallel car parking (standard spaces – minimum of 1.8 x 6.1m.
- Potential for front in bays (no bus network) 4.8m length, allowing for 3.6m wide blue badge bays.
- On-street parking broken up with tree pits.
- Cycling on road within traffic (light traffic).



Level 3 street profiles



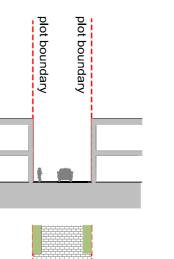
Level 3 street (type 1)

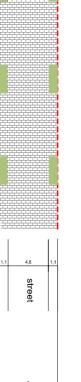
Guidance for on-street parking and landscape areas on both sides of the street.



Level 3 street (type 2)

Guidance for on-street parking and landscape areas on only one side of the street, along with other on-plot parking opportunities.





Mews street



Level 3 street



Level 3 street



Mews streets

Walking and cycling for everyone

Investment in cycling and walking can reduce the need to travel by car, and improve everybody's health and well-being.

The industrial legacy of Ebbsfleet has left the area strategically well connected, but locally inaccessible. Chalk cliffs, major roads, rail lines, embankments, gorges and flooded quarries have all reduced the ability to travel between communities. The Framework addresses this severance by developing the Garden Grid as a connecting landscape, and promoting integrated street design that prioritise travel by foot and bicycle. Developed together this approach will improve connectivity between existing and new communities, and the emerging centres and facilities. The cycling and pedestrian network will provide people with a viable alternative to using the car, whilst opening up the recreational potential of the surrounding landscape.

The Framework promotes the following approach when working with developers and partners to deliver an integrated walking and cycling network:

- Re-open and upgrade historic underpasses and tunnels where feasible;
- Investigate new vertical connections (e.g elevators, ramps and stairs) to negotiate dramatic changes in level and establish a landmark suite of iconic interventions within the Ebbsfleet landscape;
- Re-develop bridges and underpasses to negotiate infrastructural barriers;
- Improve existing pedestrian and cycle links within existing local communities;
- Establish cycling and walking networks that provide direct routes to local centres and facilities;
- Support infrastructures for cycling, such as cycle-share facilities and cycle hubs at major transport interchanges;
- Improve general way-finding and the legibility of pedestrian and cycle networks across Ebbsfleet through physical upgrading of routes, and the promotion and marketing of them.



Gironella Elevator A 20m high elevator located at the foot of the fortress connecting the old town with the modernized urban area.



Two Tunnels Greenway, Bath is a new cycle and footpath running for 5.3km along previously disused Victorian railway infrastructure, including the 1670m long Combe Down Tunnel.



Roman Quarry, St. Margarethen, Austria by AllesWirdGut. This projects in an abandoned quarry, utilises dramatic yet accessible ramps and tunnels to negotiate cliff faces, whilst enhancing the visitors experience.



Diglis Bridge, Worcester, A new cable-stay bridge for pedestrians and cyclists creating a traffic free route across the River Severn.



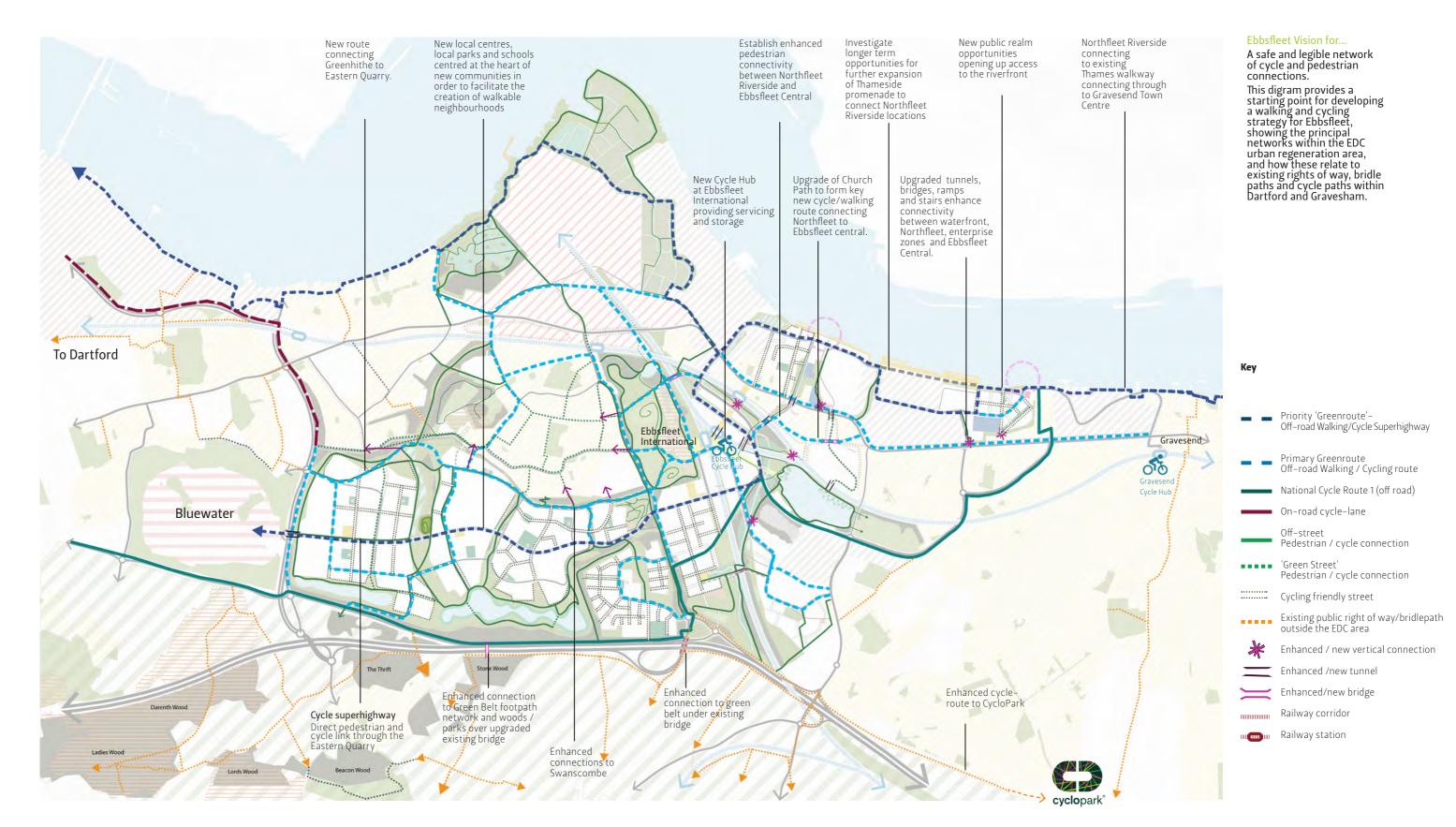
Leas Cliff Zig-Zag Path, Folkestone, Kent The path was built in 1921 as a visitor attraction and to create a new link between the town and the beach. It is now a listed structure.



Rainham Marsh



Negotiating the chalk cliffs required significant infrastructure investment. Location at Thames Way- Overcliffe, Gravesend. #



Putting Fastrack back on track

A significant re-development of the Fastrack service will establish a world-class rapid bus network to serve the Dartford, Gravesham and Ebbsfleet area. The existing Fastrack network has already proven popular with local communities, integrating the new developments at the Bridge, Crossways and Ingress Park areas of Dartford. Fastrack routes A and B have proved particularly successful and the 25km network now comprises 60% dedicated bus lanes or bus-only roads. However, there are significant areas where the buses still run on the general road network, causing significant delays to the system.

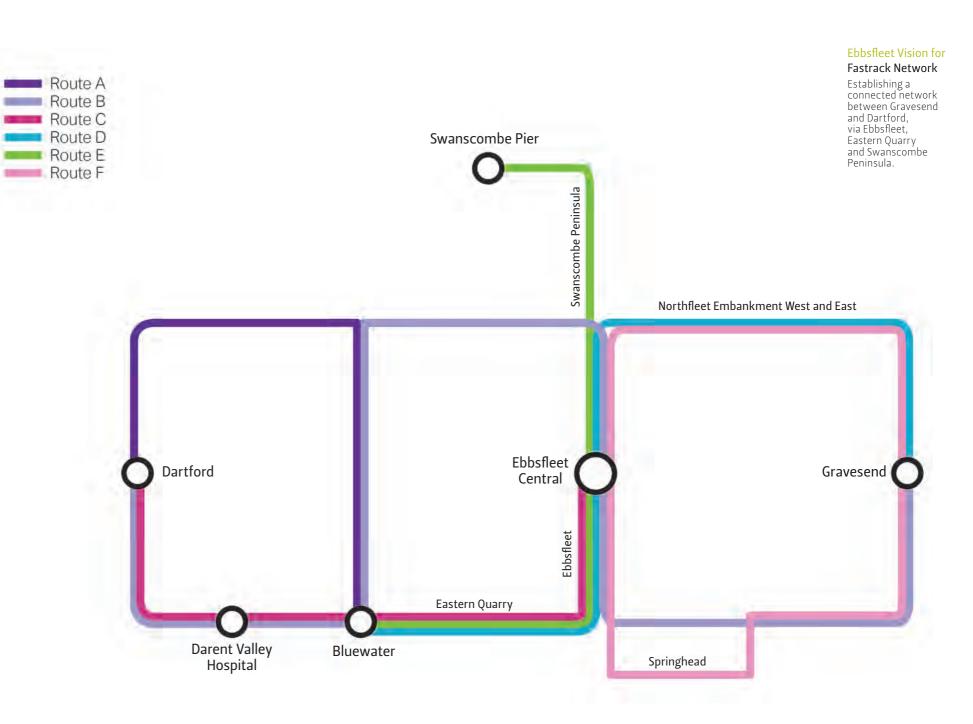
EDC will invest in completing this network of dedicated Fastrack lanes to enable fast, frequent, reliable and sustainable journeys and reduce car-dependency in the area. The network will bind together hubs and communities across the Ebbsfleet area and these public transport corridors will create the spine along which higher densities of both housing, employment and local facilities will be concentrated.

Fastrack will aim to become a world class rapid bus system and maximise levels of use by pursuing the following attributes;

- A high-frequency service;
- Varying priority along its route, but presumption of the highest levels of segregation from traffic on dedicated roads. It is envisaged that more than 80% of the system proposed will be on segregated routes;
- High quality stops and roadside infrastructure;
- High quality vehicles;
- Bespoke operating contract /arrangements; and
- Branding, promotion & marketing.

Overall the Fastrack network will connect all major development areas, providing a catalyst for further development, and could in time become an icon for Ebbsfleet.

The EDC will work with developers and partners to complete the build out of the missing sections of dedicated Fastrack lanes through the key development areas with maximum levels of priority and segregation.





A parking strategy that evolves over time

Across the city there will be an evolving demand for parking for residents, commuters using Ebbsfleet International, and visitors to the city's leisure attractions including Bluewater, Ebbsfleet United Football Club, and the proposed theme park and resort on Swanscombe Peninsula.

The planning of Ebbsfleet comes at a time of significant change in how we plan for cars in our everyday lives. Technological advances, cultural changes, and the cost of parking spaces are all challenging the conventional approach to car use.

The parking needs of Ebbsfleet's early 'pioneering' residents in the strategic development areas are likely to be very different from those later arrivals, who will benefit from being able to walk and cycle to local shops, community facilities and places of work. The parking strategy therefore needs to consider the city's ability to adapt to these changes, as well as Ebbsfleet's own growth stage when planning for parking requirements.

 Earlier phases of development outside of the centres and key public transport routes should be cognisant of the need of existing communities with a higher dependence on cars for their everyday needs, and plan within the maximums set out in the existing consents.

- Later stages should support the reduction in car dependency as the availability of good public transport, and the convenience of other modes of local travel increase.
- There are particularly complex parking requirements in Ebbsfleet Central that should be considered together to find efficiencies. Ebbsfleet Central is required to accommodate up to 9000 parking spaces for Ebbsfleet International train station. Over time, parking areas can be lifted into multi-storey car parks to create development plots. Shared use of parking spaces by different uses at different times of the day should be encouraged.

Parking Standards

Gravesham and Dartford currently implement different parking standards (see table below). The existing consents within Ebbsfleet are based on maximum provisions but are less generous than the current local authority standards.

The Implementation Framework is based on a range of parking ratios that comply with the existing consents, but are even more ambitious than the local authority standards. This is to encourage modal shift, and reduce congestion on local roads.

These ratios will also stimulate the operators of public transport, car clubs and cycle hire operations along with accommodating future technological advances in areas such as driverless networks and peer to peer car sharing.

Controlled Parking Zones

Controlled Parking Zones (CPZs) will need to be established, notably around the train stations and within centres/activity hubs, controlling potential over-spill of parking, and playing its part in reducing reliance on private car trips.

Managing parking provision into the future

An Ebbsfleet Parking Management Plan may be needed to provide coordinated use of streets and public spaces over the wider area.

Alternatives car ownership models

Parking ratios of 0.7 (spaces per unit) or less are evidenced as the basis for establishing a successful car club in a location such as Ebbsfleet.

Electric Vehicle Parking

The EDC should look to support the integration of the emerging technologies for electric vehicle parking (EVP), located either within the curtilage of development or on street.

		Al Retail		A3		B1/B1c		CI	DI		C3 Residential				
		Food Retail < 1,000m2	Food Retail > 1,000m2	Non-food retail	Restaurant / cafes	<500m2	B1 >500m2	High– tech/Light Industrial	Hotels	Schools (Primary & Secondary)	Medical Centres	1&2 Bed Flats	1&2 Bed Houses	3 Bed Houses	4+beds
Dartford Borough Council Local Development	Car	1/18m2	1/14m2	1/25m2	1 per 2 staff + 1 per 6m2	1 per 20m2	1 per 25m2	1 per 35m2	1per 2 staff +1 per bedroom	1 per 15 pupils + 1 per 2 classes	1 per 2 staff + 3	1.2 spaces per Unit	1.2 spaces per Unit	1.5 spaces per Unit	2 spaces per Unit
Framework Adopted 26 July 2012					<	Lower ratio	os can be used f	or major develo _l	oment sites (subject to	a comprehensive	approach to parl	king and integrated public	transport) >		
Kent and Medway STD (2006)	Car	1/18m2	1/14m2	1/25m2	1 per 2 staff + 1 per 6m2	1 per 20m2	1 per 25m2	1 per 35m2	1 per 2 staff + 1 space per unit + 1 space per 3 units of 5 person capacity or more	1 space per staff + 10%	1 per 2 staff + 2	MAXIMUM 1 space per Unit	MAXIMUM 1 space per Unit	MAXIMUM 1 space per Unit	MAXIMUM 1.5 space per Unit
Gravesham Borough Council	Car	Car Same Standards as KCC. The Council has adopted the Kent Design Guidelines as supplementary guidance to the Gravesham Local Development Framework													
EDC Guidance Parking Ratios	Car	1 per 30m2 (< 2,500m2)	1 per 25m2 (> 2,500m2)	1/50m2	-		1/100m2		-	_	-	High Density apartments within 400m of Public Transport (PT) nodes – Zero Standard Parking	Medium Density apartments outside of 400m PT walk threshold – 0.75 / 1 space	Medium Density apartments Outside of 400m PT walk threshold – 1 space Medium density houses within 400m from PT nodes – 1 space Lower density houses outside of PT walk threshold – 1 space	Lower density houses outside of PT walk threshold – 2 spaces

Ebbsfleet's undulating topography affords opportunities on almost every site to use the landform to conceal some, if not all of the parking within semi-basement and undercroft parking structures.

This is a valuable asset that should be used to maximise development ambition and minimise the visual impact of cars upon the streets to create distinctively greener streets for Ebbsfleet.

On street parking provides flexible and efficient parking for a wide range of neighbourhoods and street types, particularly when used in addition to on-plot concealed approaches such as basement and undercroft parking. Street parking is encouraged within Ebbsfleet to enable the city to adapt to changing levels of car dependency as the city's facilities and services come on line.

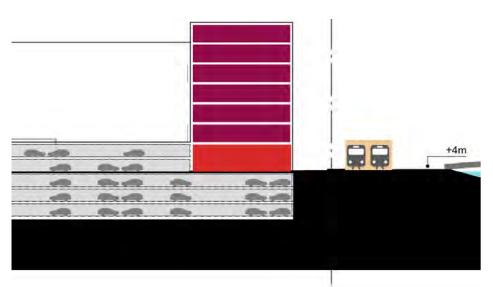
Integrating parking into the landform Integrating the parking into the street Integrating the parking into the footprint

For lower density housing, parking should be incorporated into the footprint of buildings, or directly adjacent to the side of the house to promote greener and more attractive residential streets.

The ambition is to omit front curtilage parking from most streets, to establish greener streets and neighbourhoods that will contribute to a distinctive character for Ebbsfleet's new developments, and help to distinguish it within the market

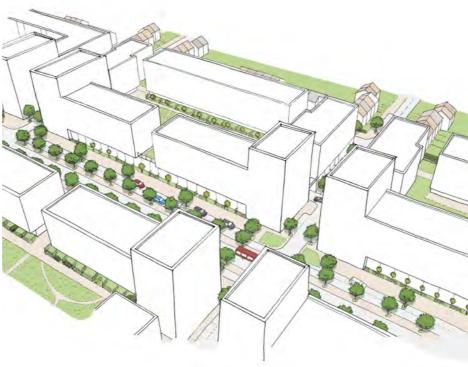
Ebbsfleet Vision for..

Mixed use - within Ebbsfleet Central car parking requirements could be accommodated in undercroft and decked parking structures wrapped with buildings and active uses such as residential and offices.



Ebbsfleet Vision for...

High residential density - car parking should be accommodated on plot in undercroft or half basement levels.



Ebbsfleet Vision for..

Low and medium residential density - car parking should be accommodated on street and on plot (within the footprint or to the side of houses).



Focus on centres

A network of local centres will be established to provide locations for jobs and cultural and community facilities that compliment the existing centres and associated hierarchy across Dartford and Gravesham.

Key moves

The Framework focuses on two key moves to support the initiation and growth of vibrant and resilient local centres throughout the Ebbsfleet area.

A network of centres will be established throughout the four Strategic Development Areas to ensure every home has access to everyday shops and services within a short walking distance of 5–10 minutes.

Co-located community facilities. Key community facilities will be co-located within local centres to establish a critical mass of uses and services that will ensure longer term viability and resilience for Ebbsfleet's centres.

A network of Centres

The local area already contains a network and hierarchy of centres including two town centres at Dartford and Gravesend and the Bluewater Regional Shopping Centre. The location of this existing network is illustrated on the following page.

A key principle is to create new centres that provide facilities and services for new and existing communities, whilst reinforcing and protecting the role and function of the existing network of centres, particularly Dartford and Gravesham town centres.

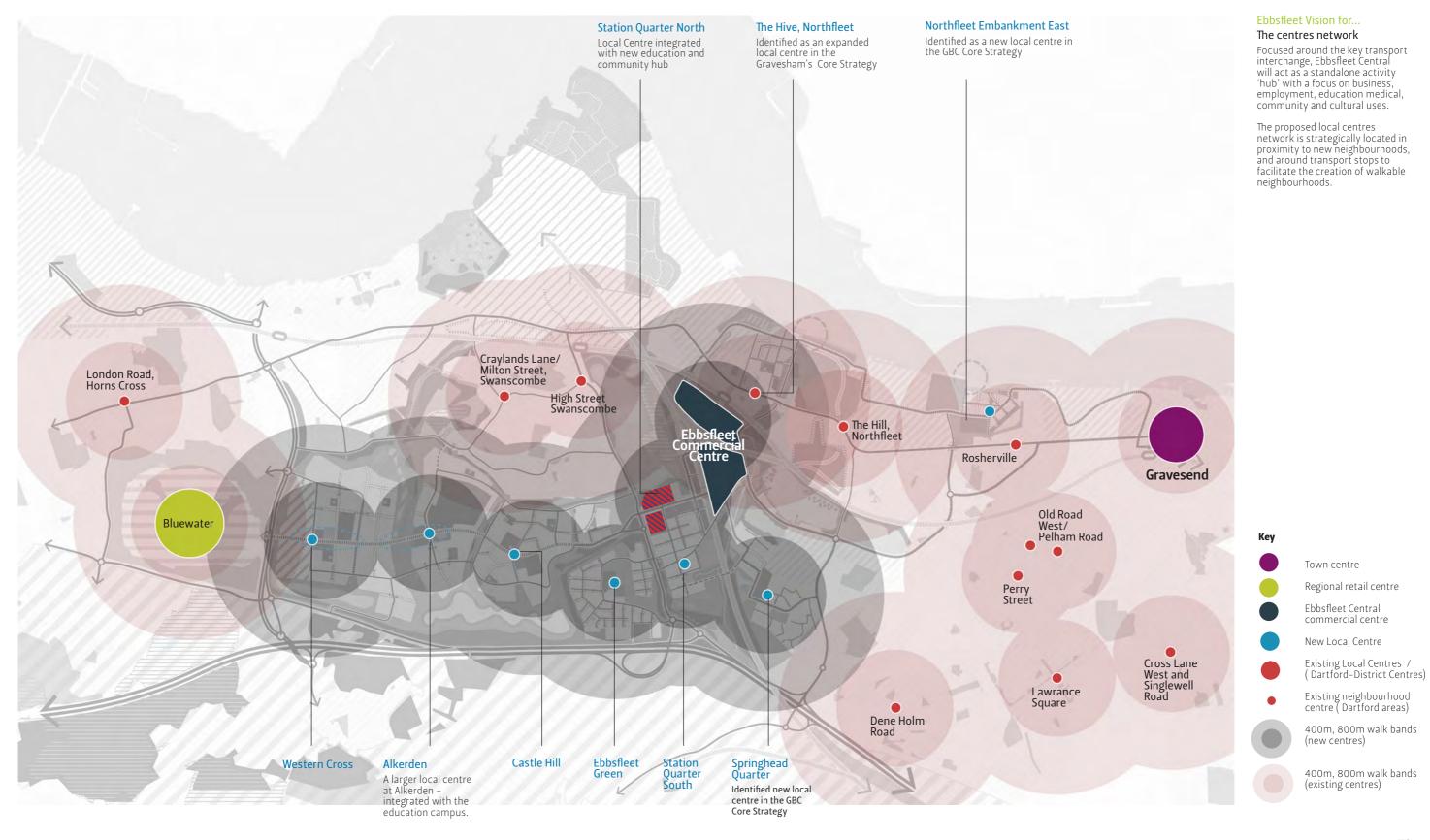
EDC will work with developers and local partners to establish:

- Ebbsfleet Central around the International Station, acting as the key focus for activity, employment, community learning and culture.
- Up to ten new local centres located within Eastern Quarry (Castle Hill, Alkerden and Western Cross), Ebbsfleet Green, Springhead Quarter and Northfleet Embankment East.

The role and function of these centres is defined in the table to the righ, and their location is illustrated on the adjacent plan.

Proposed local centres will range in size and function. Larger local centres (such as Alkerden Centre and Station Quarter North) will seek to provide the critical mass required to attract commercial uses and services that meet the needs of residents. Both of these local centres will also be closely integrated with proposals for strategic education, health, community and leisure uses, such as the eduction campus within Alkerden. Smaller local centres will also be sited within walkable distances of new homes and will provide for residents everyday requirements.

		_
	Ebbsfleet Central	Local Centres
	E.g. Kings Cross, London	E.g. Eddington Local Centre, Northwest Cambridge development
Catchment	National	Local area (up to 800 metres)
Description of typical uses	 Focused around the key transport interchange, Ebbsfleet Central will act as a standalone activity 'hub' with a focus on business to create the critical mass required to provide new shops and services to meet the needs of employees and residents. Establish a centre of excellence for medical science, education and learning. attracting leading universities, primary health care providers, innovation space, health and other life sciences into a 'super cluster' of occupiers in Ebbsfleet. New commercial and cultural anchors will help to establish the centre and underpin regeneration. The centre will be defined by very high quality amenity and environment in regard to new public realm, integrated landscape, links to the adjacent Central Park, ground floor activity and interim uses. 	 Local centres will be strategically-located in proximity to new neighbourhoods, and along the transport spine, in order to facilitate the creation of walkable neighbourhoods to encourage sustainable travel and linked trips. Larger local centres, such as that at Alkerden, will provide the critical mass required to attract new commercial uses and services. Centred around a market square, these centres will typically comprise large groups of shops containing at least one supermarket and a range of non-retail services, such as banks, cafés and restaurants. They will also contain co-located strategic community facilities, such as the education campus and Lifelong Learning Centre at Alkerden, as well as other leisure facilities which can work well alongside restaurants, bars and other social outlets. Smaller local centres will be identified on the basis of having smaller groups of convenience shops and services, as well as localised community facilities such as primary schools.
Centres structure		Larger Local Centre Smaller Local Centre



Co-located community facilities

Key community facilities will be co-located alongside commercial activities to support vibrant and sustainable local centres.

Ebbsfleet's community, health, education, cultural, and recreational facilities will be colocated to form community hubs within the centres, to support communities to live and grow together. These facilities will "anchor" Ebbsfleet by providing a range of facilities in close proximity to people's homes.

The two larger local centres at Alkerden and Station Quarter North will provide a wider range, scale and calibre of new strategic community facilities required to avoid travel outside of the Ebbsfleet area.

Proposed strategic community facility 'hubs' include:

- An education campus integrated with the Alkerden Local Centre at the heart of Eastern Quarry, including an 8 form entry Secondary School and a Primary School; a library and a community sports centre;
- A second strategic centre to accomodate education, health, community and leisure hubs at Station Quarter North (closely linked to Ebbsfleet Central);
- Other, more localised community facilities such as primary schools and small community centres will be distributed across the remaining smaller local centres identified in the previous section.

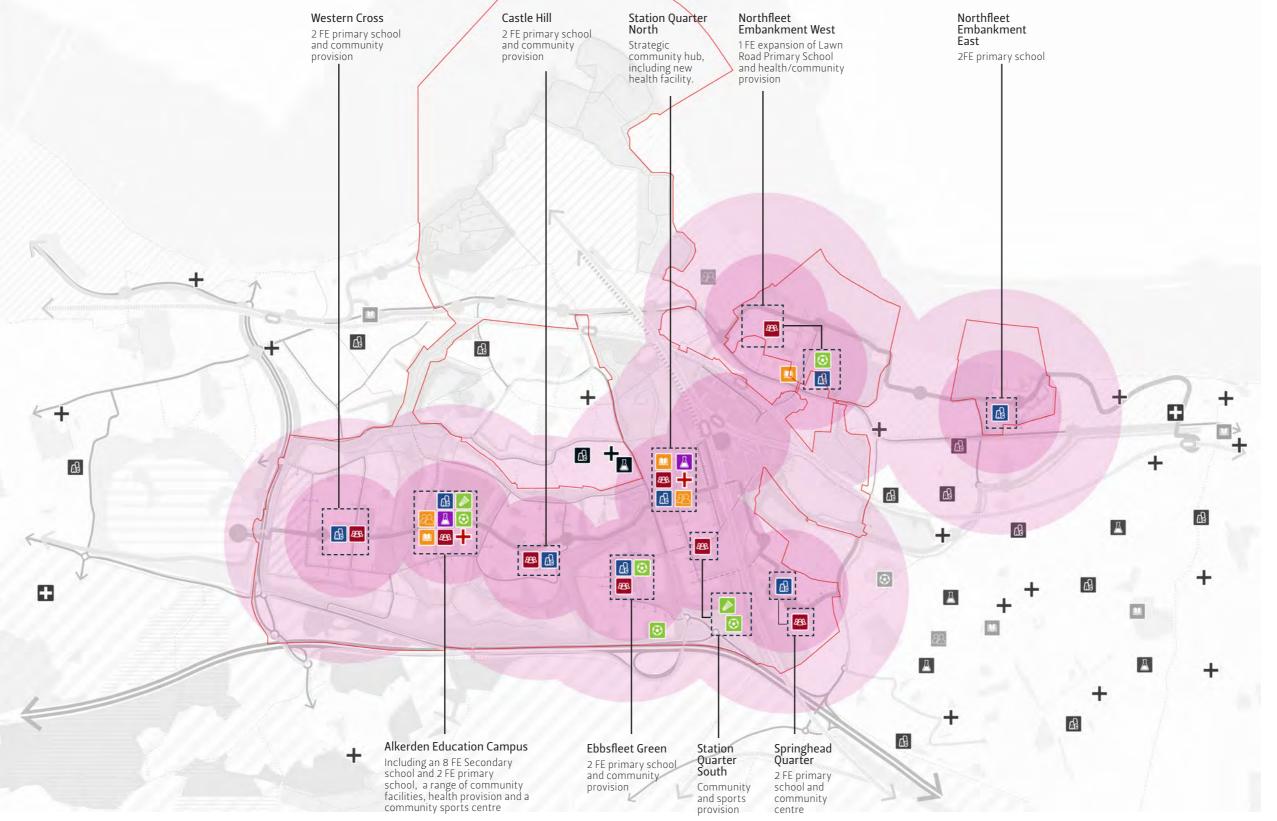
EDC will support service providers to ensure that community facilities are brought forward at a relatively early stage within the development of each neighbourhood, and support the growth and cohesion of early pioneering communities within the Strategic Development Areas.

The Framework is underpinned by a Social Infrastructure Model that utilises best practice standards and service provider requirements to ensure appropriate level of social infrastructure are triggered based on population requirements as Ebbsfleet grows.

In order to support the long term cohesion of communities within Ebbsfleet, the Framework promotes a sustainable socio-cultural strategy based on four key aspects;

- Social amenities and infrastructure:
- Social and cultural life;
- Voice and influence;
- Space to grow.





Ebbsfleet Vision for...

Co-located social infrastructure

This illustration provides an indication of proposed social infrastructure hub locations in relation to new centres.

N.B. social infrastructure requirements remain under review and will be confirmed in ongoing discussion with KCC, DBC, GBC and providers to ensure equitable provision across the Ebbsfleet area.

Key

Primary school with nursery

A Secondary school

Community centre

Youth centre

Librar

♣ Primary health care facility

Hospital

Sports pitch

Sports centre

400m, 800m walk bands

Quality homes and neighbourhoods

EDC will support the delivery of high quality, high performing homes and neighbourhoods that positively contribute to the local landscape and neighbourhood character.

Outline planning permission has already been granted for much of the land within Ebbsfleet, however reserved matter applications for most of the strategic development areas are yet to be submitted.

EDC will work with landowners and developers to support the delivery of best practice design and performance of neighbourhoods and buildings, using the HCA's Urban Design Compendium and the Kent Design Guide to define and review the quality of projects, alongside the benchmarking of performance against local and national practice.

The Framework highlights 4 key design areas from these design guides that are fundamental to the creation of attractive and efficient streets and public open spaces within Ebbsfleet:

An efficient street and block structure

The Framework's street and block structures respond to the landform and vistas of local landmarks and landscape features within each neighbourhood to make the most of Ebbsfleet's distinctive landscapes. Any future development of the urban structure should seek to achieve the following;

- Promote a permeable grid of streets that respond to Ebbsfleet's dramatic landform, and optimise the efficiency of movement across and between adjoining neighbourhoods (both existing and new).
- Reinforce a clear and legible hierarchy of streets that support good urban design principles and deliver a network of quality pedestrian and cycling friendly routes.
- Block and street design should integrate area-wide green infrastructure routes to capitalise on their amenity, and provide ecological connections, footpaths and cycle routes connecting to the Garden Grid.
- Traffic movements should be minimised to allow for generous planting areas and social spaces that link through the heart of the neighbourhoods providing ecological and urban connections to the Garden Grid.

Street to the front door

The placing of homes and associated parking areas in relation to the street, and the design of the front elevation are fundamental to creating efficient, attractive, safe and desirable streets in which the social life and cohesion of communities can flourish.

 All homes should have a clear and sequential approach from the street to the front door, ensuring access for visitors and residents is intuitive, logical and attractive.

- Principal living spaces should be positioned to ensure they clearly overlook and interact with the street
- Secure and separate rear access to the dwelling should be provided for access to household refuse, recycling, composting and secure bicycle stores.
- Ease of access to secure bike parking is seen as crucial in sustainability terms in order to facilitate cycling as a desirable and easy alternative to car use.
- Rear accessed dwellings should be designed to ensure access routes are generous, green and secure, and enlarged wherever possible to allow for planting and trees.

A quality front boundary

The design of the front boundary of a site is instrumental in establishing the character of the street, whilst balancing the need for privacy for buildings occupants, and providing for surveillance of the street to support neighbourhood safety and security. The Framework promotes front boundary treatments that respond to the street hierarchy, to help to facilitate the desired leafy green neighbourhood character.

- Active and more heavily trafficked routes should have a combination of railings and hedges to create a clearly defined defensible zone to the residential spaces.
- In the quieter streets and spaces hedges should be used between public and private spaces to creates a greener streetscape for the benefit of all residents.

Integrated car & cycle parking

The Spatial Framework has been modelled to accommodate car parking for apartments and maisonettes within semi-basement, under-croft or wrapped parking structures.

For terraced homes parking should be incorporated within the landform, within the street or within the footprint of the building, or to the side of semi-detached homes.

Cycle parking is envisaged to be in the form of built secure structures in rear gardens for semi-detached, short-terraced and terraced homes. Apartment and maisonettes provision will be provided in shared communal storage within the built car parking structures.

Short-term and visitor cycle parking should be actively provided within the streetscape in local centres, community facilities and transport interchanges.



Upton, NorthamptonshireShort-terraced housing with in-curtilage car parking.



Kidbrooke Village, London, 3 storey terraced homes.



Kings Cross, London

Active and engaging ground floor facade, using quality materials to create a safe and attractive backdrop for the pedestrians on the street.

Indicative typical block structures

	Low Density	(Suburban)	Medium	(Urban)	High (city)			
Typology	Semi-Detached	Short-Terrace (max 5 dwellings per terrace)	Courtyard Townhouse Terrace		Maisonette	Apartment		
Density	> 30	30 -50	40 - 60	50 - 75	75 –100	75 – 150		
Street Typology	Tertiary	Secondary / Tertiary	Mews	Secondary / Tertiary	Fastrack / Secondary	Fastrack / Secondary		
Car Parking	In-Curtilage Side Parking	In-Curtilage / On Street	In-Curtilage Mews Garage	On Street	Communal Undercroft / On Street	Communal Undercroft		
Amenity/Private Open Space	Front and Rear Garden	Front and Rear Garden	Courtyard and Terrace(s)	Rear Garden	Terrace & Secure Access to Communal Garden	Balcony & Secure Access to Communal Garden		
Defensible Zone Typology	Soft	Soft	Soft	Mid Full		Full		
Cycle parking	Rear Garden – Secure and Covered	Rear Garden – Secure and Covered	Mews Garage	Rear Garden – Secure and Covered	Communal Built Secure Store	Communal Built Secure Store		
Bin Store Typology	re Typology Rear Garden – Built and Covered Rear Garden – Built and Covered		Built and Covered	Rear Garden – Built and Covered	Communal Built and Covered Communal Built and Covered			

Residential density

Development will bring forward a variety of new neighbourhoods – all with different characters and able to support a diverse and mixed tenure environment.



Low residential density (30-50 dw/Ha)



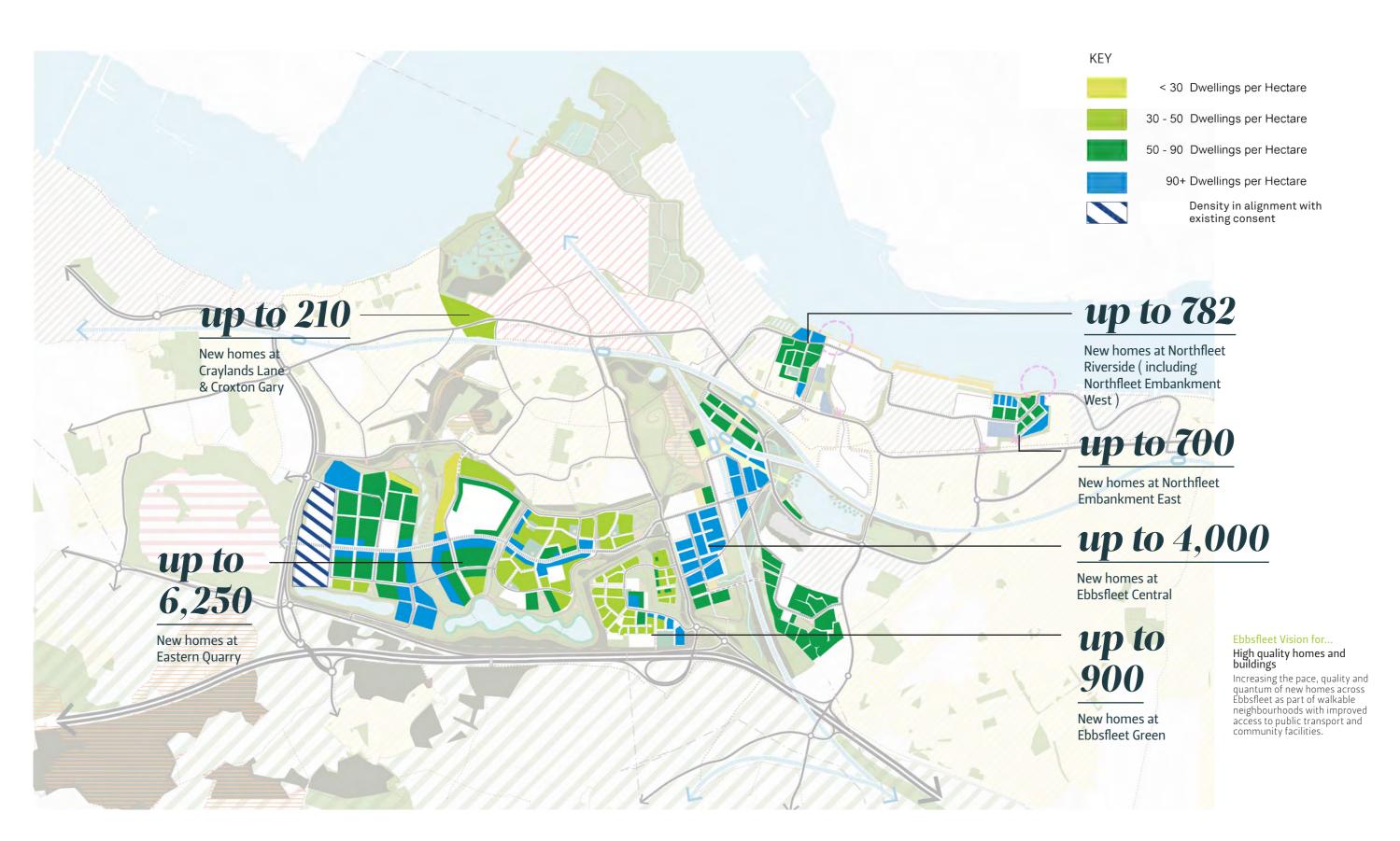
Medium residential density (50–90 dw/Ha)



High residential density (90–150 dw/Ha)



High mixed use density (150+ dw/Ha)



#6

Integrated utilities and services

Delivering sufficient utilities capacity will be a significant challenge for Ebbsfleet, but also provides a major opportunity to unlock development potential and accelerate the pace of development.

EDC is acting as a mediator between utility companies to bring forward a more integrated approach to provision, that ensures that development sites are unlocked and unconstrained by utilities infrastructure through intelligent timing and phasing.

EDC will also continue to investigate new technologies, including renewable technologies and decentralised approaches to utility provision to further advance the pace and quality of development.

Integrated utilities

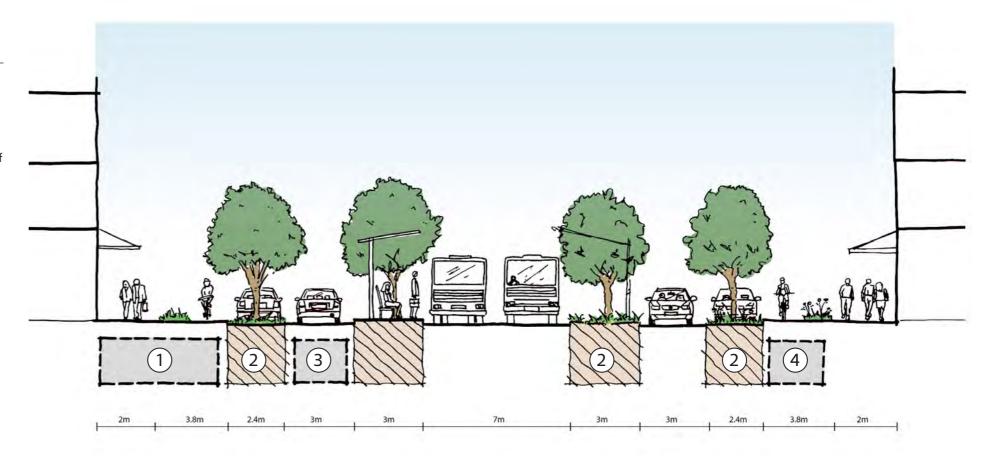
- The Framework establishes a coordinated, area-wide approach to utility provision, ensuring utilities are provided from the outset and making maintenance easier and less inconvenient for residents. A network of utility corridors is integrated into the Framework, extending to all corners of Ebbsfleet and running primarily beneath the dedicated Fastrack route. Cabling will be laid in conduits for easy access. As such, any work or upgrade of the network will cause minimum disruption to the movement network.
- This integrated network includes new duct networks to deliver the high speed broadband fibre optic cable distribution, and will converge at a utilities hub, to monitor service provision and help optimise efficiency in the networks.

Water management

- Ebbsfleet will continue to be designed using the principles of Water Sensitive
 Urban Design the process of integrating water cycle management with the built
 environment through planning and urban design. Rather than being channelled into
 the constrained sewer network, rain water falling on Ebbsfleet will be slowed using
 appropriate approaches and devices to help clean the water before it is discharged into
 waterways or potentially stored for reuse.
- Waste water should not be wasted. Opportunities for new localised and scalable waste water treatment will reduce the pressure on the existing and traditional waste water treatment plants by treating waste water ready for reuse through flushing toilets or for irrigation.

Primary Utilities Corridor

Typical arrangement of utilities and services under the street so that disruption is minimised and potential for SuDS maximised.



- 1) Primary utility service corridor zone under footway / cycleway (2m buffer from building boundary required).
- (2) Bio-retention / swales and deep planting zones to accommodate large trees.
- 3 Low maintenance, gravity-fed primary utilities (e.g. foul main) could be accommodated here if insufficient space under footway.
- 4) Local service corridor zone under footway/cycleway (including non-potable network for reuse)



Provision of an integrated utilities network that facilitates a 21st century smart Garden City.

Key utilities corridor

Key utilities corridor alignment for further investigation

Potential access route with integrated utilities

Bringing it all together

The Implementation Framework brings together the six key moves to provide a comprehensive and integrated structure for the planning and design of Ebbsfleet.

EDC will use the Implementation Framework as a basis for working with developers and partners to adopt an integrated approach to development across the area, with a focus on maximising the development potential, delivering at pace and advocating for outstanding quality for both the natural and built environments.

The Framework requires a multi-layered approach to implement the six key moves and deliver against the Framework's delivery themes and associated objectives.

Celebrating and reflecting Ebbsfleet's landscape, people and cultural heritage

Bringing in the green and the blue - an integrated green infrastructure network;

Building on connections - connected movement networks and street hierarchy;

Focus on centres and community facilities - hub locations for jobs, social infrastructure and leisure provision;

Quality Homes and Neighbourhoods - densities and layouts responsive to the landscape, movement and accessibility to centres;

Integrated utilities - a more joined up and sustainable approach to utility provision.



12,842

proposed new homes in the Implementation Framework



27,709

resultant population



13

consented primary school 'forms of entry'



Framework Ambitions

These figures set out the key ambitions and targets that underpin the Implementation Framework

8

consented secondary school 'forms of entry'. Potential for a further 6 FE within Ebbsfleet Central.



82

hectares of employment and commercial land



564,480

commercial floorspace [sq.m]



70,310

retail floorspace [sqm.]



32,000

jobs (excluding London proposals)







Strategic Development Areas

- 4.1 Strategic Development area guidelines
- 4.2 Ebbsfleet Central
- 4.3 Eastern Quarry & Ebbsfleet Green
- 4.4 Northfleet Riverside
- 4.5 Swanscombe Peninsula

Strategic Development Area guidelines

Four distinct areas have been established to promote and coordinate development across the Ebbsfleet area.

Ebbsfleet Central

The heart of Ebbsfleet, running along the Ebbsfleet River valley with Ebbsfleet International Station at its core. This area incorporates Station Quarters North and South, Northfleet Rise and Springhead Quarter as defined within the Ebbsfleet planning consent promoted by EIGP. The 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 and Ebbsfleet Green

A series of four urban villages to the West of Ebbsfleet Central, Eastern Quarry and Ebbsfleet Green providing 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 consents.

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 the 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.

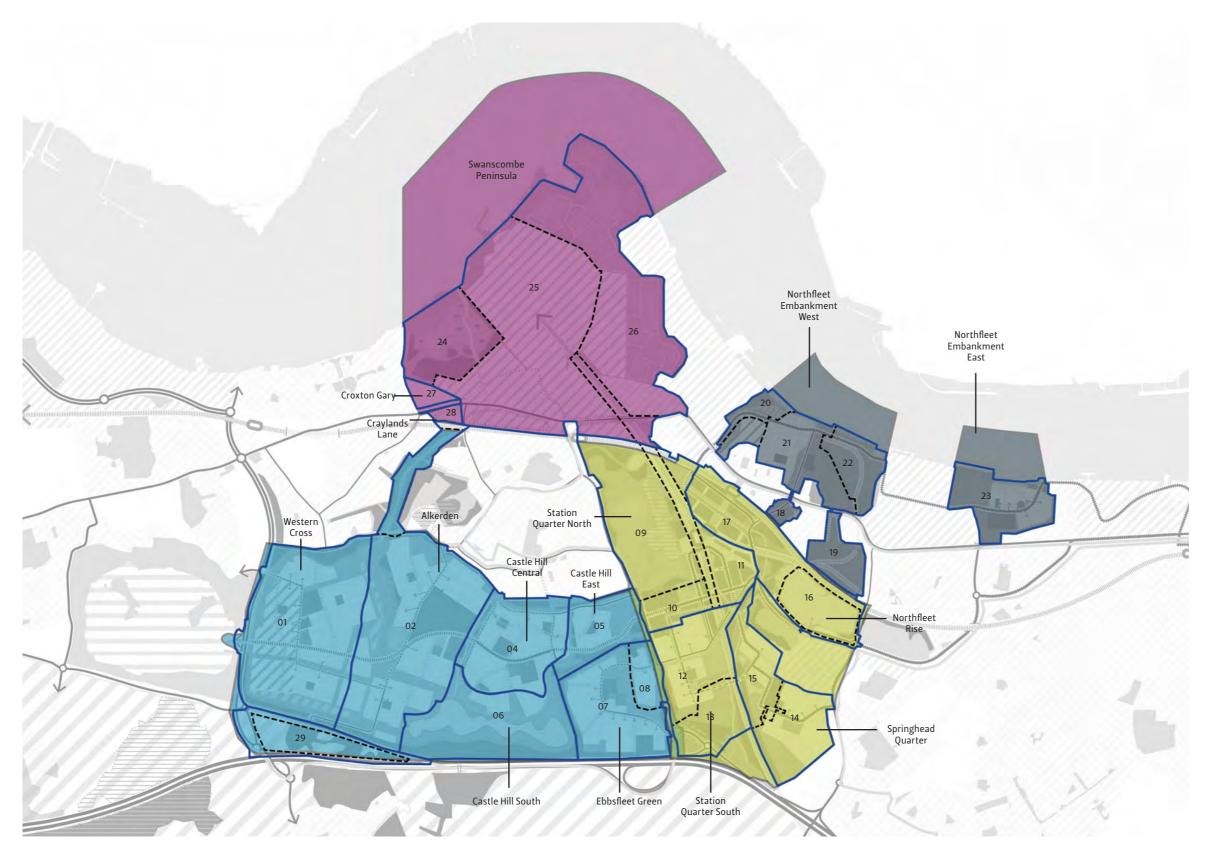
Approach

In reviewing development proposals being brought forward under existing consented parameters EDC will seek to ensure:

- A high quality residential design taking into account minimum internal space standards and efficient use of land;
- An architectural response that is focused on the specific requirements of each site; and
- Appropriate densities reflecting proximity to public transport and local centres.

In reviewing revisions or alterations to existing consents EDC will:

- Seek to maximise development quantum through efficient masterplanning;
- Retain principles for local centres that are not defined by car-dependent development;
- Seek to retain existing landscape, water and topographic features to avoid significant land works; and
- Ensure retention of an accessible public transport spine.



Framework Site References

Area	Site references					
Strategic Area 1: Castle Hill, Western Cross, Alkerden and Ebbsfleet Green						
Eastern Quarry	01,02,03,04,05,06					
Western Cross	01					
Alkerden	02,03					
Castle Hill Central	04					
Castle Hill East	05					
Castle Hill South	06					
Ebbsfleet Green	07,08					
Strategic Area 2: Ebbs	fleet Central					
Station Quarter North	09,10,11					
Station Quarter South	12,13					
Springhead Quarter	14,15					
Northfleet Rise	16, 17					
Strategic Area 3: Swar	nscombe Peninsula					
Craylands Lane	28					
Croxton Gary	27					
Swanscombe Peninsula	24,25,26					
Strategic Area 4: Nort	hfleet Riverside					
Northfleet Embankment West	18,19,20,21,22					
Northfleet Embankment East	23					

4.1 Ebbsfleet Central

Ebbsfleet central lies at the heart of Ebbsfleet, surrounding the International Train Station.

Site Description

Ebbsfleet Central lies in the centre of Ebbsfleet River valley. with Ebbsfleet International Station forming a central focus for the area. Surrounding the station are potential development parcels including surface parking and filled areas, some of which is used for open space. Ebbsfleet River runs south to north, and Blue Lake sits on the eastern boundary, and forms part of the Ebbsfleet Marshes local wildlife site. Northfleet Waste Water Treatment works lies immediately south of Blue Lake. The Springhead Quarter lies in the south eastern segment of the Ebbsfleet and has been subject to initial residential development.

Planning policy

Development within this area will need to take into account the following principle planning policies (which are further detailed in Chapter 1) and where a consent has already been granted the associated constraints and requirements of that consent.

Dartford Borough Council Core Strategy (2011)

Ebbsfleet to Stone Priority Area (Policy CS4) and Ebbsfleet Valley Strategic Site (Policy CS5) Of the four sites that make up Ebbsfleet Central, those that sit in Dartford Borough (Station Quarter North and South) form part of the Ebbsfleet Valley Strategic Site (Policy CSS) along with Eastern Quarry and Ebbsfleet Green. These sites are also located in the eastern end of the Ebbsfleet to Stone Priority Area (Policy CS4). Development must take into account the transformation ambition set out within these strategic policies.

Gravesham Local Plan Core Strategy (2014)

Ebbsfleet (Gravesham) Opportunity Area (Policy CS06)

The Ebbsfleet Central sites that are located in Gravesham Borough (Springhead and Northfleet Rise) sit within the Ebbsfleet (Gravesham) Opportunity Area (Policy CS06) which sets out the ambition is a high quality, sustainable, mixed use development in line with the long-standing strategy to create a major business district at Ebbsfleet.

As part of Gravesham's Policy CS06, the Ebbsfleet Central area falls into the following 'Key Sites', each comprising their own policy requirement:

- Key Site 1.1 Swanscombe Peninsula East Undeveloped Area
- Key Site 1.3 Grove Road and Lower Ebbsfleet Area
- Key Site 1.4 Old Northfleet Residential Extension
- Key Site 1.5 Northfleet Cement Works Regeneration Area
- Key Site 1.8 Northfleet Embankment East Regeneration Area

Development management policy

Both Borough's are in the process of preparing new 'development management' policy. Until then, saved policies remain applicable (Dartford's 1995 Local Plan Saved Policies and Gravesham's 1994 Local Plan First Review).









01 Ebbsfleet International

View of eastern entrance to Ebbsfleet International Station -a major anchor - the opportunity is yet to be fully realised

02 Railway Infrastructure

View looking south along International train line towards Ebbsfleet International Station. The trainline present a major barrier to movement across the site at present.

03 Aerial view looking north-west

over Ebbsfleet Central area. The scale of surface parking is significant. There is a requirement to re-provide the existing car spaces (5,513 spaces) and find spaces for a further 3,487 spaces when demand requires them.

04 View looking north east over Castle Hill, Station and Northfleet. Credit: Land Securities and Erith).



Existing development proposals

Existing development proposals across Ebbsfleet Central include outline consented quarter masterplans, and a limited number of reserved matters/detailed applications, which are set out in the schedule and map (right).

A flexible outline consent was granted in 2002 comprising 789,550 sqm as a total maximum floorspace quantum, as well as maximum floorspace quantum across the four quarters.

Identified opportunities within the consented masterplan include:

- The connection between Ebbsfleet and Northfleet train stations, and the potential of future metro/Crossrail services on North-Kent line;
- Northfleet Rise' location as a hub between two stations is not capitalised upon;
- Opportunities to improve connectivity between Station Quarters, and adjoining neighbourhoods;
- Developed prior to plans for the London international theme resort, and thus no consideration of the potential impact of the project and its access roads on the central area; and
- The Fastrack route could further optimise passenger catchments.

Opportunities and Constraints

The map on the following page outlines the key opportunities and constraints associated with the Ebbsfleet Central area. The main points to consider are:

- Consent in place for significant commercial-led development;
- Springhead Quarter has been the only area subject to development;
- Significant opportunity for high density residential and commercial development making the most of proximity to the International Station;
- Significant opportunity for alternative anchor land uses in this location including cultural, health, higher education and employment generating uses;
- Part of the Northfleet Rise site is designated as part of the North Kent Enterprise Zone;
- Blue Lake provides significant landscape amenity to be better integrated into the area;
- Need to re-provision 5500 station parking spaces (up to 9000 in total) within multilevel parking structures to free up development land;
- Landfill site presents opportunity for further consideration for landscape and leisure related uses;
- Constrained by existing topography, power-lines, transport and utilities infrastructure and ecological and heritage areas but considerable potential as a transport interchange;
- Innovation opportunity within Northfleet Rise to kick start commercial office demand and establish a higher-education presence to attract new occupiers to Ebbsfleet.



	Area	Total floorspace (sqm)	Residential (C3) (sqm)	Office (B1) (sqm)	Industrial (B2 & B8) (sqm)	Retail (A1–5) (sqm)	Hotel (C1) (sqm)	Leisure (D2 / Sui Generis) (sqm)	Social / Community Infrastructure (C2, C2a, D1) (sqm)
	EBBSFLEET OUTLINE DA/96/00047 and GR/96/0035 Overall land use maximums equal to quarter maximas	789,550	330,000 (3,384 dwellings)	455,000		147,000		21,500	
bbsfleet entral	Station Quarter North QMP DA/08/00577/EBQNC (Maximum Parameters)	339,000	90,000 (930 dwellings)	200,000		92,000 Of which: Retail – 12,000sqm; Hotels – 24,750sqm			2,000 (including 500 sqm local 'A1' shops)
	Station Quarter South QMP DA/06/01045 (Maximum Parameters)	250,000	135,000 (1,390 dwellings)	130,000		23,000 Of which: Retail – 3,500sqm; Leisure/entertainment – 3,000sqm		2,500 (including 750 sqm local 'A1' shops)	
	Northfleet Rise Northfleet Rise 2012 revision of GR/96/0035	167,000	15,000 (164 dwellings)	120,000		30,500 Of which: Retail – 2,400sqm; Leisure – 2,000sqm		7,000 (including 350 sqm local 'A1' shops)	
	Springhead Quarter Springhead Quarter 2012 revision of GR/96/0035	100,000	90,000 (900 dwellings)	5,000		1,500 Of which: Retail – 500 sqm; Leisure – 500sqm		10,000 (including 500 sqm local 'A1' shops)	
	Springhead Quarter Phase 1 (GR/2006/0454)		388 dwellings consented (Phase 1a and 1b equal to 377)						
	Springhead Quarter Phase 2A (GR/2011/0606)		123 dwellings						
	Springhead Quarter Phase 2B		124 dwellings						
	Springhead Quarter Phase 3		174 dwellings						

Ebbsfleet Central: Development Schedule

This schedule outlines existing permissions and proposals across the Ebbsfleet development area. Those quantums that represent a 'maximum parameter' as part out an outline permission are clearly highlighted in the far left column.



Existing Communities
Integration with existing
development and communities
is a major challenge for any new
development at Ebbsfleet Central.

A226 Thames Way Safeguarded for dualling.

Existing Transport Infrastructure

Existing rail infrastructure, car parks and roads, particularly around Ebbsfleet International, present a number of challenges to development.

Land Contamination
The landfill site, located to the west of Ebbsfleet International Station, occupies a large piece of strategically important land and is a constraint to development around the station.

Station Car Parking Provision to shift current car parking into appropriate parking structures to facilitate mixed use development.

Power Lines
Visually, and in terms of the
easements required, power lines
impact upon potential development
areas across Ebbsfleet Central.

Proposed London
The proposed insertion of a link road to proposed London , from the A2, has the potential to further reinforce the existing division of Ebbsfleet Central into isolated parcels.

Heritage and Habitat Designations

Within Ebbsfleet Central, there are a number of locations where environmental and heritage designations potentially constrain development. The significance of archaeological assets also means that the planting of trees may be difficult in some areas due to root disturbance.

A2(T) Corridor / Ebbsfleet Junction Along the southern boundary, noise and air quality issues present a potential constraint to development.

Ebbsfleet junction capacity is also a major constraint to development and may require further land take.



Ebbsfleet Central: Opportunities and Constraints



Ebbsfleet Central

Ebbsfleet Central will become a dynamic new heart for Ebbsfleet, a major commercial hub and a centre of excellence for medical, education and learning. This dynamic focus of uses will be supported by a diverse mix of residential, health and leisure uses, with associated bars, restaurants and convenience shopping to support active and lively streets.

EDC's ambition for Ebbsfleet Central is as follows:

- To create an urban heart for the Ebbsfleet that is complimentary to the offer provided at Dartford and Gravesend town centres and Bluewater Regional Shopping Centre.
- A commercial core will be created through attracting a diverse range of employment opportunities, maximising the Enterprise Zone status. Flexibility will be retained to encourage inward investment targets including medi-tech, bio-sciences and tech sectors.
- 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 local bus network as well as the
 potential requirement to accommodate potential LPER arrivals and departures at the
 station. 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 hub.
- High density urban development will be sought in this area providing a range of job, homes, community and cultural facilities.
- Major new parks will be developed around "Ebbsfleet Central Park" on the former Bakers Pit, along Ebbsfleet River and around the Blue Lake.
- High density residential development will be promoted in Station Quarter North and South, which may introduce new formats such as Starter Homes and the Private Rented Sector (PRS) not within the current consent.
- Provision of utilities infrastructure, including 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 consistent sense of place and orientation to the surrounding area.
- To improve connectivity into and through the area, including provision of Springhead Bridge, bringing the "Ebbsfleet Plaza" bridge into use and considering further pedestrian and cycle connections to overcome severance created by rail, river and topography.
- To facilitate the re-provision of 5,500 parking spaces for Ebbsfleet International (and provide for up to 9000 in total) through architectural solutions including multi-storey and under-croft parking solutions that are concealed within the urban realm.
- To consider the potential for additional development platforms through repositioning of Thames Way facing onto the Blue Lake and Northfleet Waste Water Treatment Works.
- Provision of local centres to serve 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.



Kings Cross Central, Camden

A mature transport interchange has spurned extensive redevelopment, providing a catalyst for a range of uses to sit side-by-side in one of the UK's most significant industrial heritage sites. A network of public open spaces – streets, lanes, squares and parks – permeate the urban blocks and make connections beyond the site.



Brindley Place, Birmingham

Widely acknowledged as a model for city centre regeneration, Brindley Place is a multi-award winning office-led mixed-use development located on the western side of Birmingham's Central Business District. It comprises 20 buildings set around three lively squares, including 30 high quality cafés, bars, shops and restaurants and other amenities.



The Vision for...

Ebbsfleet Central

Key Residential Commercial mixed use / Integrated parking Local centre Education Community Mixed use retail, education and community Potential floating homes London Resort road route alignment for further investigation London Resort road route underground alignment for further investigation Road network Railway corridor Railway station Fastrack corridor Fastrack corridor for further investigation Natural Landscape Open space Public realm/square/promenade Topographical feature SSSI Waterway/Lake Wetland Green corridor/street Key pedestrian and cycle way (on Site) Key pedestrian and cycle way (off Site) Waste Water Treatment works

Access and movement

The road and public transport network, and pedestrian/cycle connections, are shown in the diagram. The main components of this network include:

- Creation of an 'Ebbsfleet Hub' interchange between the two stations and with Fastrack routes through imaginative building design and facilitating/encouraging the use of the enhanced rail and the public transport network in the area.
- Completion of strategic road schemes, specifically the improvement of the A2 Ebbsfleet junction accommodating this level of development.
- Development of a series of local road improvements to accommodate development including Southfleet Road and Thames Way. Proposals should retain and enhance the road links through the centre along the A2260 and A226 to serve the wider area.
- Measures to accommodate Fastrack routes including Springhead Bridge and access to the station.
- Facilitation of dedicated Fastrack routes, along the main transit spine between Bluewater, Ebbsfleet Hub interchange, Northfleet Embankment and Gravesend.
- Provision of up to 9,000 car parking spaces associated with the International Station
 in order to create new development parcels in this area. Where possible these spaces
 should be dual use to support the wider commercial centre. It is envisaged that these
 spaces will be accommodated as an integral part of the built form within multi storey,
 under-croft or under-ground structures at appropriate locations within the Ebbsfleet
 Central area. This will be subject to further feasibility and architectural design.
- Consent for further 12,000 spaces as part of the Ebbsfleet scheme, and the reality that these themselves will be split between designated and non-designated spaces.
- Significant new and upgraded pedestrian and cycling connections directly to the transport hub formed by Ebbsfleet and Northfleet station. Particular focus on improved connections from Swanscombe, Northfleet, Springhead (via new bridge), Ebbsfleet Green and Eastern Quarry sites and within these sites.
- Additional pedestrian and cycle connection over London Road and rail lines to unlock access to Swanscombe Peninsula should be provided at the northern edge of the site.
- Potential 'vertical' connections provided for cyclists and pedestrians where the topography of the quarry limits movement and accessibility for these modes.

Issues for further consideration

London Access Route

London currently proposes a dedicated access route through this area which will comprise up to 4 lanes of dedicated highway. This highway would run alongside the HS1 rail line, and would require decking to facilitate implementation of the existing consented scheme, provide a comprehensive development platform and ensure the level and quality of connectivity commensurate with this central location.



The Vision for Ebbsfleet Central

Movement Network

Key

Railway corridor

Railway station

Existing fastrack transit

Proposed fastrack transit

Fastrack stop

rastrack stop

Existing local bus route

London Resort road route alignmenT.

London Resort underground road route alignment for further investigation

Road network

Key pedestrian and cycle way (on Site)

Key pedestrian and cycle way (off Site)

Centres and community facilities

Focused around the key transport interchange, Ebbsfleet Central will become the key focus for activity, employment, education, community and culture.

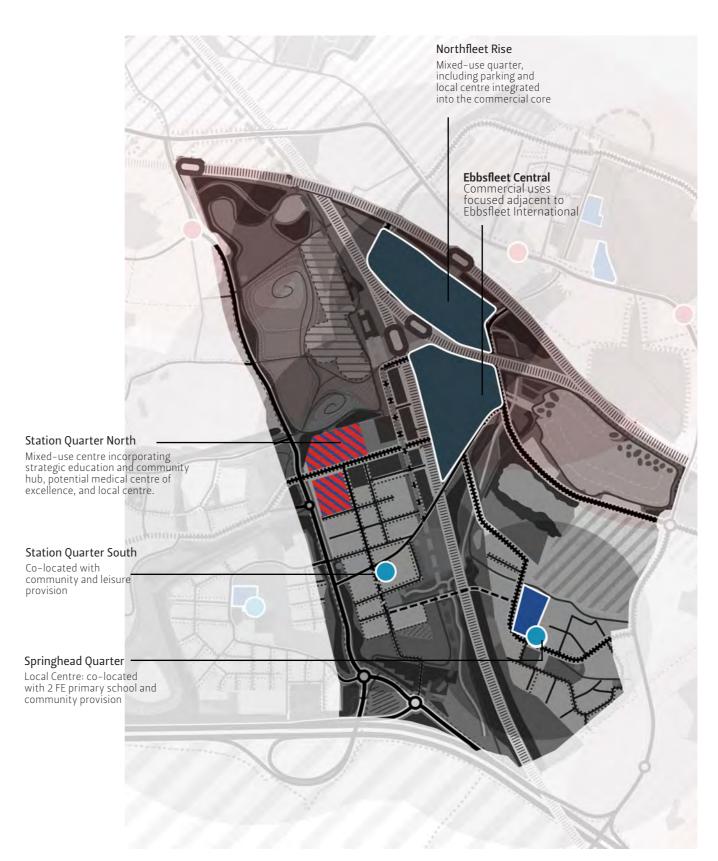
Located in proximity to new neighbourhoods and along the transport spine, four new local centres will be located at Station Quarter North and South, Springhead Quarter and Northfleet Rise. The centre at Station Quarter North will be of a size and critical mass required to attract commercial uses and services that meet the needs of residents, as well as being closely integrated to a new strategic education and community hub.

The following core community facilities have been consented in line with existing development proposals at Ebbsfleet:

- Three early years nurseries incorporated within primary school provision;
- A 2 FE Primary School is identified in the masterplan for Springhead Park.
- Provision of an adult education centre;
- Provision for a health centre space capable of accommodating up to 8 GPs;
- Two community centres (approximately 200 sqm each) to include space for museum and day care facilities for the elderly. A community centre at Springhead has already been delivered;
- New library provision;
- Two places of worship, one of which has already been delivered at Springhead;
- One. multi purpose sports centre (minimum floorspace of 600 sqm); and
- Three playing fields.

Emerging ambitions include:

- Further consideration of additional 6 FE Secondary School within Ebbsfleet Central
- Further consideration to provide a strategic health facility and related university accommodation within Station Quarter North or Northfleet Rise, subject to further dialogue with Dartford, Gravesham and Swanley CCG.



The Vision for

Ebbsfleet Central Centres and Community Facilities

Key



Ebbsfleet Central commercial centre



New Local Centre



Existing Local Centre



Education



Mixed use retail, education and community

Open space and landscape

Ebbsfleet Central will have a number of significant areas of open space providing a regional function. This will include "Ebbsfleet Central Park", "Blue Lake" and "Ebbsfleet River Park".

These major spaces will be connected by high quality streets and public realm. A major new broad street will be created to provide a direct link and interchange between Ebbsfleet International, domestic and Northfleet rail stations.

Further parkland and public realm will be created throughout the area as an integral part of development, to provide at least 30% of the Ebbsfleet Central area as open space.

The following green infrastructure has been consented in line with existing development proposals:

- Four local parks of at least 1 ha each (1 already provided at Springhead);
- Three neighbourhood play areas of at least 0.6 ha each (1 already provided at Springhead);
- Twelve local play areas of at least 0.2 ha each (2 already provided at Springhead); and
- Four allotments of at least 0.25 ha each.

In meeting requirements and mitigating impact of any additional growth, the following should be considered:

- Long distance views of the Kent countryside;
- Long distance views from the Kent countryside, and Eastgate;
- Conspicuous electricity pylons to the west;
- Low-lying wetland/marsh areas around the Ebbsfleet River;
- Divisive large scale road and rail infrastructure criss-crossing the area;
- Blue Lake a large permanent water body to the east;
- Tree topped chalk spines;
- Ongoing development of Springhead Quarter;
- Development must be sensitive to ecological and hydrological features around the Ebbsfleet River. Any realignment of the Ebbsfleet river will be subject to detailed hydrological, ecological and topographical surveys and studies, and developed in partnership with the relevant agencies.

Open space and landscape provision will need to take account of the man-made nature of the landscape and management of ecological and heritage assets should be integrated. This is particularly relevant in the Ebbsfleet River corridor where important archaeological remains are preserved in the alluvial deposits along the course of the river and at Springhead. Liaison with Natural England, Historic England, Environment Agency and Kent County Council Heritage Conservation will be required in the development of detailed proposals.



The Vision for Ebbsfleet Central

Open Space and Landscape

Key

Natural landscape

Open space

Environmental sensitive area

Public realm/square/promenade

Development area

Topographical feature

Playing fields

Neighbourhood play/Play hub

Local play/Multi-use games area (MUGA)

Allotments

SSSI

Feature (stair / ramp / bridge / pier / lift)

Waterway/lake

SuDs/water management infrastructure (subject to further

investigation)

Wetlands

...... Cycling friendly street

Key pedestrian and cycle way (on Site)

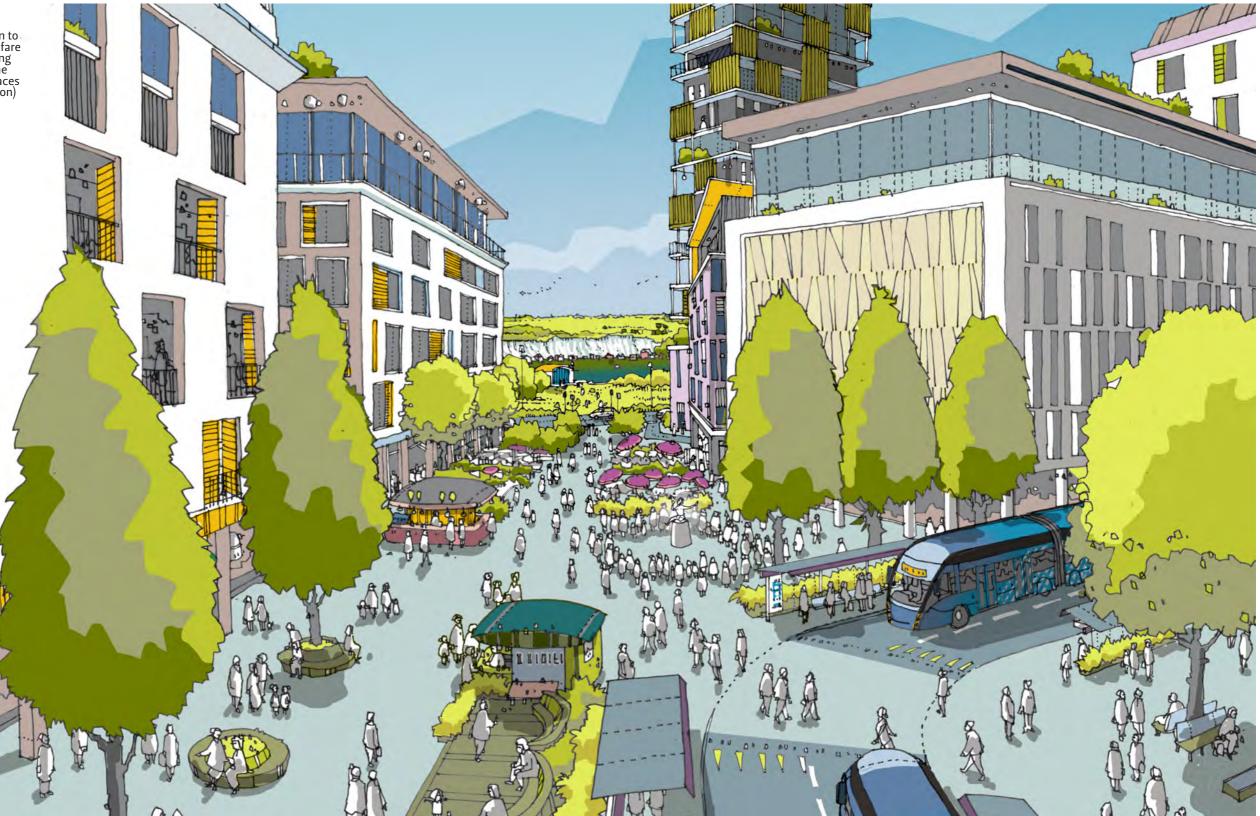
Key pedestrian and cycle way (off Site)

 Overhead power line (exclusion zone 50m)



The Vision for Ebbsfleet Central
Looking south-east from the top of Ebbsfleet Central Park
towards the rolling hills of the Kent countryside. The new
mixed-use office hub in Northfleet Rise wraps around
Ebbsfleet International to the left. (Artists impression)

The Vision for 'Blue Lake Boulevard'
View looking south-east from
Ebbsfleet International Station down to
Blue Lake. This key public through-fare
provides an iconic view when arriving
at Ebbsfleet International, linking the
centre with the fantastic leisure spaces
around Blue Lake. (Artists impression)



The Vision for Ebbsfleet Central
Cross section through Northfleet Rise
illustrating how parking could be
accommodated within the changes in land
form

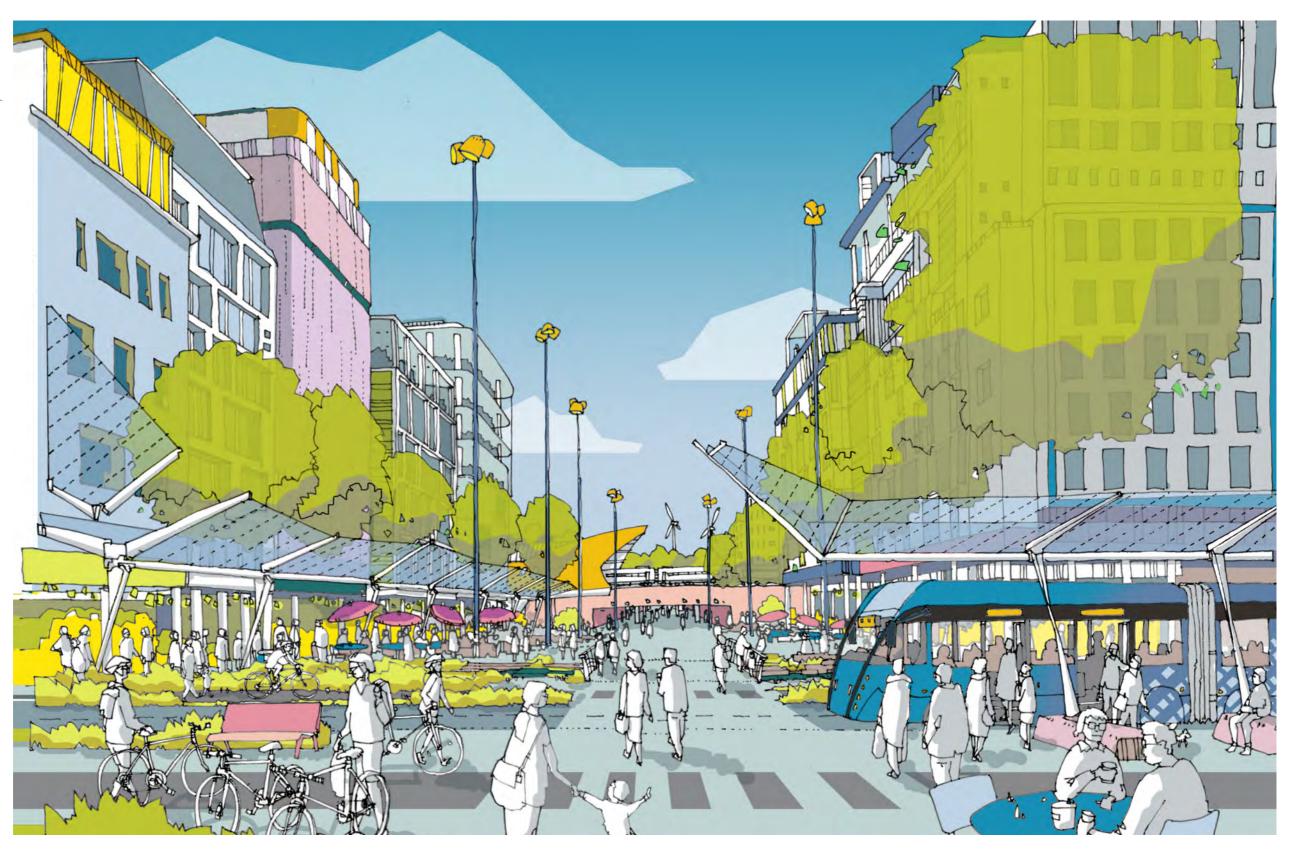


The Vision for Ebbsfleet Central Medium density housing in Station Quarter South.



The Vision for Ebbsfleet Central

Northfleet Rise, looking down the principal public space towards Ebbsfleet International. This major new pedestrian boulevard will connect Northfleet and Ebbsfleet train stations, and form the centrepiece of Northfleet Rise, creating a nexus between the Fastrack route and Ebbsfleet Central. (Artists impression)



This section identifies major projects within Ebbsfleet Central that will catalyse the transformation of the area.

Priority Interventions

The priority interventions identified for Ebbsfleet Central are set out in the table and on the plan opposite:

Ref	Project
A	Co-develop the initial phases of parking re-structuring to create development platforms in Northfleet Rise and Station Quarter's North and South
В	Deliver Springhead bridge to improve eastern road connectivity.
С	Scope first phase of utility corridors / utility hub
D	Deliver enhancements to key pedestrian/cycling connections linking Ebbsfleet Central to Swanscombe and Northfleet.
E	Develop design and planning for Ebbsfleet Central Park on land-fill site
F	Investigate opportunity for creating development platforms adjacent to Blue lake through realignment of Thames Way.
G	Investigate approach to providing public access and managing health and safety issues around Blue Lake
Н	Create platforms for housing (including Private Rental Sector) as part of mixed-use development.
ı	Provision of Fastrack corridor
J	Potential for leisure and recreation as well as education, civic or cultural buildings on the lake.
К	Potential interchange to accommodate LPER arrivals and departures at the station.
L	Upgrade to Swanscombe Station to increase access and capacity.



The Vision for Ebbsfleet Central

Within Northfleet Rise, a vibrant new commercial centre is laid out along the Ebbsfleet River Park.

A landmark new boulevard crosses the river from left to right, connecting Ebbsfleet International with Northfleet Station and a Fastrack hub, creating a transport interchange at the heart of the commercial centre.

Bars and restaurants open out onto the river park below offices, hotels, educational buildings and quality new medium-rise apartments.

(Artists impression)



Eastern Quarry and Ebbsfleet Green

A series of urban villages connected to Ebbsfleet Central and characterised by exemplary urban form with high quality open space, social infrastructure and service provision.

Site Description

Eastern Quarry is a former chalk quarry that includes areas of landscape and waterscape and initial infrastructure to support development. Residential development has commenced to the east of the site. The site is broadly split into three character areas currently known as Castle Hill (to East of site), Alkerden broadly in the centre of the site, and Western Cross at the western end of the site adjacent to Bluewater.

Ebbsfleet Green is a gateway site to the north of the A2(T) and includes the decommissioned Northfleet West Grid Sub-Station. The site is currently being brought forward by Redrow for residential led development.



Development within this area will need to take into account the following principle planning policies (which are further detailed in Chapter 1):

Dartford Borough Council Core Strategy (2011)

Ebbsfleet to Stone Priority Area (Policy CS4) and Ebbsfleet Valley Strategic Site (Policy CS5)

Both Eastern Quarry and Ebbsfleet Green form part of the Ebbsfleet Valley Strategic Site (Policy CS5). These sites are also located in the eastern end of the Ebbsfleet to Stone Priority Area (Policy CS4). Development must take into account the ambition set out within these strategic policies.

Development management policy

Dartford Borough Council is also in the process of preparing their Draft Development Policies (Publication Document and Policies Map) (2016). These policies have now been formally adopted ahead of examination (with the exception of two specific policies)

Along with the adopted local plan (Core Strategy, 2011), the Development Policies Document and policy map will provide the complete development plan for Eastern Quarry and Ebbsfleet Green. Until then, current development management is determined by the 1995 Local Plan Saved Policies.











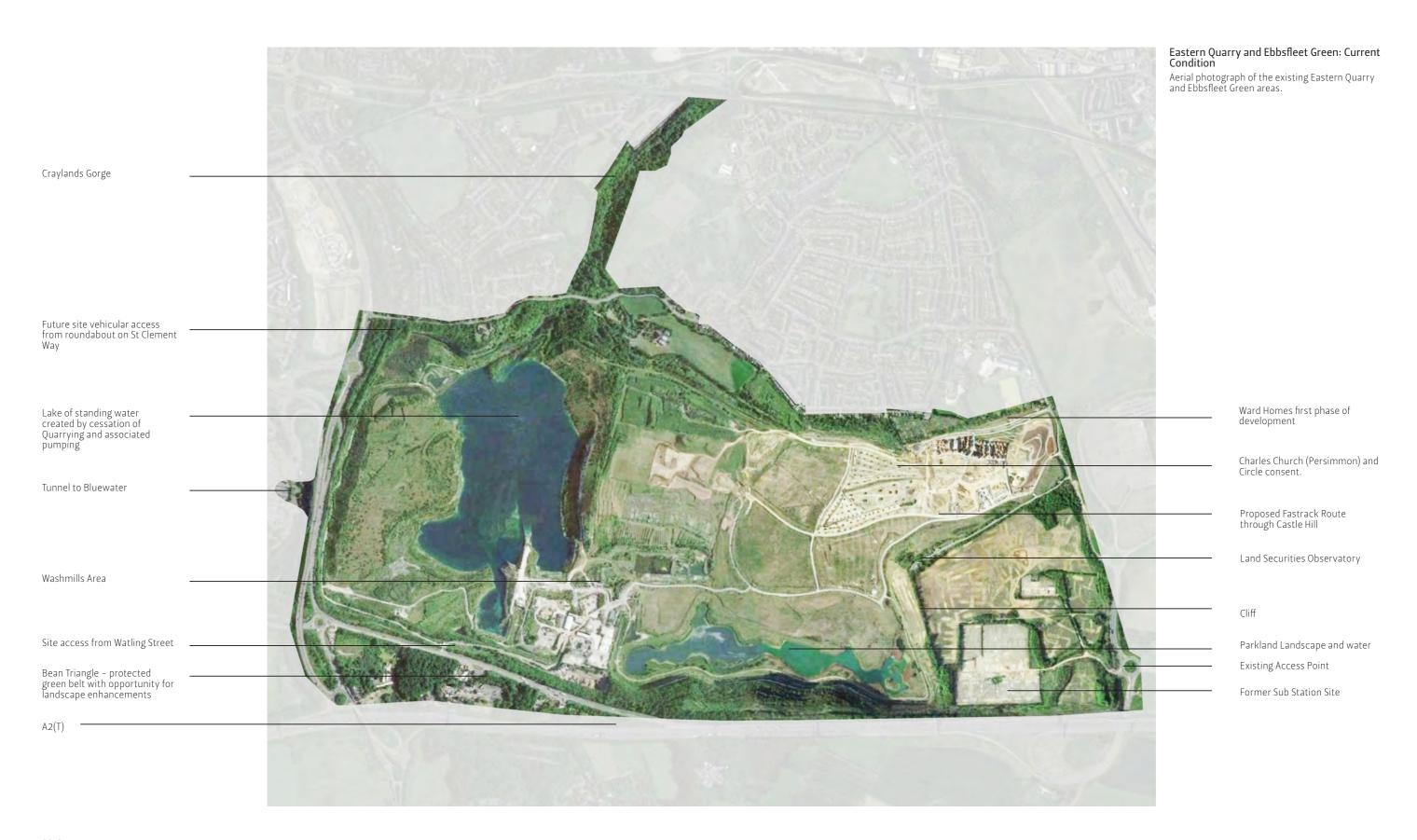
O1 Historic use
Aerial view of Eastern Quarry
looking eastwards during
chalk extraction in early
2000's.

02 / 03 Wash Mills Existing platforms used for quarry operations may be suitable for higher density development overlooking the lakes in the western end of site

04 Aerial view

Looking north westwards and Illustrating site's context with adjacent Swanscombe and River Thames.

05 Ebbsfleet GreenView looking north towards power-lines.



Existing development proposals

Existing development proposals across the Eastern Quarry and Ebbsfleet Green include outline consented area masterplans and more recent reserved matters/detailed applications, all of which are set out in the schedule (right).

Opportunities and constraints

The map on the following page outlines the key opportunities and constraints associated with Eastern Quarry and Ebbsfleet Green. The main points to consider are set out below:

Eastern Quarry

- Castle Hill development is underway, with Phase 1 Castle Hill under construction and detailed consents emerging in Castle Hill Central.
- Considerable landscape character, ecological value, protected habitats and species across the site with varied topography and views, and existing landscape features such as chalk cliffs and water.
- Requirement for complete remediation of site and land stability works (underway for Castle Hill area).
- Limited points of existing access into the site from Southfleet Road and Watling Street.
- Potential for new access via existing tunnels under Bluewater Parkway to the Shopping Centre.
- Current Fastrack route is phased to be delivered in advance of development where feasible.

Bean Triangle

Bean Triangle is on high ground south of Eastern Quarry strategic site. It is bounded by Watling Street/ Roman Road, (that acts as the eastbound access to the A2), the A2 and B255. It contains a range of established uses and a limited number of houses, and is within the Green Belt. There are no EDC or DBC development proposals, but some land may be required as part of any Bean Junction Improvements. There are opportunities for enhancement in the area as it is highly visible and forms a key gateway into the Garden City.

Ebbsfleet Green

- Existing consent for up to 950 homes, primary school, hotel and community facilities.
- Site requires significant ground re-profiling and noise attenuation.
- National Grid electricity pylons run through site.
- Potential for greater integration with surrounding developments through transport connections and green infrastructure.

Eastern Quarry



MAXIMUM PARAMETERS

Ebbsfleet Green



MAXIMUM PARAMETERS

	Area	Total floorspace (sqm)	Residential (C3) (sqm)	Office (B1) (sqm)	Industrial (B2 & B8) (sqm)	Retail (A1–5) (sqm)	Hotel (C1) (sqm)	Leisure (D2 / Sui Generis) (sqm)	Social / Community Infrastructure (C2, C2a, D1) (sqm)
	EASTERN QUARRY OUTLINE (DA/03/01134) (Maximum Parameters)	870,000	646,500 (6,250 dwellings)	120,000		26,000 Of which: A1 class - 16,900sqm	11,000	24,000	50,000
	Castle Hill East (DA/13/00422/EQCHC)		25,000 (250 dwellings)						
	Castle Hill Village Phase 1 (13/00720/ EQCHRM)		150 dwellings						
	Castle Hill Phase 3B (15/01748/ECLDON)		112 dwellings						
Eastern Quarry	Castle Hill Central (DA/14/00584/EQCHC)		285,000 (2,850 dwellings) (918 dwellings agreed in AMP)	2,000		2,500		2,000	9,000
	Castle Hill Village Phase 2 (15/01218/ ECREM)		170 dwellings						
	Castle Hill Village Phase 2 (15/01229/ ECREM)		125 dwellings						
	Castle Hill Phase 3A (15/01881/ECREM)		154 dwellings						
	Castle Hill South (Draft)		(380 dwellings)						
	Alkerden Amended parameters under 12/01451/ EQVAR Divided into Central Village and Peninsula		290,000 (2,900 dwellings); Peninsula – 12,000 (120 dwellings)	60,000		25,000; Peninsula – 2,000	11,000	4,000; Peninsula – 21,000	35,000
	Western Cross Amended parameters under 12/01451/ EQVAR		300,000 (3,000 dwellings)	80,000		2,500		2,000	9,000
Ebbsfleet Green	EBBSFLEET GREEN OUTLINE DA/05/00308/OUT (Maximum Parameters)		950 dwellings			1,259	5,000		1,758
	Ebbsfleet Green Phase 1		180 dwellings						

Eastern Quarry and Ebbsfleet Green: Development Schedule

This schedule outlines existing permissions and proposals across the Eastern Quarry and Ebbsfleet Green development areas. Those quantums that represent a maximum parameter as part of an outline permission are clearly highlighted in the far left column.

Existing Communities
Providing connections to other development and communities at Swanscombe, Greenhithe and Ebbsfleet Green will be a major challenge for new development at Eastern Quarry

Habitat and Ecology

Eastern Quarry is largely a cleared site, but along its margins there are areas of significant interest and quality in terms of ecology and habitat including Craylands Gorge

Archaeology and Heritage Significant archaeological heritage across the area (including Palaeolithic sites at Ebbsfleet Green and Castle Hill).

Drainage and Flood Risk

Being low lying, Eastern Quarry has a number of locations where drainage issues need to be addressed - the management of water on site presents both a challenge and an opportunity

Western lake

This lake is the water-body which has been created after pumping ceased following completion of quarrying

Topography
Within the Eastern Quarry and
Ebbsfleet Green, and around their edges, topography presents challenges in terms of developable areas, with the cliffs to the south and west being one, important example. A 50 metre buffer zone is required adjacent to cliff faces to overcome issues such as rock fall.

Eastern Lakes

Eastern lakes has been built under the planning permission and is sealed and lined, and pumps surface water around Castle Hill

Power Lines

Visually, and in terms of the easements required, power lines impact upon potential development areas within Eastern Quarry and Ebbsfleet Green.

Bean Triangle

Green belt land, separated from the adjacent Eastern Quarry Strategic site by the A2 eastbound slip-road.

A2(T) Corridor

Noise and air quality issues present a potential constraint to development along the southern edge of Eastern Quarry. Air quality management area defined around Bean Interchange.



Eastern Quarry and Ebbsfleet Green: Opportunities and Constraints



Eastern Quarry & Ebbsfleet Green

To the West of Ebbsfleet Central, Eastern Quarry and Ebbsfleet Green will form a constellation of vibrant urban villages set against the chalk cliffs and waterscapes of the former quarry.

Area guidelines

EDC's ambition for Castle Hill, Western Cross, Alkerden and Ebbsfleet Green is as follows:

Quality Homes and Neighbourhoods

- Maximise existing consents to deliver a combined total of upto 7,200 homes across both development sites (Eastern Quarry and Ebbsfleet Green).333
- Provide a diversity of housing types and tenures.
- Use the landscape to define scale, layout and distinctive identities for each of the 4 'villages'.
- To work with development partners to ensure development that is land efficient to maximise number of new homes delivered within the existing consent.
- Develop block structures, street layouts and building typologies that use the topography, to 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 provides a healthy environment for local residents.

Civic Community

- Establish four local walkable centres in accordance with the planning consent, providing 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 edcuation campus.

Connected People and 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 tuppels
- To ensure clear connections between individual development sites, to ensure 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 to local centres, Bluewater, Swanscombe and Ebbsfleet Central.



Abode, Great Kneighton

Abode at Great Kneighton, the Group's major new housing scheme in Cambridge won a 2012 Housing Design Project Award. The scheme comprises 306 sustainable new homes designed by Proctor and Matthews Architects and forms part of a major new housing and mixed use community currently being developed in Trumpington, Cambridge



Horsted Park, Chatham Kent

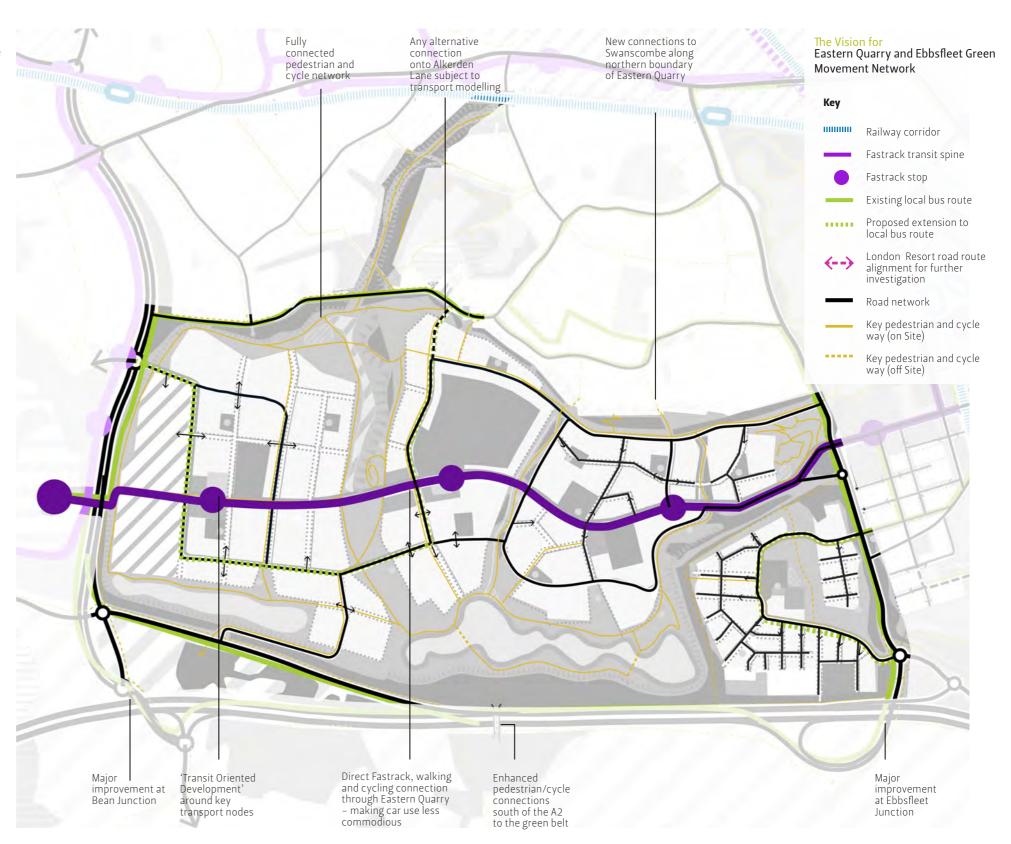
Creating an exceptional living environment, Horsted Park provides medium density, high quality housing (approximately 60dph) set in a strong and protected green structure of mature trees.



Access and movement

The road and public transport network, and pedestrian/cycle connections, are shown in the diagram. The main components of this network include:

- Completion of strategic road schemes both within and outside of EDC boundary, and in particular the improvement of A2 Ebbsfleet and Bean junctions to accommodate the level of development proposed.
- Development of a local road hierarchy within Eastern Quarry incorporating the proposed Fastrack alignment including access points onto A296 Watling Street, B255 Mounts Road/Alkerden Lane and B254 Southfleet Road.
- Additional road schemes outside EDC boundary to accommodate growth includes the KCC led A226/B255 junction improvement to enlarge Greenhithe roundabout and provide dedicated bus lanes..
- Facilitation of fully dedicated Fastrack route through Eastern Quarry. This could utilise
 Bluewater tunnels to allow the service to run seamlessly between Bluewater and
 Ebbsfleet station through Eastern Quarry such that all development is within easy walk
 of a Fastrack stop.
- The Fastrack route should have a consistent character through the area in accordance with the consented Eastern Quarry Area Masterplans, but should respond to different neighbourhoods, densities and services in proximity to Fastrack stops.
- Improved pedestrian and cycling connections directly along the Fastrack Transport Spine connecting to the transport hub and Bluewater, as well as linking with Swanscombe, Craylands Lane, Ebbsfleet Green, Castle Hill, Ebbsfleet Central and Dartford and Gravesham Town Centres.
- Additional pedestrian and cycle connection over the A2 slip road as required under the permission.



Centres and community facilities

Located in proximity to new neighbourhoods and along the transport spine, four new local centres will be located at Castle Hill, Alkerden, Western Cross and Ebbsfleet Green. Of these, Alkerden Centre will be of a size and critical mass required to attract commercial uses and services that meet the needs of residents, as well as being closely integrated with a new education campus.

The following core community facilities have been consented in line with existing development proposals at Eastern Quarry and Ebbsfleet Green:

Eastern Quarry

- Three early years nurseries incorporated with primary school provision in Castle Hill, Alkerden and Western Cross. Each with capacity for 26 full-time places or 52 part-time places;
- Three 2 FE primary schools. Primary School 1 (Castle Hill) approved; Primary School 2
 (Alkerden) co-located with Secondary School and Primary School 3 located in Western
 Cross;
- Two 8 FE secondary school at Alkerden, including Sixth Form for up to 180 pupils. (The
 developer is only liable to pay for 6 FE). This is purposely to allow the secondary school
 at Eastern Quarry to provide for development at Ebbflseet Green and the surrounding
- A Health Centre located in Alkerden Centre capable of supporting a minimum of 8 GP's and 170 sqm adult social care for Kent County Council;
- A wider community facility covering youth facilities, arts and culture, library facilities, adult social care, and community space essentially providing a base for services supported by KCC. Maximum size of 1,475 sqm (GIA); minimum size of 1,415 sqm (GIA);
- Two community centres (400 sqm per facility) located in Castle Hill and Western Cross;
- A dual-use community sports centre and 6 sports pitches delivered as part of the secondary school in Alkerden. Sports Pitches include 4 grass pitches, 1 artificial hockey pitch and 1 cricket square; and
- Four additional community sports pitches (including 1 artificial pitch) and a Pavilion not located within the education campus.

Ebbsfleet Green

- An early years nursery incorporated with primary school provision with capacity for 26 full-time nursery places;
- One 2 FE primary school;
- One community hall (250 sqm); and
- Community sports fields, including sports pitch.

EDC will monitor these requirements, if development quantum is increased there will be a need to increase the level of provision and sufficient land made available.



Open space and landscape

The following green infrastructure has been consented within current development proposals to provide for at least 30% of the site area as open space.

Eastern Quarry

- Linear Spaces (with associated pathways);
- An urban park in the north of the site (minimum 12 ha with 9 ha of full public access);
- Three local parks located outside the development areas between the villages (minimum of 2 ha each and total area of 10ha);
- Four neighbourhood play areas (minimum 0.1 ha);
- Twelve local play areas (minimum 0.04 ha);
- Two multi-use games areas (MUGA's) provided within the urban park, local parks, neighbourhood parks (685 sqm per MUGA);
- A minimum of four sports pitches and three tennis/netball courts to be provided as per the current planning permission (in addition to the facilities within the education campus).
- Existing allotments to be retained and demand to be monitored annually.
- Ecological corridors to be established running east to west along the northern and southern boundaries of the site, to a minimum width of 15m at limited points, and connected to the city-wide garden grid.

Ebbsfleet Green

- A. local park of at least 2 ha;
- Three local play spaces providing for ages 3–8 and containing a range of 8 pieces of play equipment (minimum 400 sqm each);
- A multi-use games areas (MUGA's) (465 sqm);
- A neighbourhood play area providing for ages 8–14 and containing 16 pieces of equipment and informal play space (minimum 1,000 sqm);
- Two Tennis/Netball Courts; and
- Allotments (0.25 ha of land).

In meeting requirement the following should be considered:

- Internalised views of the quarry and hidden landscapes due to the topography.
- Large landlocked water bodies;
- Locations where drainage issues need to be addressed the management of water on site presents both a challenge and an opportunity;
- A perimeter of dramatic chalk cliffs and woodland;
- Conspicuous electricity pylons on top of the cliffs to the south;
- Discernible road noise from the A2 and B255;
- Areas of ecological and habitat importance including Craylands Gorge subject to further consideration, and including untouched farmland and woodland;

Liaison with Natural England and the Environment Agency will be required in the development of detailed proposals.



Urban Form

The current consent for Eastern Quarry promotes 3 urban villages, and a further village in Ebbsfleet Green, all locating higher densities in the village centres, and along the principal Fastrack route. The illustrative framework plan to the right sets out approach to locating densities to promote a transport-oriented design approach across the area. The plan defines typical site net densities (using the metric of the number of homes per hectare) The images below showcase a number of recent award-winning British housing schemes at similar densities to those envisaged within Eastern Quarry.



Accordia, Cambridge



Newhall, Harlow



Priority interventions

The priority interventions identified for EDC are set out in the table and plan.

The Vision for Eastern Quarry and Ebbsfleet Green Priority Interventions

Ref	Project	Timescale
A	EDC will continue to support delivery of the Fastrack route through the Quarry.	
В	EDC will work collaboratively with landowners and developers to agree a shared approach to masterplanning, and design principles for buildings and public spaces.	
С	Highway Improvements	



Northfleet Riverside

Northfleet Riverside will re-connect the existing communities with the River Thames providing a range of high quality housing, jobs and recreational places.

Site Description

Northfleet Riverside contains two separate sites: Northfleet Embankment West and Northfleet Embankment East, both of which include parts of the North Kent Enterprise Zone designation. The former contains a former cement works site adjacent to existing residential communities along London Road and is subject to an agreement in principle for residential and employment development. A bulk aggregates terminal and a bulk powders terminal have also been consented for the Northfleet West site, together with the associated rail and wharf infrastructure.

Northfleet Embankment East is the only substantial site in public ownership (Homes and Communities Agency). It is a former industrial site north of London Road, used for a range of activities including aggregates works and former Northfleet Power Station and AEI Cable Works.

Planning policy

Development within this area will need to take into account the following planning policy which is further detailed in Section 1:

Gravesham Local Plan Core Strategy (2014)

Northfleet Embankment and Swanscombe Peninsula East Opportunity Area (Policy CS03, GBC Core Strategy)

The Northfleet Waterfront sites are located within the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area (Policy CS03 in the GBC Local Plan Core Strategy) which sets out a substantial opportunity for major riverside regeneration in Gravesham. Development in this area must take into account this opportunity which includes a total of 980 new homes and 133,500 sqm employment space across the Opportunity Area.

The Northfleet Embankment and Swanscombe Peninsula East Opportunity Area contains several key sites each containing specific constraints and development brief. Key sites impacting Northfleet Embankment West include: Sub Area 1.3: Grove Road and Lower Ebbsfleet Area; Sub Area 1.4: Old Northfleet Residential Extension; and Sub Area 1.5: Northfleet Cement Works Regeneration Area. The key site covering Northfleet Embankment East includes: Sub Area 1.8: Northfleet Embankment East Regeneration Area.

Development Management Policy

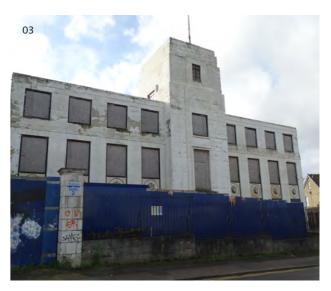
Gravesham Borough Council is also in the process of preparing a Draft Site Allocations and Development Management Policies DPD. Until then, current development management is determined by saved policies in the 1994 Local Plan First Review.

Kent County Council Mineral and Waste Local Plan (July 2016)

The MWLP 2013–2030 proposes 'Safeguarded Wharves and Rail Importation Facilities' at Wharf 42 in Northfleet Embankment West and Red Lion Wharf in Northfleet Embankment East.











01 Northfleet Embankment East

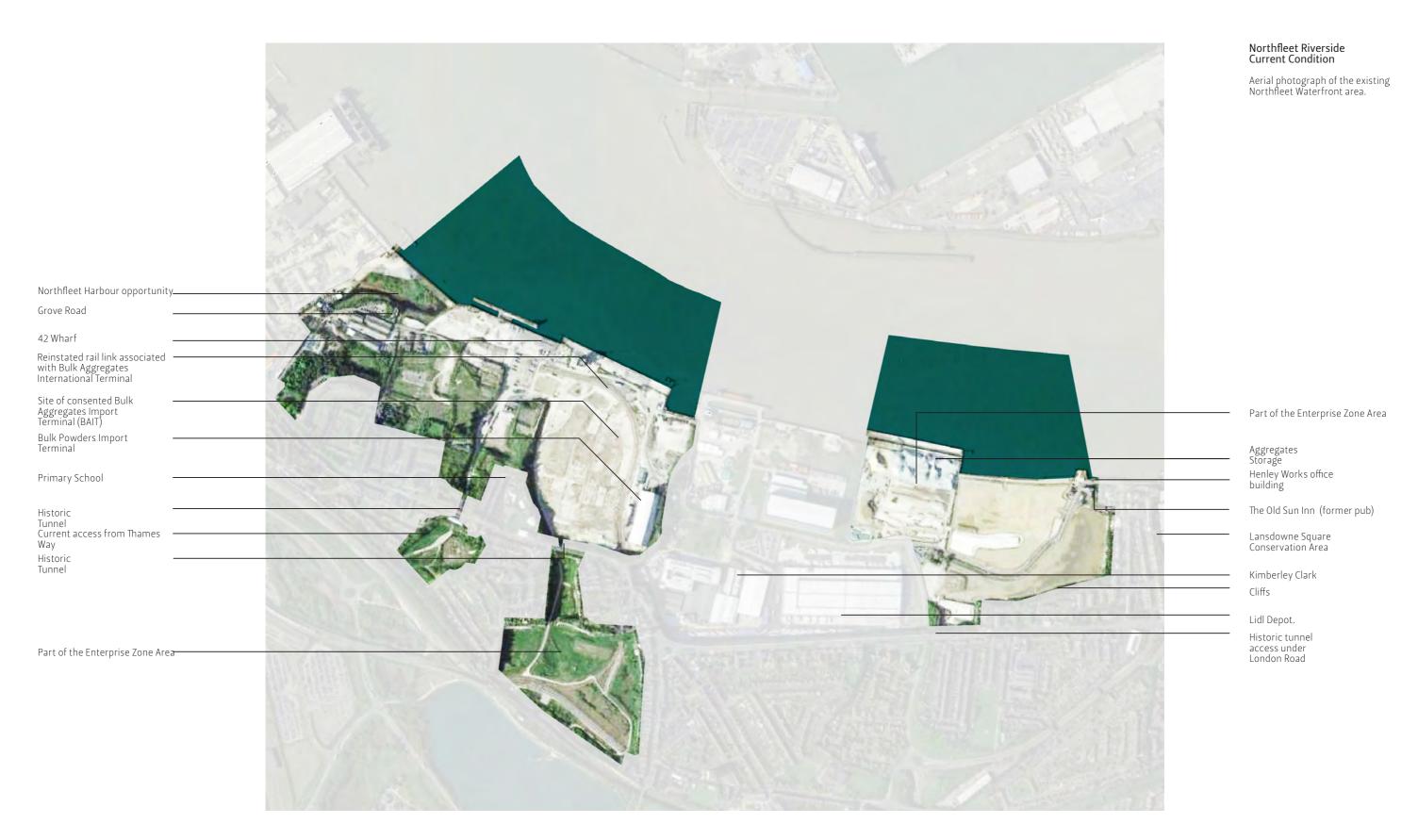
View looking south-east across Northfleet East site

O2 Northfleet RiversideView looking south across
Northfleet Harbour, with
Northfleet west site lying
adjacent to the east.

03 Henley Building at Northfleet Embankment East, is recognised as being a 'positive building' within the Rosherville Conservation area. **04 Northfleet Embankment** West View looking south west towards proposed residential area.

05 Northfleet Embankment East Main access into the site via

causeway



Existing development proposals

Existing development proposals across Northfleet Riverside are set out in the schedule (right). This includes agreement in principle for mixed used development at Northfleet Embankment West (to the west of the site), as well as applications for a Bulk Aggregates Import Terminal and Bulk Powders Import Terminal to the east of the site.

Opportunities and constraints

The map on the following page outlines the key opportunities and constraints associated with the Northfleet Riverside. The main points to consider are:

Northfleet Embankment West

- Area is approved in principle for residential and employment development alongside the bulk aggregates terminal;
- Employment element including existing rail head subject to adjacent North Kent Enterprise Zone designation;
- Requirement for ground re-profiling, in support of meeting the requirements of the Thames Estuary 2100 Plan to manage flood risk.
- Potential issues of noise from adjoining waterfront employment activities;

Northfleet Embankment East

- Only substantial site in public ownership (Homes and Communities Agency);
- Land has been raised by the HCA to reduce flood risk. However, this excluded Crete Hall Road, now presenting a constraint between development parcels;
- Includes heritage assets including Art Deco "Henley Building", former Rosherville Pleasure Gardens (including Bear Pit as archaeological asset) and pub buildings;
- Part of site designated within North Kent Enterprise Zone with significant quantum of employment space;
- Landscape context includes cliff edges and panoramic views across the Thames.
- Opportunity for additional new homes through higher densities.

Northfleet Embankment West



ALLOCATION (DEVELOPMENT PROPOSALS EMERGING)

Northfleet Embankment East

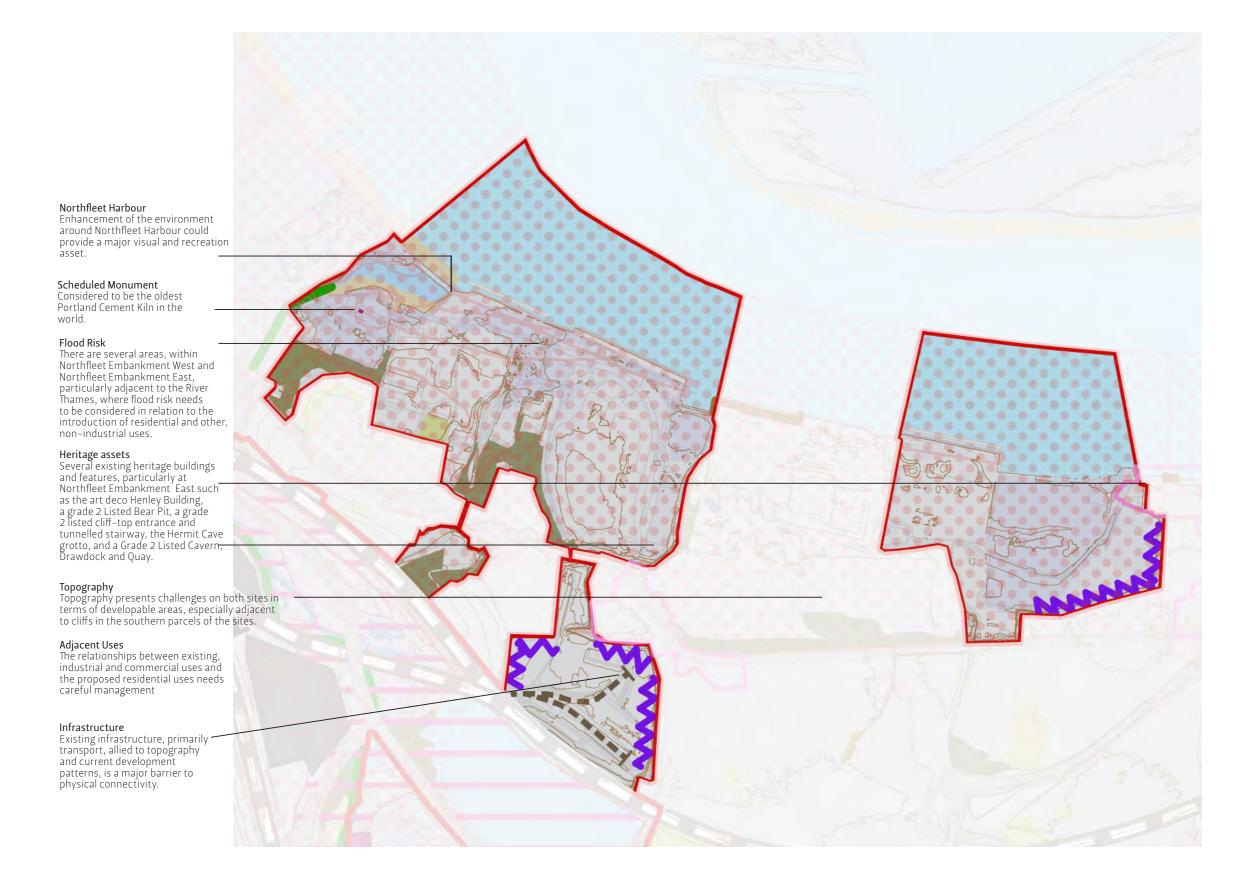


ALLOCATION (DEVELOPMENT PROPOSALS EMERGING)

	Area	Total floorspace (sqm)	Residential (C3) (sqm)	Office (B1) (sqm)	Industrial (B2 & B8) (sqm)	Retail (A1–5) (sqm)	Hotel (C1) (sqm)	Leisure (D2 / Sui Generis) (sqm)	Social / Community Infrastructure (C2, C2a, D1) (sqm)
Northfleet Embankment West	NORTHFLEET EMBANKMENT WEST Allocation GR/2009/0238 (Maximum Parameters) GR/20090286 - Bulk aggregates import terminal handling up to 3 Mt per annum and associated infrastructure including reinstated rail access. Bulk Powders Import Terminal (application reference 20050561)		532 dwellings						1,000 (including 500 sqm local 'A1' shops)
	Bulk Aggregates Import Terminal – handling up to 3 Mt per annum and associated infrastructure including reinstated rail access. (Ref: GR/20090286)								
	Bulk Powders Import Terminal (Ref: 20050561)								
Northfleet Embankment East	Northfleet Embankment East Allocation		Allocation for 250 dwellings. Consideration currently being given increase residential density.	Allocation for a employment					

Northfleet Riverside: Development Schedule

This schedule outlines existing permissions and proposals across the Northfleet Riverside development area. Those quantums that represent a 'maximum parameter' as part out an outline permission are clearly highlighted in the far left column.



Northfleet Riverside Opportunities and Constraints



Existing road (to be elevated)

Northfleet Riverside

Two lively new waterside residential neighbourhoods will be developed along the Thames embankment. These developments will carefully integrate employment spaces within an attractive riverside public realm that provides continuous access to the Thames, reconnecting with Gravesend to the East and the Swanscombe Peninsula and Dartford to the West.

Area guidelines

EDC's ambition for Northfleet Riverside is as follows:

- 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-wharf and rail head, 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 as a focus for activity and regeneration in Northfleet Embankment West.
- Protect and conserve Aspdins Beehive Kiln a Scheduled Ancient Monument and 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, link to Landsdown Square Conservation Area, and bringing buildings such as the Henley Works office building and Old Sun pub into complimentary uses.
- To develop c.532 homes within Northfleet Embankment West and c.700 homes at Northfleet Embankment East, making the most of views across the Thames.
- To provide new primary school provision at Northfleet Embankment East, and expanded provision at Lawn Road.
- 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.



Ingress Park

Crest Nicholson development in Ingress Park demonstrating a high quality local example of waterfront



Royal Arsenal Riverfront, Woolwich

Flagship development in Woolwich and a key waterfront development. The scheme benefits from an on-site Thames Clipper service and provides over 1km of new river walk and public realm.



The Vision for Northfleet Riverside

AAAA Cliff

Key Residential Local centre Education Employment Future use for further investigation London Resort road route alignment for further investigation Road network Railway corridor Fastrack corridor Open space Neighbourhood park Public realm/square Watercourse Strategic open space with water management function Vertical circulation

Access and movement

The road and public transport network, and pedestrian/cycle connections, are shown in the diagram. The main components of this network include:

- Facilitation of dedicated Fastrack route through Northfleet Riverside directly connecting
 to Ebbsfleet interchange and Gravesend Town centre. This should utilise improved
 junctions between Thames Way and Grove Road, and alignment through Chalk Spine/
 Crete Hall road. Additional bus priority at Gravesend Town Centre Approaches should
 facilitate the service to the Town Centre and station.
- Road schemes should accommodate growth. These include Thames Way dualling for Fastrack, Crete Hall road improvements, and reusing Church Path and existing Rail tunnel to access Vineyard Pit.
- Improved pedestrian and cycling connections directly along the Transport Spine
 connecting to the Transport Hub/Commercial Centre and Gravesend should be provided
 including improvements to Grove Road Gateway. Improvements to Church Path in terms
 of footways and cycleways should improve connectivity between Northfleet Riverside
 and Ebbsfleet Central.
- Potential 'vertical' connections provided for cyclists and pedestrians where the topography of the Quarry limits movement and accessibility for these modes.



Centres and Community Facilities

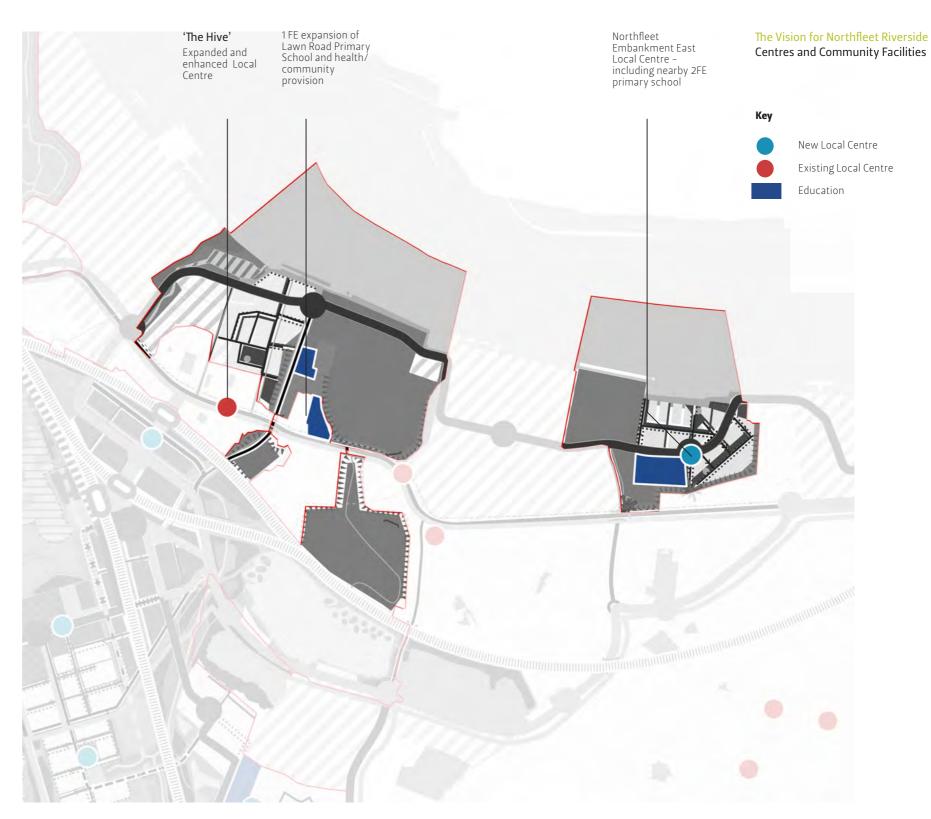
The following core community facilities are aligned to emerging development proposals at Northfleet Embankment West:

- Potential additional Primary School provision
- A health centre/clinic of up to 1,000 sqm;
- A community centre of up to 180 sqm; and
- A playing field (dual school and public use).

This area will also benefit from the expansion of the nearby local centre at 'The Hive'.

A new local centre and primary school will also be provided at Northfleet Embankment East.

EDC will monitor these requirements, if development quantum is increased there will be a need to increase the level of provision and sufficient land made available.



Open space and landscape

The following green infrastructure and play space is considered in accordance with emerging development proposals at Northfleet Embankment West:

- Chimney View Park with equipped play area including LEAP and NEAP

In meeting requirements and mitigating impact of any additional growth, the following should be considered:

- Broad views of the Thames and Essex riverside;
- Exposed chalk cliffs to the south;
- Exposed areas of hard standing;
- Northfleet Harbour, a historic but overgrown tidal harbour forming the mouth of the Ebbsfleet River. A flood defence wall has recently been constructed at the banks of the Thames; and
- Prominent large scale Industrial/distribution buildings.

Liaison with Natural England and the Environment Agency will be required in the development of detailed proposals.

The strategic configuration of these is shown opposite.

Existing habitats to protect/enhance:

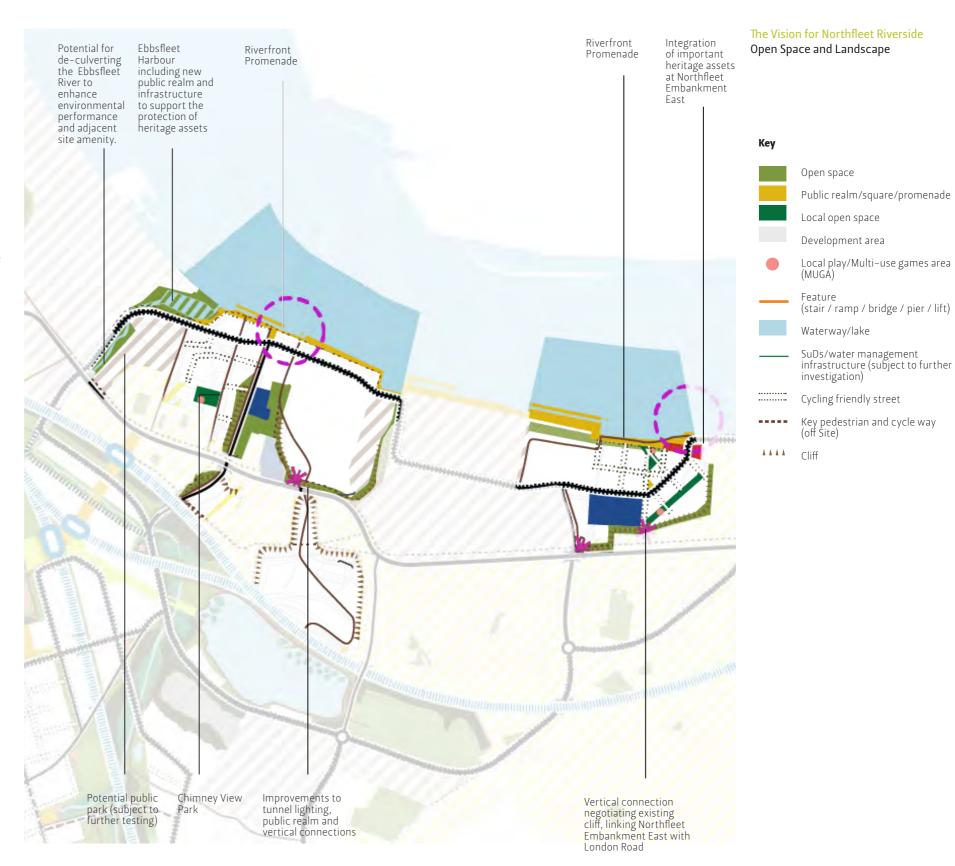
- Wet / wildflower / rough / calcareous grassland
- Open recreational areas
- Native shrub / scrub / individual trees
- Hedgerow
- Woodland associated with the chalk cliffs
- Bare ground mosaic habitat

Habitat creation objectives:

- Wildflower / calcareous / wet / rough grassland
- Hedgerows
- Trees and structure planting
- Wildlife boxes
- Hibernacula
- Brownfield habitat including brown and green roofs

Identified species:

- Mammals (dormouse, badger)
- Birds (redstart, peregrine falcon)
- Reptiles (common lizard, slow worm)
- Invertebrates



The Vision for Northfleet Riverside Westwards along the Thames Embankment on Northfleet Riverside. (Artists impression)



Swanscombe Peninsula

The site is currently being promoted for a major leisure destination under the NSIP process to deliver a global entertainment resort. It will also remain a focus for environmental and ecological enhancement.

Site Description

Swanscombe Peninsula currently comprises of predominantly low lying marshland used for agriculture and grazing. The eastern portion of this area includes industrial riverfront and port activities behind existing tidal defences. The area also contains significant ecological and landscape assets, including chalk cliffs and marshlands, but is also at significant risk from flooding and ground contamination. Whilst the peninsula may seem at first glance to be a vast tract of land there are development constraints which include Europe's largest electricity pylons; saltwater, freshwater and other habitats; as well as the Channel Tunnel Rail Link tunnel head. The majority of the site within EDC's red line boundary is included within the London Resort development NSIP pre–submission proposal.

Planning policy

Dartford Borough Council Core Strategy (2011)

Thames Waterfront Priority Area (Policy CS6, DBC Core Strategy)

Swanscombe Peninsula West features in Dartford's Core Strategy 2011 as an area of potential development within the broader Waterfront Priority area. Specifically policy requires development at the site to share local facilities with Ingress Park; that the ecology of the Peninsula is preserved; and is supportive of employment and outdoor leisure uses. The Strategic Housing Land Availability Assessment whilst identifying the potential for up to 800 homes, notes that development would require a coordinated planning framework for both the west and east peninsula. Additionally employment floorspace estimates used to support the Core Strategy assumed potential for renewed and additional employment floorspace at the site.

Gravesham Local Plan Core Strategy (2014)

Northfleet Embankment and Swanscombe Peninsula East Opportunity Area (Policy CS03, GBC Core Strategy)

The eastern edge of Swanscombe Peninsula is located within Northfleet Embankment and Swanscombe Peninsula East Opportunity Area which sets out a substantial opportunity for major riverside regeneration in Gravesham. The Opportunity Area contains several subareas each containing specific constraints and development brief. This part of the peninsula is impacted by Sub Area 1.1 (Swanscombe Peninsula East Undeveloped Area) for which the Local Plan Core Strategy recognises the development potential at Swanscombe Peninsula, but also the significant constraints suggesting that any development is only likely to be deliverable in the longer term.

Development management policy

Both Dartford and Gravesham Borough Councils are in the process of preparing new 'development management' policy which will have implications for Swanscombe Peninsula (e.g. Dartford's draft DPPD identifies a number of 'Identified employment areas' on the peninsula). Until then, current development management is determined by saved policies for both Boroughs, including: Dartford's 1995 Local Plan Saved Policies; and Gravesham's 1994 Local Plan First Review.









Swanscombe Peninsula 01, 02, 03 and 04 Views along Western embankment including Dartford Crossing and existing pontoon.



Existing development proposals

Existing development proposals within the Swanscombe Peninsula include an outline consent at Craylands Lane, and site allocations for housing on the Croxton Gary and 'Tank' sites on London Road (see the table to the right). Note that the majority of the peninsula site within the EDC boundary is included within the pre–submission proposal for the London Entertainment Resort (detailed below), which is currently proceeding through the Nationally Significant Infrastructure Planning (NSIP) process.

London Entertainment Resort Overview

London is conceived as a nationally significant visitor attraction and leisure resort to be located on approximately 545 hectares of predominantly brownfield land. The project would serve diverse and growing markets for leisure and holidays, conferences, entertainments 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 River 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 M20 motorways.

The Resort would include a theme park, events spaces for conferences and exhibitions, service buildings and staff training facilities. There would also be up to 5,000 hotel rooms to meet visitors' accommodation needs. The Resort could directly employ around 13,000 people (and a further 14,000 indirectly) and visitor numbers are anticipated to be in the region of 15 million people per year. A substantial area is required for back of house facilities: staff car parking; utilities – waste water treatment (including upgraded CKD runoff leachate system), electricity substation, CHP, waste management; maintenance; storage and distribution centre for the resort & hotels. Other potential elements of the Resort include an energy centre to provide heat and power, as well as the creation of enhanced habitats

Opportunities and constraints

The map on the following page outlines the key opportunities and constraints associated with Swanscombe Peninsula. The main points to consider are:

- Majority of site within EDC boundary is included within London Resort development NSIP pre-submission proposal.
- Major economic opportunities associated with the potential major investment of London.
- Much of area at risk from flooding and ground contamination.
- Significant ecological and landscape assets, including chalk cliffs and marshlands.
- Restricted access to parts of site.
- Large areas of industrial activities, including port and metals processing to the east.
- Includes HS1 portal, providing barrier to movement to the south of the site.
- Required improvements on connections to Swanscombe and Ingress Park communities.
- Potential for river-based transport access utilising existing jetties.

Swanscombe Peninsula

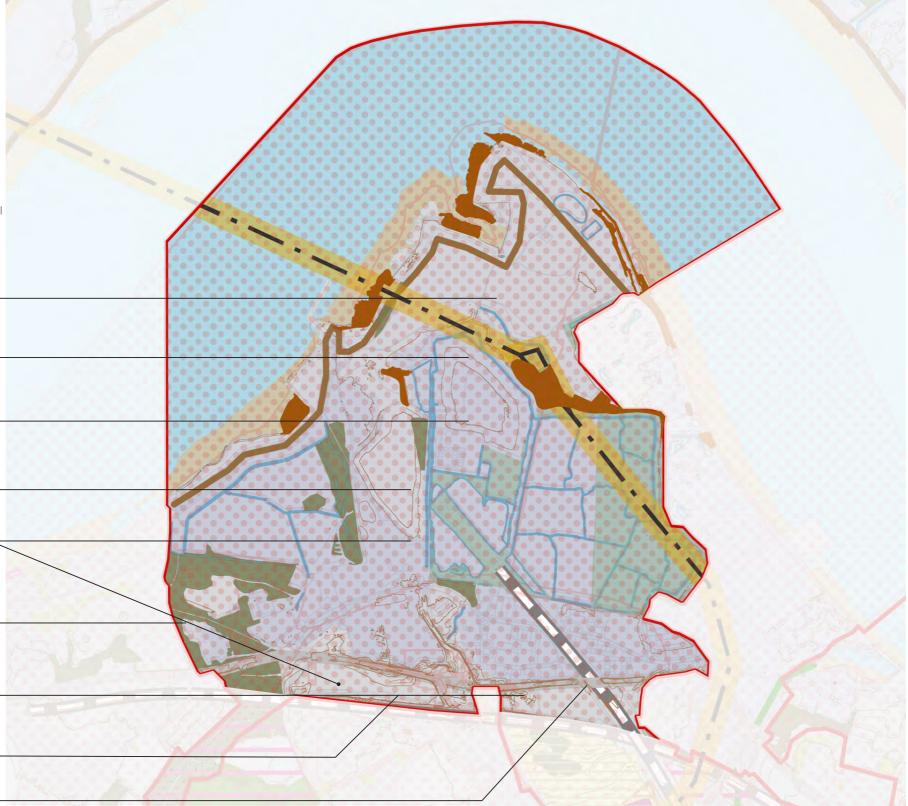


PROPOSALS AT CRAYLANDS LANE AND SITE ALLOCATIONS FOR CROXTON GARY & 'THE TANK' SITE ON LONDON ROAD (EXCLUDES EMERGING LONDON PROPOSALS)

	Area	Total floorspace (sqm)	Residential (C3) (sqm)	Office (B1) (sqm)	Industrial (B2 & B8) (sqm)	Retail (A1–5) (sqm)	Hotel (C1) (sqm)	Leisure (D2 / Sui Generis) (sqm)	Social / Community Infrastructure (C2, C2a, D1) (sqm)
Swanscombe Peninsula	CRAYLANDS LANE OUTLINE (14/01689/OUT) (Maximum Parameters)								
	Swanscombe Peninsula	Maximum floorspace according to 'Community Consultation document', April 2015 (N.B. The LPER DCO NSIP application in preparation and currently under review)							
	Croxton Gary (Proposal Only)								
	The Tank at London Road (Allocated site in Dartford Core Strategy)		200 dwellings						

Swanscombe Peninsula: Development Schedule

This schedule outlines existing permissions and proposals across the Swanscombe Peninsula development area. Those quantums that represent a 'maximum parameter' as part out an outline permission are clearly highlighted in the far left column.



Existing Uses

There are a number of commercial and industrial uses located across the Peninsula, and the relationship between new and existing activities will need to be managed.

Habitat and Ecology

Swanscombe Peninsula has a large areas of open space with significant habitat and ecological status.

Power Lines

Very large pylons dominate the landscape, although their location makes the physical impact on developable areas less significant

Flood Risk

The low lying nature of the Peninsula makes it prone to flood risk, which affects large areas currently identified for development - any interventions to manage flood risk on site will need to be carefully considered.

London

The infrastructure requirements of , especially transport, have the capacity to affect development (existing and new) adjacent to Swanscombe Peninsula.

Local plan allocated residential sitesDartford's Core Strategy includes residential allocations for the Croxton Gary and 'Tank' site on london Road.

Transport Infrastructure

HS1 goes underground on the Swanscombe Peninsula, and its supporting infrastructure, including tunnels, needs to be accommodated into any development proposals with great care.

Existing Uses

The existing London Road sits on a narrow chalk spine, causing issues with regards to resilience of this key road within the local road network, and its ability to expand or sustain traffic loads.

Housing allocation The Tank site has allocation in Dartford's Core Strategy for 200 homes

Connectivity to Ebbsfleet Central

The chalk spines carrying London Road and the North Kent Line sever the peninsula from the central area.

Swanscombe Peninsula **Opportunities and Constraints**



Swanscombe Peninsula

A landmark green space for Ebbsfleet, pioneering the sensitive integration of development on the peninsula within an open estuarine ecological park.

Area guidelines

In responding to development proposals for Swanscombe Peninsula 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 flood in other locations is not acerbated 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 associated local road network is considered, together with the provision of dedicated Fastrack routes.
- Pedestrian and cycle connections are made into the scheme from surrounding communities enhancing access to jobs and public facing amenities provided by the resort.
- That existing employment is retained if appropriate, or relocated to other locations in Dartford or Gravesham where possible.
- That noise, air quality and other impacts generated by the scheme are minimised on surrounding residential areas.



Botany Marsh visualisation

Existing habitats to protect/enhance:

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

Existing species:

- Reptiles (viviparous lizard, slow worm, grass snake)
- Amphibians (smooth newts, marsh frogs)
- Mammals (water vole, harvest mouse, common pipistrelle, soprano pipistrelle, brownlong eared, serotine, and noctule bats)
- Birds (song thrush, common cuckoo, starling, linnet, lapwing, skylark, dunnock, reed bunting, stock dove, green woodpecker, Cetti's warbler, common whitethroat, mistle thrush, starling)
- Invertebrates (thermophilic spiders, Sitticus distinguendus, saltmarsh short-spur beetle, yellow faced bee)
- Plants, lichens and fungi (Lathyrus aphaca, Vicia bithynica, Orchis anthropophora, Carex divisa, Inula crithmoides)

Potential new species to encourage:

- Great crested newt, Badger, Daubenton's bat, Waterfowl, Otter



Tagus Linear Park, Portugal. Ecological marginal river restoration, with controlled public access and facilities.3



The Vision for

Swanscombe Peninsula

Key

Natural landscape

Open space

Environmental sensitive area

Land subject to London NSIP process.

Waterway/lake

Marsh

Key pedestrian and cycle way (on Site)

Key pedestrian and cycle way (off Site)

AAAA Cliff



Ebbsfleet Implementation Framework © Ebbsfleet Development Corporation

Masterplanning (Lead Consultant)

Architecture

Landscape Architecture

Market Intelligence

AECOM LImited (London) Macreanor Lavington (London)

SPACEHUB

Cushman Wakefield (London)