

Ebbsfleet Development & Environment Framework

**Adopted
June 1996**

Ebbsfleet

DARTFORD
Borough Council


GRAVESHAM
BOROUGH
COUNCIL

Kent
County
Council 

Preface

The Ebbsfleet Development and Environment Framework has been prepared by Dartford Borough Council, Gravesham Borough Council and Kent County Council and was adopted as Supplementary Planning Guidance (SPG) through Council resolutions in June 1996. As SPG it will be a material consideration in determining planning submissions in the Ebbsfleet Valley. The Framework embraces a number of principles in respect of development, community, transport and environment issues and these are set out in **bold type**.

Originally drafted in late 1995, the Framework text has been updated to reflect the position as at June 1996. However, when reading the document, it should be borne in mind that circumstances continue to evolve, particularly the Channel Tunnel Rail Link (CTRL) Bill: the Bill is continuing its progress through Parliament (with Royal Assent expected in late 1996) and London and Continental Railways have been appointed as the Nominated Undertaker for the CTRL and Ebbsfleet Station. Dialogue between the three local authorities and London & Continental Railways and prospective developers of the Ebbsfleet Valley has begun and will continue.

The Framework was the subject of public consultation in January and February 1996 and all the comments received were considered by the three authorities prior to the Framework's adoption as SPG. A full analysis of the responses to the public consultation is available from the Planning Departments of the authorities, from the addresses given below, on request.

Dartford Borough Council
Civic Centre
Home Gardens
Dartford
Kent DA1 1DR

Gravesham Borough Council
Cygnet House
132 Windmill Street
Gravesend
Kent DA12 1BQ

Kent County Council
Springfield
Maidstone
Kent ME14 2LX

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Part 1

Introduction

1.1 Introduction

- 1.1.1 Ebbsfleet International and Domestic Station on the Channel Tunnel Rail Link (CTRL) provides a unique opportunity to fulfil the Government's transport and regeneration objectives for the Rail Link and Thames Gateway.
- 1.1.2 At Ebbsfleet the CTRL route enters the Thames Gateway area for the first time on its way from Continental Europe to Central London and it is Ebbsfleet Station therefore which has particular importance in assisting the regeneration of Thames Gateway and in spreading those benefits through Kent Thames-side and North Kent.
- 1.1.3 Ebbsfleet Station will become a major focus for new investment and new forms of sustainable urban development over the next twenty to thirty years. As a major transport interchange it will be the catalyst for new and improved transport systems. A rare opportunity will be provided to counterbalance the current demand for commuting from Kent to London, through new employment in Kent Thames-side, and to increase access to other employment centres throughout the Thames Gateway area.
- 1.1.4 As a major new commercial centre of regional importance, substantial new employment opportunities will be created, together with the provision of an extensive and integrated community infrastructure, meeting the needs of both the existing and new communities.

1.2 Purpose

- 1.2.1 This Ebbsfleet Development and Environment Framework (hereafter referred to as the Ebbsfleet Framework) has been prepared by the Kent Thames-side local authorities - Dartford Borough Council, Gravesham Borough Council and Kent County Council - with the following functions in mind:
- To take forward the local authorities' adopted objectives and provide planning guidance for the Channel Tunnel Rail Link, Ebbsfleet Station and development proposals;
 - To identify, in broad terms, development potential;
 - To safeguard areas of acknowledged archaeological, nature conservation and landscape importance;
 - To establish principles for sustainable development, transport and environment against which proposals can be assessed;
 - To co-ordinate the planning of specialist agencies, the Nominated Undertaker for the Channel Tunnel Rail Link, landowners, statutory undertakers and service providers;
 - To establish principles for the integration of development with the existing communities.

This document is not a blueprint for the Ebbsfleet Valley, but sets out an indicative framework to guide the various initiatives now coming forward.

1.3 Status and Timing

- 1.3.1 The Ebbsfleet Framework has been adopted by the local authorities as Supplementary Planning Guidance following a period of public consultation and the incorporation of appropriate amendments. It will be incorporated as appropriate into the reviews of the local plans which are now under way: the current adopted Local Plans pre-date the publication of RPG9a and Government decisions on the route of the Rail Link and the commitment to a combined International and Domestic Station at Ebbsfleet.
- 1.3.2 The Framework has been prepared in advance of the Local Plan Reviews given the timing of the Rail Link proposals which are well advanced and currently (1996) before Parliament. There is also a need to provide a sound policy base for any associated development.
- 1.3.3 The Local Plan Reviews and the current Structure Plan review will cover the period to 2011. The Rail Link and Station are programmed to be operational in 2003 and much of the associated development in the Valley will have been built by 2011 in a phased programme. However, the final phases of development will need to be taken forward in further reviews of the Local Plans.

1.4 Relationship with Channel Tunnel Rail Link Bill

- 1.4.1 The Channel Tunnel Rail Link Bill, promoted by the Government through Union Railways, was introduced into Parliament on the 23 November 1994 and was given its Second reading on 16 January 1995. When enacted the Bill will authorise the construction, operation and maintenance of a high speed railway between the Channel Tunnel at Folkestone and St. Pancras in London and a set of procedures for taking these forward. It will be for London & Continental Railways (the Nominated Undertaker) to develop the project in detail.
- 1.4.2 The House of Commons Select Committee into the CTRL Bill considered petitions relating to Ebbsfleet in February and May 1995 and published its preliminary decisions on 20 July 1995. The Select Committee reconvened on 17 October 1995 to address outstanding petitions and additional provisions prior to consideration by the Second House. Royal Assent is expected by the end of 1996. The concept of an Ebbsfleet Framework prepared by the local authorities was accepted by the House of Commons Channel Tunnel Rail Link Select Committee as a "material consideration" in respect of the details of the Rail Link, of Ebbsfleet Station and of development proposals in the wider Valley area.
- 1.4.3 In preparing the Ebbsfleet Framework the local authorities do not intend to undermine the CTRL Bill. Indeed, Ebbsfleet Station is strongly supported by the local authorities and full regard has been given to the progress of the Bill prior to Royal Assent. However, in embarking on the preparation of the Framework, the local authorities were mindful that the Nominated Undertaker would soon be appointed and that they had a responsibility to set down clear policies against which any detailed planning application for Ebbsfleet Station or associated development could be considered. This was, and remains, particularly important given the local authorities' desire to see the regeneration benefits of Ebbsfleet Station fully realised within Thames Gateway. The Ebbsfleet Framework therefore provides a basis for discussions with the Nominated Undertaker and local communities.
- 1.4.4 The Framework allows the proposals currently outlined within the CTRL Bill to take place and for proposals for other areas in the Valley, but outside of the Bill's remit, to come forward. It also allows the Nominated Undertaker to choose a different strategy from that

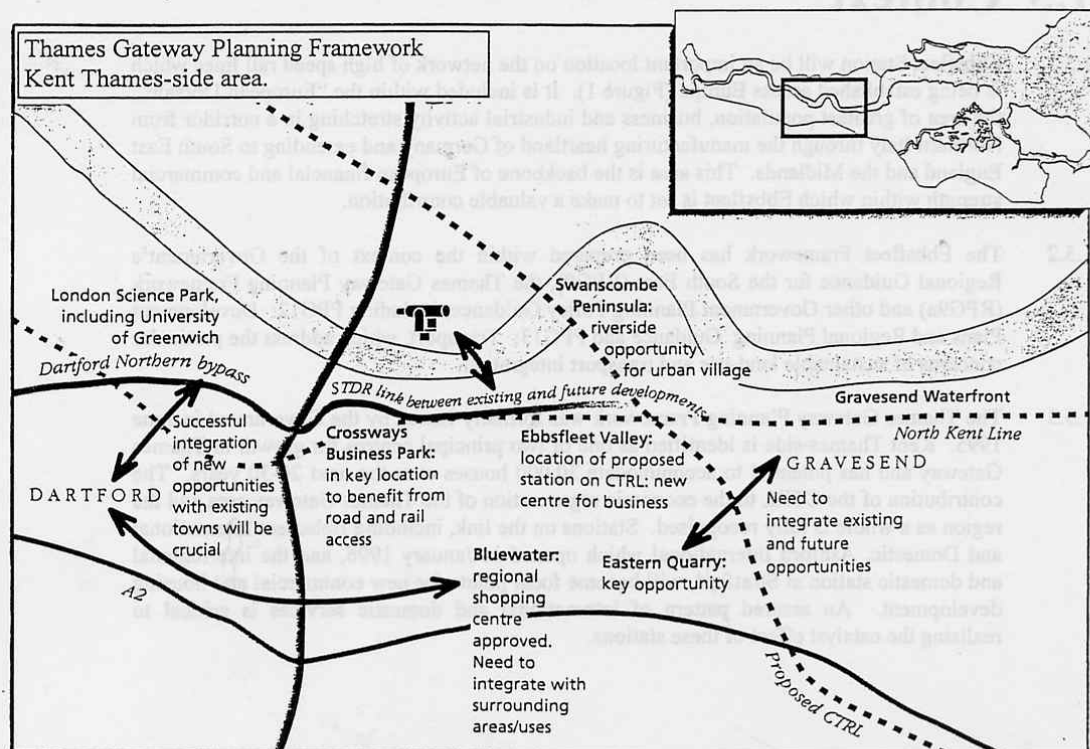
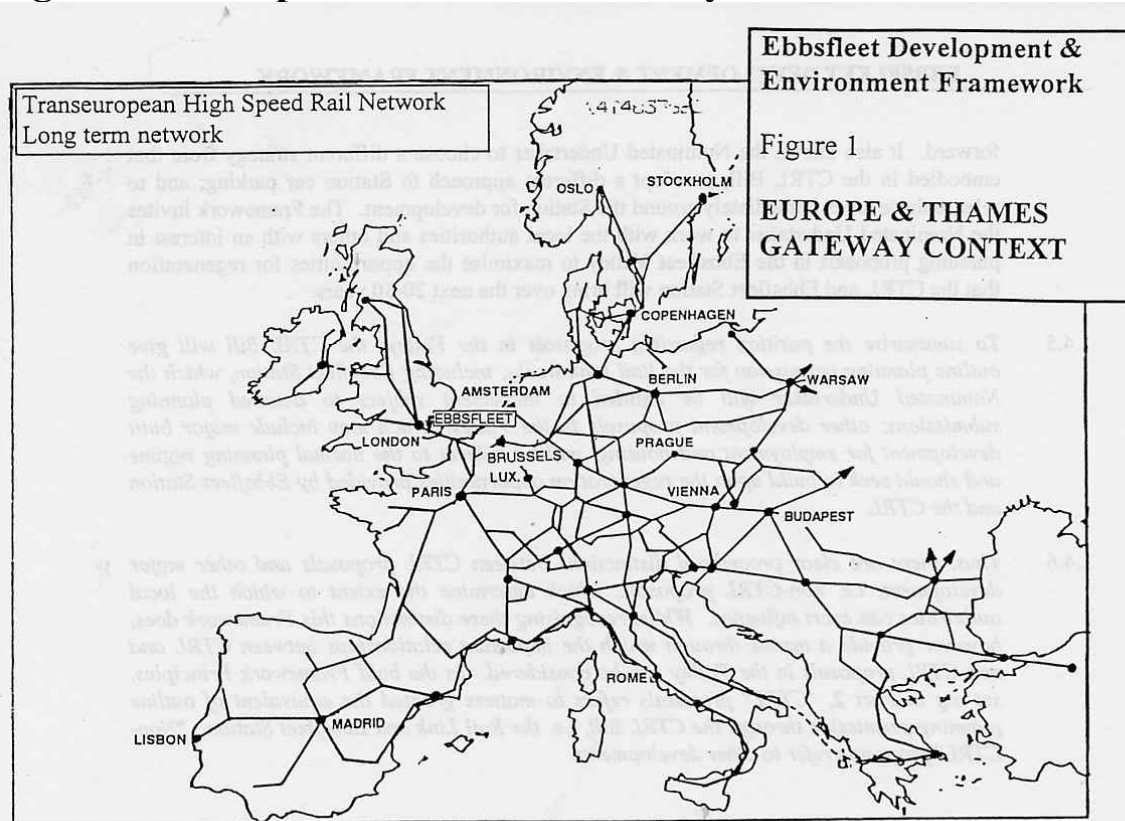
embodied in the CTRL Bill; to adopt a different approach to Station car parking; and to release those areas immediately around the Station for development. The Framework invites the Nominated Undertaker to work with the local authorities and others with an interest in pursuing proposals in the Ebbsfleet Valley to maximise the opportunities for regeneration that the CTRL and Ebbsfleet Station will bring over the next 20-30 years.

- 1.4.5 *To summarise the position regarding proposals in the Valley: the CTRL Bill will give outline planning permission for the Rail Link works, including Ebbsfleet Station, which the Nominated Undertaker will be entitled to implement subject to detailed planning submissions; other development proposals in the Valley, which may include major built development for employment and housing, will be subject to the normal planning regime and should seek to build upon the regeneration opportunities provided by Ebbsfleet Station and the CTRL.*
- 1.4.6 *Thus, there are clear procedural distinctions between CTRL proposals and other major development, i.e. non-CTRL proposals, which determine the extent to which the local authorities can exert influence. Whilst recognising these distinctions this Framework does, however provide a means through which the important relationships between CTRL and non-CTRL proposals in the Valley can be considered. In the bold Framework Principles, set out in Part 2, "CTRL" proposals refers to matters granted the equivalent of outline planning permission through the CTRL Bill, i.e. the Rail Link and Ebbsfleet Station. "Non-CTRL" proposals refer to other developments.*

1.5 Context

- 1.5.1 Ebbsfleet Station will be an important location on the network of high speed rail lines which is being established across Europe (Figure 1). It is included within the “European Dorsale”, the area of greatest population, business and industrial activity stretching in a corridor from Northern Italy through the manufacturing heartland of Germany and extending to South East England and the Midlands. This area is the backbone of European financial and commercial strength within which Ebbsfleet is set to make a valuable contribution.
- 1.5.2 The Ebbsfleet Framework has been prepared within the context of the Government’s Regional Guidance for the South East (RPG9), the Thames Gateway Planning Framework (RPG9a) and other Government Planning Policy Guidance, including PPG12: Development Plans and Regional Planning Guidance and PPG13: Transport, which address the particular concerns of sustainable land-use and transport integration.
- 1.5.3 The Thames Gateway Planning Framework was formally issued by the Government in June 1995. Kent Thames-side is identified as one of two principal centres for growth in Thames Gateway and has potential to accommodate 30,000 houses over the next 20-30 years. The contribution of the CTRL to the economic regeneration of the Thames Gateway area and the region as a whole is fully recognised. Stations on the link, including Ebbsfleet International and Domestic, Ashford International which opened in January 1996, and the international and domestic station at Stratford, will become focal points for new commercial and housing development. An assured pattern of international and domestic services is critical to realising the catalyst effect of these stations.

Figure 1 - Europe and Thames Gateway Context



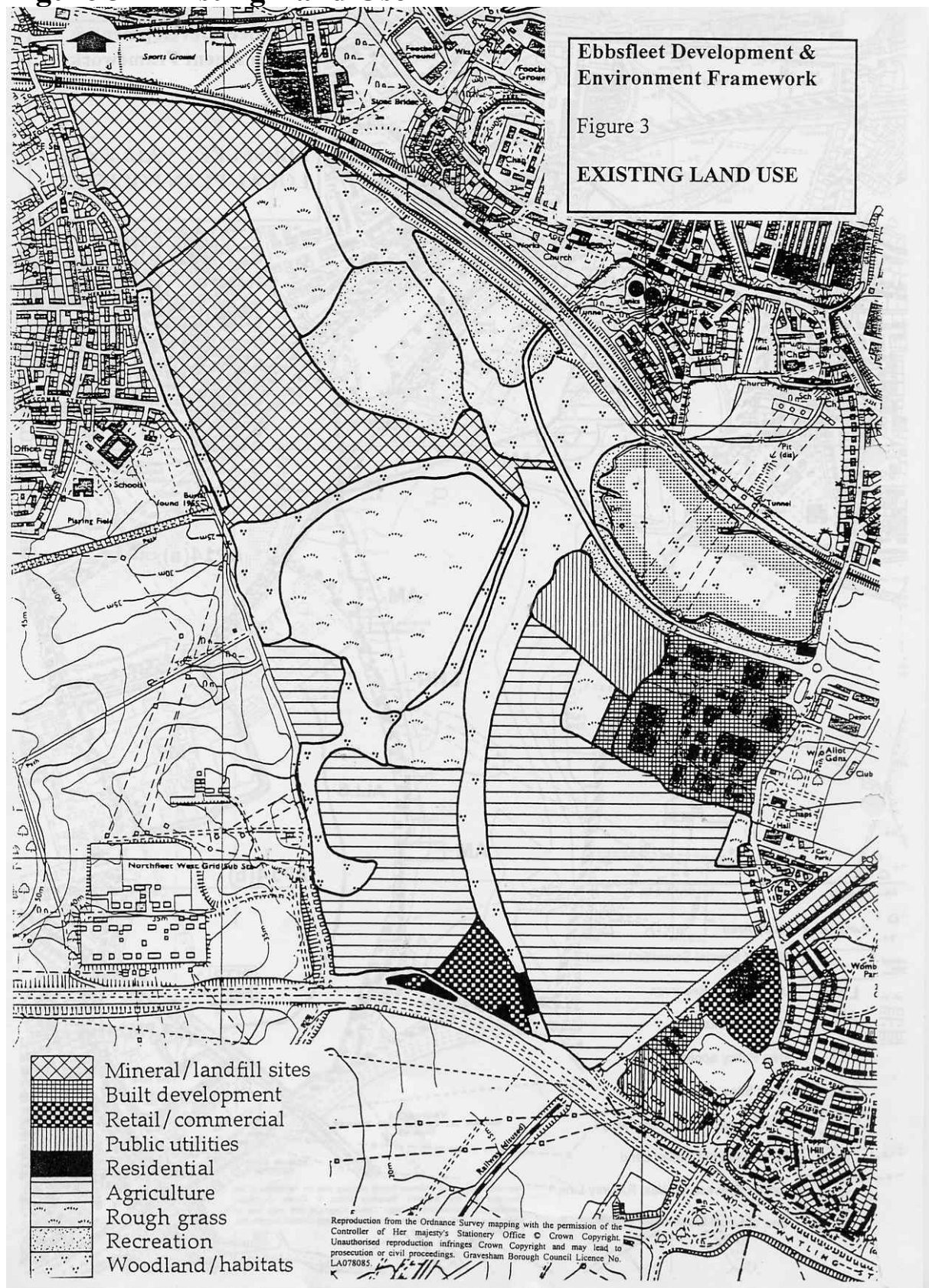
- 1.5.4 Movement in and out of Ebbsfleet Valley will be complex and detailed investigation is required to ensure that the catalyst effect of Ebbsfleet Station is maximised. Specifically, the Thames Gateway Planning Framework recognises that new employment opportunities associated with Ebbsfleet Station have the potential to reduce London commuting from North and East Kent. In addition, the CTRL will improve services to London and offer access to a wide range of employment centres for residents in Kent.
- 1.5.5 The Ebbsfleet Framework reflects the principles of sustainable development and recognises the wider process of policy development that is taking place in relation to the Kent Structure Plan Third Review and the Kent Thames-side Vision document, "Looking to the Future".* The Kent Structure Plan Third Review which has been through public inquiry and is nearing adoption sets out a strategic county planning context. In particular, it takes forward Regional Planning Guidance for Thames Gateway and expresses support for Ebbsfleet Station and the wider role of the Valley in the economic and social regeneration of Kent Thames-side.
- 1.5.6 The Kent Thames-side Vision document is not a statutory plan but rather is a statement of ambitions of how Kent Thames-side could provide homes, new jobs and quality open space over the next 20-30 years; of the standards and nature of the development Kent Thames-side could expect to see; and of the opportunities that exist to improve the quality of life generally for existing residents and newcomers alike.
- 1.5.7 The Ebbsfleet Framework advocates that the benefits of Ebbsfleet Station be spread throughout the Kent Thames-side area, to established centres at Gravesend and Dartford and neighbouring communities of Swanscombe and Northfleet. These benefits can be realised by making the most of the development opportunities that the station presents, consistent with environmental objectives. This will potentially bring thousands of new jobs, new homes and new cultural, social and leisure facilities and a much improved transport network, including a key emphasis on public transport, making sure that these new opportunities and facilities are accessible to the existing communities. The Framework anticipates full advantage being taken of the links between the Ebbsfleet Valley and other major areas of change in Kent Thames-side, including Bluewater, Eastern Quarry, Swanscombe Peninsula and Northfleet Riverside.

* "Looking to the Future" was published in September 1995 by Kent Thames-side - a partnership between Blue Circle Properties Ltd, Kent County Council, Dartford Borough Council, Gravesham Borough Council and the University of Greenwich.

1.6 Ebbsfleet Valley Framework Area

- 1.6.1 The Ebbsfleet Valley lies approximately 30 kilometres (20 miles) east of Central London and 1 kilometre south of the River Thames at Northfleet Hope. It is located in the geographical heart of the Thames Gateway area, between the North Kent communities of Swanscombe and Northfleet. The Ebbsfleet stream itself forms the boundary between the local authority areas of Dartford and Gravesham. Gravesend Town Centre is located 3 kilometres (2 miles) to the east and Dartford Town Centre is 7 kilometres (4 miles) to the west.
- 1.6.2 The Ebbsfleet Valley occupies some 190 hectares (470 acres) and is bounded to the east by Springhead Road, Northfleet; to the west by Stanhope Road/Southfleet Road/High Street, Swanscombe; to the south by the A2(T) and to the north by the North Kent Railway Line.
- 1.6.3 The Ebbsfleet Valley and existing local plan policies for the area are shown in Figure 2 and existing land uses in the Valley are shown in Figure 3.
- 1.6.4 A large proportion of the study area is damaged land, arising from extensive chalk quarrying and subsequent land-fill, much of which commenced prior to planning legislation. Legacies of major quarrying remain in the form of Blue Lake and Bamber Pit, the latter being used for the disposal of works waste. To the south of Bamber Pit is located the Northfleet Landfill (Baker's Hole), which ceased operation in October 1994 and is currently being restored and the former Southfleet Quarry area which was backfilled with Thanet sand and restored to agriculture. Planning permission was granted in 1990 for an extension to the Northfleet Landfill, but this has not been implemented. Part of the site of the landfill permission site is included within the Bill powers. Implementation of the residual part of the permission would be incompatible with realising the Valley's regeneration potential.
- 1.6.5 Built development includes the Northfleet Wastewater Treatment Works, Springhead Enterprise Park, Springhead Nursery, residential properties and a petrol-filling station at the head of the Valley. A Sainsbury's foodstore, Northfleet Sub-station, and agricultural storage buildings off Wingfield Bank/Hall Road are separated from the Valley by the disused Gravesend West Railway Line.
- 1.6.6 The North Kent Railway Line separates the Valley from the residential area south of Northfleet High Street on a chalk spine remaining from extraction in the area. Northfleet Station on the North Kent Railway Line overlooks Ebbsfleet Valley from the north. Access from the Valley to the Station is restricted to a footpath under the North Kent Line and onto the Blue Circle access road. The former rail sidings and rail loop system serving the Blue Circle Northfleet Works through Church Path Pit are no longer used and the access tunnels to the Works have temporarily been closed. Potentially this route is important as a link between Ebbsfleet Valley and Northfleet Riverside.
- 1.6.7 The Ebbsfleet Valley is the home to several important community facilities. Whilst access to the quarry and landfilled areas on the western side of the Valley has been somewhat restricted, the Ebbsfleet stream and floodplain, because of their proximity to the communities of Northfleet and Swanscombe, have been widely used for informal and formal recreation. The major land areas within the Valley are inaccessible from the surrounding communities; however, the footpath network and the sports facilities, including the Blue Circle Sports Ground and Northfleet Pleasure Ground are certainly well used by local people.

Figure 3 - Existing Land Use

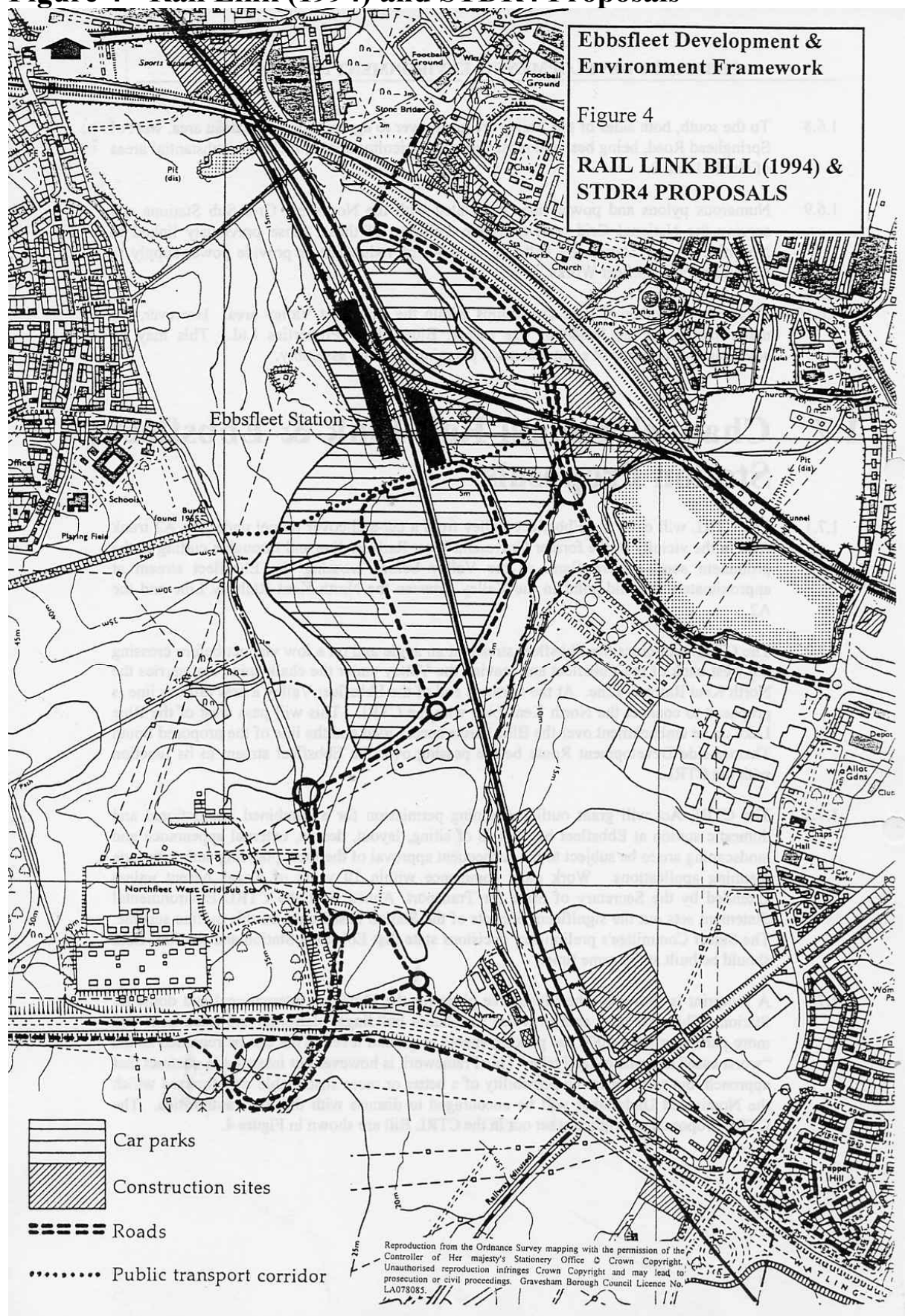


- 1.6.8 To the south, both sides of the Valley are given over to agriculture, the plateau area, west of Springhead Road, being best and most versatile agricultural land, including substantial areas of Grade 1 and 2.
- 1.6.9 Numerous pylons and power lines associated with the Northfleet Grid Sub Stations and serving the National Grid criss-cross the Valley. Of these, those previously linked to Northfleet Power Station are believed to either be redundant or provide power supply to Blue Circle's Northfleet Works.
- 1.6.10 There are a number of land ownerships within the Ebbsfleet Valley area. However, the major part is in the hands of one owner, Blue Circle Properties Ltd. This may be advantageous in terms of comprehensive planning and land assembly.

1.7 Channel Tunnel Rail Link & Ebbsfleet Station Proposals

- 1.7.1 The CTRL will enter the Ebbsfleet Valley from a cut-and-cover tunnel under the A2 trunk road in the vicinity of the former Gravesend West Railway line and through a cutting in the prominent south-eastern flank of the Valley before crossing the Ebbsfleet stream at approximately the mid-point in the Valley between the North Kent Railway Line and the A2.
- 1.7.2 The CTRL will cross the Ebbsfleet stream at an angle and on a low viaduct before crossing the west bank of the Ebbsfleet and leaving the Valley under the chalk spine that carries the North Kent Railway Line. At the northern end of the Ebbsfleet Valley a new railway line is proposed to connect the North Kent Line with the CTRL. This will pass west of the Blue Lake on an embankment over the Blue Circle access road and the line of the proposed South Thames-side Development Route before passing over the Ebbsfleet stream to its junction with the CTRL.
- 1.7.3 The CTRL Act will grant outline planning permission for a combined international and domestic station at Ebbsfleet but details of siting, layout, design, external appearance and landscaping are to be subject to the subsequent approval of the local planning authorities via planning applications. Work must commence within 10 years of Royal Assent unless extended by the Secretary of State for Transport. Annex 6 of the CTRL Environmental Statement sets out the significant impacts of the Station based only on this outline scheme. The Select Committee's preliminary decisions state that Ebbsfleet Station and the Rail Link should be built at the same time.
- 1.7.4 A footprint is shown on the illustrative plans for the Ebbsfleet international and domestic Station. This extensive area provides for station buildings, platforms and track beds and more particularly for 9000 car parking spaces at ground level. This can be regarded as the "worst case" in terms of land take. This Framework is however not intended to obstruct that approach, but to point to the possibility of a better or more sustainable way forward which the Nominated Undertaker will be encouraged to discuss with the local authorities. The CTRL proposals as originally set out in the CTRL Bill are shown in Figure 4.

Figure 4 - Rail Link (1994) and STDR4 Proposals



1.7.5 This Framework, of necessity, draws a clear distinction between CTRL, i.e. Rail Link and Ebbsfleet Station, development and non-CTRL related development. For the former it is likely that outline planning permission will be in place and the local authorities can only seek to encourage changes, whereas, with the latter, the policy position can be more effectively implemented when dealing with development proposals given that there will not be pre-existing planning permissions.

1.7.6 New access arrangements from the A2(T) through to the South Thames-side Development Route Stage 4 are authorised under the Bill. Internal access roads within the Station, the car parks and their layout are not included in the Bill. It is intended that these will be dealt with by means of a normal planning application, with its own Environmental Statement, rather than under the Bill. STDR4 itself has been progressed through a separate planning application, and permission was given in the Spring of 1996, and is consistent with the Rail Link Bill proposals.

1.8 Ebbsfleet Study Objectives 1994

1.8.1 The local authorities adopted a series of objectives for the Ebbsfleet Valley in their Ebbsfleet Study, published in November 1994. These objectives, set out below, established a context for the local authorities' work in preparing this Framework.

To secure high quality sustainable development commensurate with the high profile of the area within the planning strategy for Kent Thames-side and Thames Gateway and sympathetic to the protection of acknowledged features of heritage and environmental importance.

The main elements of such development will be:-

- a fully integrated complex combining an International and Domestic Passenger Station on the Rail Link with a domestic station at Northfleet and Thames Gateway Metro;
- convenient interchange facility between road, rail and other transport modes, including Light Rapid Transit (LRT);
- associated facilities, which might include hotel, conference, business, station related retailing, exhibition and leisure facilities for which a high quality environment is required;
- business development requiring links with Central London and the Continent;
- new housing;
- a development pattern and form properly integrated into the wider urban structure, landform and environment.

The provision of transport infrastructure to serve development from the national and international transport network and to integrate the Ebbsfleet with other areas of change, including Bluewater, Eastern Quarry, Swanscombe Point, and Northfleet/Gravesend Riverside.

This will include the following elements:-

- completion of a South Thames-side Development Route to serve development areas;
- a new east/west route linking Ebbsfleet with Eastern Quarry and Bluewater;
- a new junction to the A2 in the vicinity of Southfleet Road;
- development of the Thames Gateway Metro concept;
- development of the urban transport network through the integration and encouragement of other modes of transport, including rail, Light Rapid Transit (LRT), bus, cycle, foot.

The protection of acknowledged features of heritage and environmental importance, their proper integration into the planning framework for the area, and the improvement of environmental quality.

This will include:-

- retention, protection and management of habitat communities as far as possible, for example through the maintenance of water levels in the Ebbsfleet and the designation of an Ebbsfleet Nature Reserve within the green corridor concept;
- replacement of habitats most severely affected with habitat of equal value within proximity to existing habitats;
- identification of sites of archaeological interest through a phased programme of archaeological assessment and evaluation to identify the archaeological significance of development sites and likely impacts of development;
- protection of Baker's Hole SSSI and Scheduled Ancient Monuments and avoidance of other known areas of archaeological interest, especially those of national and possible international importance;
- encouragement and development of the educational, recreation and tourist potential of important archaeological finds through management and interpretation.
- a comprehensive landscape strategy incorporating undeveloped areas of the valley within a green corridor/linear park and protecting the sensitive eastern valley slope, especially the south-eastern flank overlooking the A2;
- relocation and replacement of recreational facilities lost through construction with high quality facilities of equivalent community benefit within the locality;
- reduction in the number and visual impact of electricity pylons and overhead transmission cables.

- 1.8.2 The approach set out in these objectives has been carried forward and given policy expression through the principles set out in this Framework. The principles also deal with other matters such as community regeneration, the need for a masterplan and implementation, on which the local authorities' awareness and thinking has developed through the process of drafting the Framework.

Part 2

Framework

Principles

2.1 Ebbsfleet Station

2.1.1 Europe & Regeneration

2.1.1.1 Ebbsfleet Station will be a key location on the network of high speed rail lines being established across Europe and thus will open new opportunities for strengthening Kent Thames-side's links with Continental Europe. The Station and other sites in Kent Thames-side connected to Ebbsfleet will be a focus for "flagship" development such as hotel, conference, exhibition and entertainment facilities.

P1 The local planning authorities will encourage any CTRL or non-CTRL proposals to reflect Ebbsfleet Valley and Kent Thames-side's European context and accessibility in terms of the scale, nature and quality of the built environment.

2.1.1.2 Ebbsfleet Station has the potential to become a prestigious European location for business with rapid access to London and the Continent. It is critical to the wider Kent Thames-side economic and development strategy that this potential is realised and the best economic use is made of the available land consistent with sound planning and environmental objectives. It will, however, be the case that the highest land values will be in the vicinity of the Station reflecting its attractiveness as an economic location.

P2 The local authorities will encourage the submission of details for CTRL proposals to recognise and make allowance for the major built development which they will stimulate, on the basis set out in the Framework. However, the local authorities recognise that the detailed design of the Rail Link is at a relatively advanced stage in order to facilitate the commencement of construction in 1997. In view of this and given the importance of ensuring the early commercial success of Ebbsfleet Station, it may be necessary for the Nominated Undertaker to prepare detailed planning submissions for the Rail Link and Station, for short term implementation, on the basis of the Rail Link proposals. Such submissions will be made under the new detailed consents regime established through the CTRL Bill procedures.

2.1.1.3 Ebbsfleet Station itself will incorporate certain essential development and uses to meet operational and service requirements. Provision of these uses will primarily be supported by the working, traveller and residential community and should therefore grow in line with the expansion of that community. Additional development will establish Ebbsfleet Station as a centre of economic and social importance which should be complementary to established centres.

P3 The local authorities will wish to see development ancillary to the CTRL proposals, which form part of the Ebbsfleet Station complex, enhancing the commercial and social attractiveness of the area, subject to such development not undermining the role of existing town centres.

2.1.2 Public Transport Interchange

2.1.2.1 The Rail Link promoter has sought to ensure that adequate land is identified for car parking at Ebbsfleet Station. Not unreasonably, their proposals do not address the major opportunity that Ebbsfleet Station affords as a public transport interchange and regeneration of the wider area, including existing centres and major areas of change on Kent Thames-side.

- 2.1.2.2 This Framework seeks to encourage co-ordination between the Rail Link proposals and development of the wider Valley area and recognises that, to achieve the levels of development that are required by the Thames Gateway Planning Framework, new investment is required in transport modes other than the private car. Maximising the role of Ebbsfleet Station as a public transport interchange is fundamental to the overall strategy.
- 2.1.2.3 The Rail Link itself will offer a fast domestic train service into Central London and new international links to European destinations, such as Paris, Brussels and Lille. Convenient interchange facilities between Ebbsfleet Station and Northfleet Station on the North Kent Line have the potential to reinforce and enhance this role.

P4 The local authorities will encourage CTRL and non-CTRL proposals in the Ebbsfleet Valley to maximise the potential of Ebbsfleet Station for an integrated public transport interchange. Important elements within this approach will include:

- a high quality interchange between Ebbsfleet and Northfleet Stations;
- a high quality interchange between the Rail Link and local and other public transport services, including bus and coach services, with capacity to cater for future growth in service accordingly;
- reservation of land corridor(s) to accommodate potential Light Rapid Transit (LRT) provision; an east-west corridor as a minimum requirement and stopping places well sited in relation to other forms of public transport to maximise interchange possibilities;
- reservation of a potential heavy rail alignment from the North Kent line into the Ebbsfleet Station area to accommodate a Thames Gateway Metro train service.

These elements should be incorporated into a masterplan for the Valley (See Next Steps, Part 4)

2.1.3 An Alternative Strategy for Car Parking

- 2.1.3.1 The Rail Link proposals provide for a maximum of 9000 car parking spaces at grade. The promoter has indicated that this is likely to be split between 6000 international (long term) and 3000 domestic (short term) spaces. Surface car parking represents a "worst case" in terms of land-take and would make it difficult for Ebbsfleet Station to realise its potential as a focus for a new commercial centre within Thames Gateway. An alternative car parking strategy for Ebbsfleet Station is therefore suggested.

P5 The local authorities will encourage CTRL and non-CTRL proposals in the Ebbsfleet Valley to explore the opportunities for rationalising and, if appropriate, reducing the amount of and surface area provided for car parking provision associated with the Station by:

- segregating international and domestic Station car parking;
- enhancing public transport provision to reduce domestic car parking demand;
- locating domestic car parking close to the Station and considering the feasibility of provision being multi-storey or below built development or underground, subject to environmental and archaeological considerations;
- locating, subject to environmental and archaeological considerations, international car parking away from the Station and possibly close to the A2 and with adequate public transport links to the Station, thereby also removing traffic from the core of the Valley: the feasibility of this parking being provided underground or below built

development should be investigated subject also to environmental and archaeological considerations;

- preparing a strategy for reducing car park demand through charging regimes.

2.2 Development Issues

2.2.1 Scale of Development

2.2.1.1 Development of the scale possible at Ebbsfleet will have many far-reaching implications. This is especially so where, as is the case at Ebbsfleet, the potential is more for employment than housing, and where there will be impacts on commuting patterns, peak-hour traffic flows and so on. This Framework sets out a range of criteria and tests to be applied to the non-CTRL proposals to judge their acceptability.

P6 The local authorities will expect non-CTRL proposals in the Ebbsfleet Valley to give a clear indication of the scale of development envisaged. Proposals should make clear, as part of the preparation of a masterplan the overall intentions for the Valley as a whole and for each of the constituent development areas (See Next Steps, Part 4). Proposals should:

- **provide employment floorspace of a sufficient scale to create a focus of economic importance appropriate to the key roles for Ebbsfleet Station, Ebbsfleet Valley and Kent Thames-side envisaged in RPG9 and RPG9a;**
- **make clear the assumptions used in planning the total quantity of employment floorspace as to: labour supply; the effect on commuting patterns locally and in the wider sub-region; and the capacity and provision of car and non-car transport infrastructure to achieve the assumed pattern of movement;**
- **take account of the strategic context for employment floorspace and housing provision, especially in relation to the development of other major sites in Kent Thames-side and the wider area;**
- **demonstrate a market realism in relation to both the total quantity of employment and housing development and to their phased provision, and;**
- **show that the scale of development proposed can be accommodated in the Valley in an environmentally acceptable manner and produce a high standard of design and quality built environment.**

2.2.2 A New Development & Environment Standard

2.2.2.1 The Thames Gateway Planning Framework (RPG9a) identifies as a key issue the legacy of environmental degradation in the Thames Gateway area coupled with a lack of ambition and a readiness to accept uninspired development. This has led to a self reinforcing cycle of environmental degradation. The full potential of the Thames Gateway area therefore will not be realised without a new approach of greater care for the environment. In order to achieve this it will be necessary to adopt higher standards. Design Statements can help in this process.

2.2.2.2 A key objective of the Ebbsfleet Framework is to achieve quality: quality in architecture and urban design, housing, transport, environment, community provision and public art.

P7 The local authorities will expect CTRL and non-CTRL proposals in the Ebbsfleet Valley to demonstrate a new and higher environmental standard as required by the Government's Thames Gateway Planning Framework. For Ebbsfleet Station and for each of the main development areas, the local planning authorities will therefore require the preparation of a design statement to address those matters set out in the design principles below which are appropriate to the particular location or type of

development proposed. These statements should foster the establishment of a high quality environment and a sense of place.

2.2.3 Sustainability

2.2.3.1 Sustainability is now a core issue within land use planning. The most frequently quoted definition of ‘sustainable development’ is: ‘development which meets present needs without compromising the ability of future generations to achieve their needs and aspirations’. Sustainability has economic, social and environmental dimensions and as a principle is increasingly becoming embodied in national and international law. It is given effect at regional level in Government Guidance for the South East (RPG9) and more locally in the Kent County Structure Plan Third Review.

2.2.3.2 In considering development in the Ebbsfleet Valley, it is quite clear that sustainability must be an overarching principle. It is a fundamental context for establishing the scale and nature of development and how it is to be integrated with the existing environment and local communities. This raises issues about reducing the use of the private car, mixed land uses to reduce the need to travel, enhanced public transport, and the need to conserve and enhance the environment.

P8 The principles set out in this Framework are formulated with a view to achieving sustainable development in the Ebbsfleet Valley. The local authorities will therefore expect non-CTRL proposals to demonstrate clearly that the principles of sustainability have been adhered to and provide a methodology for monitoring and reviewing progress towards sustainability as an on-going process.

2.2.4 Physical Design Principles

2.2.4.1 The overall design of development in the Ebbsfleet Valley in terms of the pattern of land-uses, architectural quality, the physical linkages between buildings and uses, the choice of materials, scale and mass, and the surrounding open space and landscaping are all critical to achieving a successful major new commercial and business centre. These design elements and how they inter-relate, will affect the perception of the character of the Ebbsfleet Valley into the next century. The emphasis will need to be on quality, efficiency and environmental care. The creation of a European centre of business excellence and a transport nodal point of national and international significance, requires a visionary approach which will utilise the best assets of the Valley as an integral part of the design, protecting and conserving what is important, and creating new built forms which will emphasise the importance of the Valley as leading the regeneration of Kent Thames-side. A number of design principles can be articulated to help provide the consistency of approach necessary to ensure successful development.

P9 Ebbsfleet Station Design: The local authorities will, in assessing the details of Ebbsfleet Station, be seeking a high quality and striking design which will emphasise the importance of Kent Thames-side as a gateway to Europe.

P10 Embankments and Cuttings: Embankments and cuttings should be sensitively designed. The Rail Link cutting at Springhead should be reprofiled to reduce its impact in a manner to be agreed with the local authorities.

- P11 North Kent Line Connection: In order to reduce severance the local authorities would welcome the Nominated Undertaker for the Channel Tunnel Rail Link coming forward with proposals for a viaduct, as opposed to an embankment, link to the North Kent Line.
- P12 Transport Structures: The local planning authorities, in assessing the details of CTRL and other transport structures such as bridges and tunnel portals, will wish to see the best standards of design quality which are sensitive to the environment of the Ebbsfleet Valley and which acknowledge the potential economic and regeneration importance of the Valley.
- P13 Mixed Uses: The local authorities, in considering non-CTRL proposals in the Ebbsfleet Valley, will expect mixed-use developments. This approach will apply to the Valley as a whole; to the areas of major development identified in the Framework Plan; and at nodes which are a focus for commercial or service activities to individual street blocks or buildings.
- P14 Outward Looking Development: The local authorities, in assessing non-CTRL proposals for the Ebbsfleet Valley, will wish to see designs which emphasise accessibility and openness, which are outward looking and stress Ebbsfleet's inter-relationship with the rest of Kent Thames-side and particularly neighbouring communities.
- P15 Subservience of the Car: The local authorities, in assessing non-CTRL proposals in the Ebbsfleet Valley, will wish to see a fundamental design philosophy in which the private car is seen as a subservient element in the environment rather than dominating it. The Local Authorities will encourage developers to consider car-free zones.
- P16 Respecting the Grain of the Valley: The local authorities will wish to see non-CTRL proposals in the Ebbsfleet Valley which respect the landform and contours of the Valley.
- P17 Neighbourhood Development: The local authorities, in assessing non-CTRL proposals, will expect the development of urban form in the Valley to be based on distinct neighbourhoods which respect the underlying natural structure of the Valley, and the transport network being developed for the Valley.
- P18 Landscape: The local authorities, in assessing CTRL and non-CTRL proposals, wish to see a comprehensive landscape strategy for the Ebbsfleet Valley which:
- is based on a full landscape assessment;
 - clearly identifies those elements which are to be retained;
 - enhances the Valley's natural landscape features;
 - contributes to the design of the new proposals;
 - includes major structural planting, particularly in association with transport proposals, which will not be detrimental to existing habitats of acknowledged importance;
 - links with the rural area to the south and development areas at Eastern Quarry and Swanscombe Peninsula.
- P19 Height and Mass of Development: The local authorities will seek to ensure that the height and mass of any non-CTRL proposals are sensitive to the context of the Valley, with tall buildings confined to the northern part of the Ebbsfleet and located on the Valley floor rather than its flanks. In the southern part of the Valley, including the Springhead plateau area, tall and massive buildings would be inappropriate and the

height of development will need to be sensitive to the proximity of the rural area to the south and views from the A2 and the wider area. Windtunnel testing may be necessary for major developments.

- P20** Accessibility: The local authorities will expect CTRL and non-CTRL proposals to deal comprehensively with accessibility to buildings, activities and transport.
- P21** Green and Open Spaces: The local authorities, in assessing non-CTRL proposals in the Ebbsfleet Valley, will expect an extensive and varied network of inter-connected green and public open spaces which should include a major parkland areas, protection and enhancement of the riverside environment and nature conservation and the development of green linkages across the Valley.
- P22** Water in the Environment: The local authorities will expect water to be employed as a positive design element in any non-CTRL proposals which come forward in the Ebbsfleet Valley. The use of balancing ponds as positive design features should be explored and the Ebbsfleet Stream should be seen as an important feature in the design process.
- P23** Security: The local authorities will expect CTRL and non-CTRL proposals in the Ebbsfleet Valley to deal adequately and sensitively with the issue of security. Proposals should incorporate appropriate security measures and be designed to reduce or eliminate crime and fear generators. High quality environmental design and management can help enhance security. Built development should have regard to the principles of the ‘Secured by Design’ scheme. Car parks should have regard to the ‘Secured Car Parks’ scheme.
- P24** Evening Environment: The local authorities will expect CTRL and non-CTRL proposals in the Ebbsfleet Valley to consider the evening environment in the design process.
- P25** Lighting: The local authorities will expect the design of external lighting to have regard to its impact on the night sky and the efficient use of energy
- P26** Power Lines: The local authorities will expect an improvement in the landscape impact relative to the current position. Any additional provision of electricity supplies should be on the basis of underground provision, and the local authorities will encourage the resiting and undergrounding of existing powerlines in order not to prejudice the acknowledged development potential and role of the Valley as a major commercial centre and in order to achieve a high quality environment.
- P27** Telecommunications and Broadcast Systems: The local authorities, in assessing CTRL and non-CTRL proposals in the Ebbsfleet Valley, will expect telecommunications equipment to be sensitively designed, co-ordinated and appropriately located. To minimise clutter in the urban environment, and to avoid disruption to transport infrastructure, the local authorities would expect to see comprehensive underground cabling provision in the Valley as part of development proposals. The design and layout of developments should avoid interference with television and radio reception in both the existing and new communities.
- P28** Ancillary Development: The local authorities will expect a sensitive and co-ordinated approach to ancillary development and structures such as signing and advertising

2.2.5 Community Regeneration

- 2.2.5.1 Development in the Ebbsfleet Valley will be on a significant scale to make the most of the opportunity which is presented by the International and Domestic passenger station. The Ebbsfleet Valley will not be just a major commercial and business centre, but also include new residential areas. This raises a wide range of community development issues which need to be addressed. Planning for communities is as important as planning for land-use and transportation.
- 2.2.5.2 It is not, however, just a matter of dealing with new communities - there are the existing communities and their needs and aspirations which must be integrated. Accessibility of new housing and jobs to those already living in the area will be the key to success of regeneration. The involvement of the community in urban regeneration and the need for partnership and community influence in the regeneration strategy are all issues which must be considered.
- 2.2.5.3 The Thames Gateway Planning Framework (RPG9a) acknowledges that the regeneration vision will require action on a variety of fronts going beyond the scope of land-use planning, because one of the key objectives is the regeneration of communities in the Thames Gateway area. The stated objective is to, 'work with the market; building on existing economic and community strengths, reinforcing the economic base, and at the same time attracting new economic investment, strengthening existing communities as well as attracting new residents.'

2.2.6 New Communities

- 2.2.6.1 Providing new housing development and new workplaces does not in itself create new communities - these are places where there are social networks through which people communicate and associate, where there is help and support and active involvement in the local community. Much can be achieved in ensuring that the physical environment is conducive to the creation of new communities overlaid by community development initiatives which encourage participation.

Open Space

- 2.2.6.2 The creation of open space as an integral part of the built environment is more than just an architectural component. Open space can function as a social space, acting as focal points for the community by bringing people together. The structure of open space, its scale, purpose and accessibility, and its linkages into the development are important factors in helping establish socially active and healthy communities, assisting to create not just a sense of 'place' but also a sense of 'belonging'. Urban open spaces may be hard or soft, depending upon their intended purpose and context.
- P29 The local authorities will expect non-CTRL proposals in the Ebbsfleet Valley to include the provision of a variety of inter-linked open spaces to meet the needs of the development and achieve a high quality environment.**

Community Facilities

2.2.6.3 Community infrastructure such as schools, youth and community centres, education and adult education centres, doctors' surgeries, community halls, cultural facilities, recreation, sports and leisure facilities, libraries, churches and local shops will need to provide an integrated network of local services. The timing of the provision will also be important to ensure that as development progresses the relevant social infrastructure is in place to meet local demands and does not place undue pressure on existing facilities. Early consultation with key service organisations will be essential in this process. It may be appropriate in exceptional circumstances to put in place high quality temporary facilities to ensure the appropriate progressive provision of community facilities, subject to this not prejudicing the provision of permanent facilities.

P30 The local authorities will expect non-CTRL proposals to identify what social infrastructure provision is being made, how this aims to meet the needs of the development and how and when the facilities are to be made available. Such provision should include, as appropriate, community facilities for recreation, health and education for children, young people and adults.

Balanced Communities

2.2.6.4 Bringing together people with different backgrounds, lifestyles, economic means and lifecycle will provide the basis for creating an interesting and vibrant diversity within the proposed built development which will aid in the development of local communities. This means providing for diversity within the proposed built development to create a viable social mix including a recognition of the needs of people with disabilities and older people. Housing types, for example will need to be of an appropriate mix - affordable and social housing as well as more expensive units, single person housing, housing for people with special needs, as well as family units.

P31 The local authorities will expect non-CTRL proposals to demonstrate that consideration has been given to the issue of creating balanced communities.

Community Development

2.2.6.5 The design of any proposed development and the social infrastructure which is put in place can set the right conditions for creating healthy communities. However, the major influx of new residents and workers arising from development proposals in the Ebbsfleet Valley, many of whom will be new to Kent Thames-side, means that new social networks will be needed. These networks will need to develop within the context of major change, as the scale of development envisaged in the Valley will take a number of years to complete, while Kent Thames-side will over a longer time period be experiencing wider regeneration. Communities do not develop overnight, and in some circumstances may never successfully develop. Strategies can be developed to support community development which may require the input of specialist community development workers involved day to day with new residents and workers, helping to break down barriers, identifying issues of concern and laying the foundations for the development of community groups and the creation of social cohesion leading to a common sense of community. Facilitating this sense of community can be helped by the provision of community centres where lifelong learning can take place. Benefits to the community will include: enhanced training and job opportunities, support for relocated families and a welcoming centre for older and single people.

P32 The local authorities will expect non-CTRL proposals in the Ebbsfleet Valley to deal with community development through liaison with appropriate agencies and the

development of appropriate strategies and to demonstrate how these are to be implemented and monitored.

2.2.7 Existing Communities

- 2.2.7.1 Regeneration, if it is to succeed fully, must benefit existing communities, and they need to be involved with the process and have influence on future developments so that they identify with the strategy and have some feeling of ownership. The danger is of creating a 'them and us' situation in which the existing local communities feel isolated and rejected from the regeneration process leading to community tensions and resentment.

Benefits to Existing Communities

- 2.2.7.2 A measure of the success of any development proposals forthcoming in the Ebbsfleet Valley is that new opportunities are created for local communities. This will apply not only to the adjoining communities of Swanscombe and Northfleet but also the wider area of Kent Thames-side. They must form an early integral part of the scheme and not merely offer a 'trickle down' effect whereby major wealth creation by itself is seen as percolating unaided to those on the periphery of the new developments. The potential benefits could take a variety of forms but are largely focused on accessibility - accessibility to jobs, housing, community and cultural facilities.
- 2.2.7.3 The aim should be to produce a community strategy as part of the development package, identifying and promoting benefits which can be obtained for existing communities from the development proposals. Such a strategy should include working with local further and adult education services to identify and provide training for the skills needed to facilitate employment of local labour during construction and in the new developing industries.
- P33 The local authorities will require non-CTRL proposals in the Ebbsfleet Valley to bring benefits to the existing local communities and to demonstrate how these are to be realised and monitored and which issues they will cover, taking into account the existing social structure and trends of the locality. These benefits must include training for new jobs, enhancement of facilities and improved transport. Developers will be encouraged to make extensive use of local suppliers and labour force.**

Links with Existing Communities

2.2.7.4 Any development in the Ebbsfleet Valley should avoid becoming segregated from the existing communities: links, both physical and cultural, between the 'old' and the 'new' must be a central part of development. The physical links will take the form of green links and footways, cycleways, roads and public transport routes. Cultural links may include the shared use of community facilities, both in the existing and new communities, schools and new leisure opportunities. There will need to be a broad range of community facilities. Residents should be able to access existing community resources as well as having local purpose-built facilities.

P34 The local authorities will expect non-CTRL proposals in the Ebbsfleet Valley to incorporate the following links with existing communities:

- **pedestrian and cycle links between Swanscombe and the Ebbsfleet Station area generally;**
- **links between the Ebbsfleet Station area and Northfleet High Street area;**
- **links between the development of land west of Springhead Road and the existing Northfleet communities;**
- **public transport links into existing areas, to complement the restricted car use philosophy in the Valley development;**
- **a comprehensive network of public transport, pedestrian and cycle routes across the Valley to offer links between the existing and new communities.**

2.2.8 Involving Communities

2.2.8.1 Underlying any community strategy - both to deal with the creation of new communities and to spread the benefits of regeneration to existing communities - is the need for community involvement. The Community Development Foundation identify five roles for the community in regeneration programmes, as:-

- beneficiaries of the programme and users of services;
- consultees and representatives of local opinion;
- a source of general community activity;
- a source of organisations which can help to deliver parts of the regeneration programme;
- potential long-term partners in regeneration.

2.2.8.2 This means accepting the value of local community views and seeing them as an important part of the overall development strategy which can aid the process and deliver benefits to the local community. This requires commitment from the developers who need to be part of the process and not seen as isolated from local communities.

P35 The local authorities will expect non-CTRL proposals in the Ebbsfleet Valley to provide opportunities for community involvement and to demonstrate how such community involvement is to be sustained and enhanced as the development progresses (See also Liaison and Co-ordination, Section 4.4.5).

2.2.9 Affordable and Social Housing

2.2.9.1 The Thames Gateway Planning Framework recognises that affordable housing is a key need for existing and future residents within Thames Gateway. The Kent Structure Plan and Local Plans for the area set a policy context to plan for a reasonable mix and balance of house types and sizes to cater for a range of housing needs. Affordable and social housing will not be the major component of housing in the Ebbsfleet Valley. Nevertheless, it is an important element and provision should therefore be made within areas where the mix includes a significant amount of residential development.

P36 The local authorities will expect larger residential sites to include the provision of a range of dwelling sizes and types to meet needs for both family housing and smaller units of accommodation, including lower cost housing for purchase or rent to meet market demand. The inclusion of a significant proportion of affordable and social housing will be required.

2.2.10 Retail Development

2.2.10.1 National, strategic and local planning policy emphasises the role of existing town centres, at Gravesend and Dartford, local centres and villages and resists retail development which will undermine their vitality and viability. Retail provision in Ebbsfleet will primarily be supported by the working population, the traveller and the residential community and should therefore grow in line with and not in advance of the expansion of that community. All retail proposals are expected to be well related to the public transport network and transport links with existing centres and the proposed Bluewater Regional Shopping Centre are sought.

2.2.10.2 Ebbsfleet, because of its significance in promoting more sustainable forms of transport and land-use, is not considered suitable as a potential location for retail warehousing.

P37 The local authorities will expect any proposals for retail development to:

- be justified by the development proposed in each phase and existing demand in the area;
- not materially affect the viability and vitality of existing town and local centres;
- be well related to public transport nodes.

2.2.11 Leisure

2.2.11.1 The Ebbsfleet Valley because of its proximity to the communities of Northfleet and Swanscombe, has been accessible and is widely used for formal and informal recreation. The footpath network, and the sports facilities, including the Blue Circle Sports Ground and Northfleet Pleasure Ground, are well used by local people. Blue Lake is important locally for fishing.

2.2.11.2 The loss of leisure facilities through construction of the CTRL and STDR4 will compound the existing deficiencies in playing fields and open space in the wider Kent Thames-side area and their replacement in the vicinity is sought.

- P38** The local authorities expect facilities of a similar scale to the existing Blue Circle Sports Ground to be replaced at a location within the immediate locality. The replacement site shall be sufficient to compensate for the loss of these facilities in terms of size and quality. Such land shall be identified and, if practicable, made available prior to construction to allow establishment and preparation of playing surfaces.
- P39** The local authorities will expect a facility of a scale similar to Northfleet Pleasure Ground to be replaced at a location within the locality and sufficient to compensate for the facilities lost in terms of size and character.
- P40** The local authorities will expect the protection and management of Blue Lake for fishing.

Public Rights of Way Network

- 2.2.11.3 A comprehensive network of cycle and pedestrian routes must be clearly identified in any development proposals for the Ebbsfleet Valley (See Cycling and Walking, Section 2.3.11).

Future Sport and Recreation Provision

- 2.2.11.4 Provision for sport and recreation is a key element of Government and local planning policy. Opportunities will arise to provide facilities for the working and residential community and to generate further employment. All recreation proposals will be expected to be well related to the public transport network.
- P41** The local authorities will expect those bringing forward non-CTRL proposals in the Ebbsfleet Valley to prepare a strategy for recreation provision which meets the requirements of Planning Policy Guidance Note PPG17: Sport & Recreation, and of strategic and local plan policies.

2.2.12 Tourism

- 2.2.12.1 The local authorities recognise the economic importance of tourism as a contributor to regeneration. Within the Ebbsfleet Valley itself, the construction of the Rail Link and Station are likely to arouse interest and to generate visits to the area. Within the wider Kent Thames-side area, other developments and attractions, including for example Bluewater, will stimulate the development of tourism: Ebbsfleet Station will be well placed to help facilitate this, both in terms of domestic and international passenger movements.
- P42** The local authorities will encourage the provision of tourist facilities in the Ebbsfleet Valley, consistent with its identified role as a new commercial centre. Provision should include a visitor/interpretation centre and hotel accommodation.

2.2.13 Utility Provision

- 2.2.13.1 Development in Ebbsfleet will take place over a time period which extends beyond the current planning horizons for the utility companies. The demand for electrical power may require changes to existing grid stations and transmission networks. The impact of such

works on developable land will need careful balancing against the environmental benefits of the removal of overhead power lines. The privatisation of the utility companies has opened up the question of utility supply and distribution and therefore detailed discussion is required with utility providers. The local authorities support the development of an integrated utilities strategy for Kent Thames-side which is based on the concept of sustainability, recognises the historic industrial liabilities of the area and takes full advantage of the assets available.

- 2.2.13.2 The presence of existing utility infrastructure in the Valley will need to be addressed within the overall strategy. The proximity of the Northfleet Wastewater Treatment Works, whilst serving development of the area could in itself restrict the quality of development attracted to the area. The feasibility of relocating the Treatment Works to another site needs to be addressed at an early stage in order that in the longer term plans could be put in place for its relocation.

P43 The local authorities will encourage any proposals in the Ebbsfleet Valley to secure utility supply and distribution within an integrated strategy for provision in the wider Kent Thames-side area.

2.3 Transport Issues

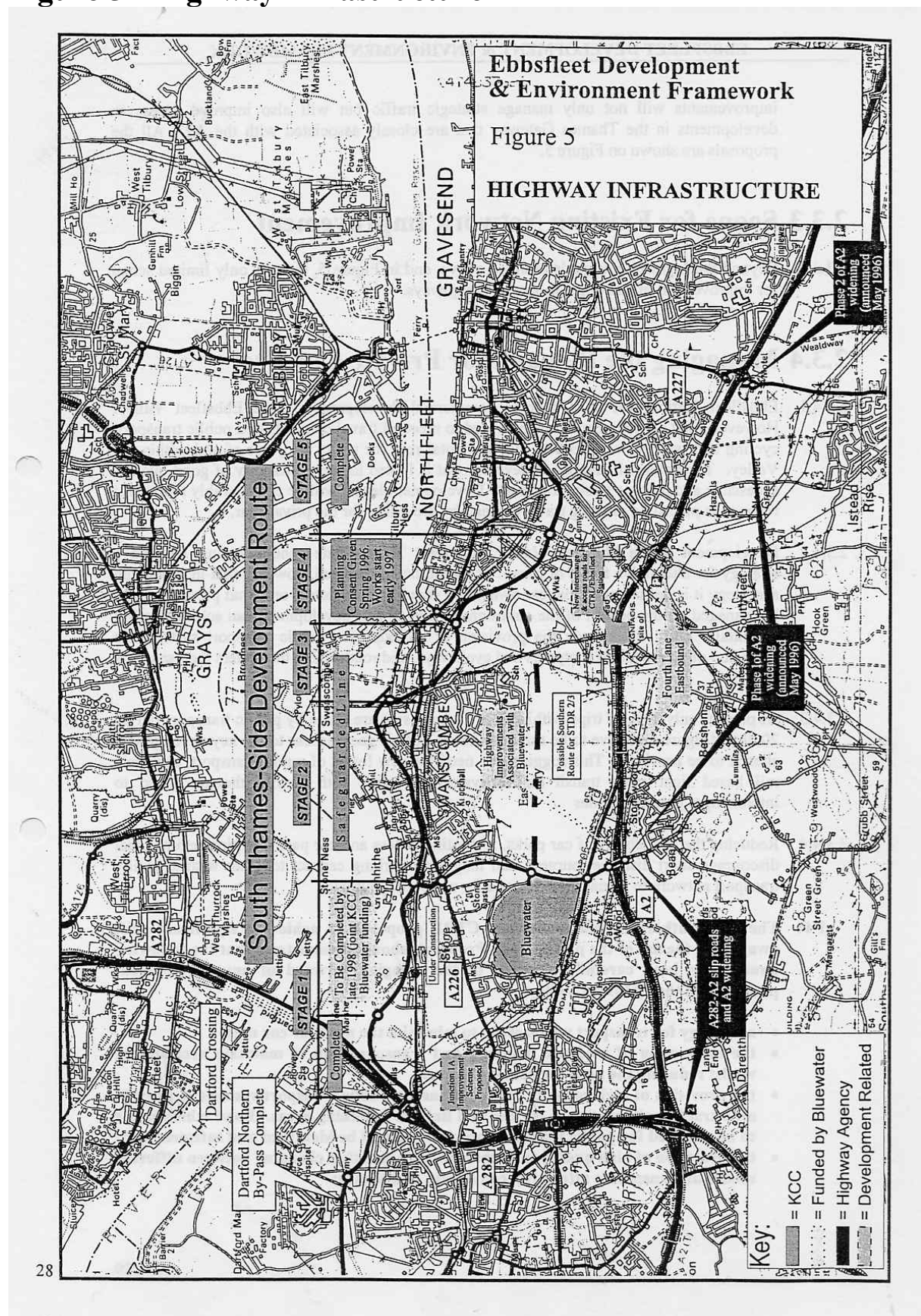
2.3.1 Existing Transport Infrastructure

- 2.3.1.1 The Ebbsfleet Valley is bounded on the north, east and west sides by single carriageway roads and on the south by the London-Dover A2 trunk road, a dual three-lane carriageway.
- 2.3.1.2 To the north the A226 is a single carriageway passing through the residential areas and a conservation area of Northfleet. To the east, Springhead Road and Hall Road, both single carriageways, run between the A226 and the A2(T). Hall Road is a major link to the strategic highway network at Pepper Hill and the only all movement interchange in the Ebbsfleet area.
- 2.3.1.3 Ebbsfleet is bounded in the west by Southfleet Road/Stanhope Road/Swanscombe High Street (B259). This road acts as a link between the A226 and the rural settlements to the south of the A2(T). It is severely constrained within Swanscombe by on-street parking. There are east facing links between the B259 and the A2(T), however they are substandard and give local access only.
- 2.3.1.4 Public transport is provided by the North Kent railway line which runs along the northern edge of the Framework area, with Northfleet station in the north-east quadrant and Swanscombe station at the north-western corner. A number of bus routes pass close to the Framework area, but there are no services either into or through the Valley itself.

2.3.2 Proposed New Transport Infrastructure

- 2.3.2.1 To assist regeneration of the riverside area in Kent Thames-side, a high quality dual-carriageway road, known as the South Thames-side Development Route (STDR), is being built in stages to run between the Bexley/Dartford boundary in the west and the western side of Gravesend parallel with the A226. The current alignment is shown on Figure 5, which also shows other highway infrastructure proposals. An alternative alignment for Stages 2/3 is currently being investigated.
- 2.3.2.2 The Parliamentary Bill for the Channel Tunnel Rail Link includes a new interchange on the A2(T) at Southfleet Road, part of which would be dualled, together with other roads that would access Ebbsfleet Station and car parking and will be adequate for the development identified in the current local plans, at least until 2002, but this infrastructure alone will not cater for the wider development of the Valley.
- 2.3.2.3 The Highways Agency announced in May 1996 that the A2 is to be widened between Bean Road and Cobham. Schemes have already been prepared for the improvement of the A282(M25)/A2 junction and the associated widening of the A2 to Bean Road and for the improvement of the A2/M2 corridor between Cobham and M2 Junction 4.
- 2.3.2.4 It is expected that the first phase of the widening will be between Bean and Tollgate, and that it will be completed in the same timescale as the Bluewater and Ebbsfleet Station developments. The second phase, from Tollgate to Cobham has yet to be programmed. The

Figure 5 - Highway Infrastructure



improvements will not only manage strategic traffic but will also improve access to developments in the Thames Gateway that are closely associated with the A2. All the proposals are shown on Figure 5.

2.3.3 Scope for Existing Network Improvement

2.3.3.1 Beyond the highway proposals outlined above, and in Figure 5, there is only limited scope for improvement of existing non-strategic highways.

2.3.4 Managing the Demand for Private Car Use

2.3.4.1 Ebbsfleet Station will be a spur to commercial development in the Ebbsfleet Valley. However, road capacity cannot be provided to meet all travel demands and public transport, cycling and walking will need to play a pivotal role for travel into, out of and within the Valley. The potential quantity of development is linked to the availability of good quality, accessible and reliable public transport. Development levels will be considerably reduced if reliance is placed on meeting travel demand by providing for the private car.

2.3.4.2 Development in the Ebbsfleet Valley, and Kent Thames-side generally must develop a strategy for alternative forms of travel. It should be emphasised, however that in producing a strategy it is not intended that car ownership should be restricted, only that private car use be managed, to the benefit of the environment and so that development can achieve its full potential. This will include the provision of an extensive public transport system, the provision of a network of footpaths and cycleways, and road design that deters the use of the car.

2.3.4.3 At present only 20% of trips within Kent Thames-side are made by public transport but by 2020 that figure will have to be raised to above 40% if good access to the key development sites is to be provided. This suggests the need for new forms of public transport, such as a rail based light rapid transit (LRT) system or trams with careful thought given to interchanges between modes

2.3.4.4 Reducing the availability of car parks, restricting access and car park charging regimes that discourage short distance journeys and long term parking can act together with a quality transport network to manage the demand for car-borne journeys.

P44 The local authorities will expect non-CTRL proposals to achieve a significant shift away from the use of the private car. Proposals should demonstrate that the following issues have been carefully assessed in the bringing forward of any development proposals in the Ebbsfleet Valley:

- a strategy for transport which seeks to minimise the need for car use;
- the integration of land use planning and transportation to maintain accessibility whilst reducing the need for personal travel;
- the provision of high capacity and high quality public transport systems to provide an attractive alternative to the car and links to adjoining areas. Land which needs to be reserved for public transport provision should be identified and safeguarded;
- the provision of high quality interchanges to ensure that changing between different modes of transport is attractive, convenient and secure;
- discouraging the use of the private car by the use of urban design, car parking provision and traffic management.

2.3.5 Future Public Transport Provision

- 2.3.5.1 Successful public transport will require its positive incorporation into the way in which development is planned.
- 2.3.5.2 Ebbsfleet Valley will be a particularly important destination on a network of public transport links within Kent Thames-side and beyond. Public transport should have priority routes which provide fast and efficient links between facilities and reduce the attractiveness of the cars for shorter distance trips. It will be important for development proposals to consider not only how public transport links are provided for on the ground, but also how services will be provided and what destinations they will serve.
- 2.3.5.3 Buses will continue to play an important role in serving the Ebbsfleet area, particularly in the short term, as they will offer low cost and flexible public transport links especially when Ebbsfleet Station is first opened. Good provision must therefore be made for buses as well as for a potential LRT system.
- 2.3.5.4 The North Kent Line and its existing stations will remain important for rail journeys within Kent Thames-side and beyond.
- 2.3.5.5 The provision of public transport in the Ebbsfleet Valley will need to take account of phases of development, possibly extending over 20-30 years. This approach will be encouraged in relation to the Station, where outline planning permission will be in place, but will be specifically required as guiding principles for all development which is not yet so advanced in planning terms.

P45 The local authorities will encourage CTRL proposals and will expect non-CTRL proposals in the Ebbsfleet Valley to address the following principles in relation to public transport:

- the density, layout and mix of development should be such that public transport use rather than car use is encouraged. Development should be concentrated at nodal points and along public transport corridors;
- the way in which public transport provision is to be phased to meet progressive development should be addressed at an early stage and sufficient flexibility provided to allow for future planned enhancement;
- services need to be provided which offer a good range of destinations, both within and outside the area, at attractive frequencies. Service specifications should be prepared for the services which will need to be provided to satisfy this objective, giving route/destinations, service frequencies by time of day and day of week and the means by which these services would be procured;
- public transport stops must be conveniently located, with walking distances no greater than 400 metres from a bus stop and no greater than 600 metres from any tram/LRT stop. Each stop must provide a quality waiting environment with good shelter and clear service information. Stops should be designed such that access to services for people with mobility difficulties is straightforward;
- public transport routes should be segregated from other traffic to avoid areas of potential congestion and brought closer to where people live and work. A street scene where people walk, cycle and use public transport and which is not dominated by cars will be encouraged;

- **consideration should be given to specific needs of public transport operation, such as vehicle layover, turning areas etc., in consultation with local public transport operators.**

2.3.6 Future Highway Infrastructure

- 2.3.6.1 The South Thames-side Development Route Stage 4 (STDR4), which will provide access to the northern and eastern parts of the Valley, has been designed as a dual carriageway of which one carriageway will be built with public funds, with the second to be provided by developers in due course. The scheme received overwhelming support from public consultation and now has planning permission.
- 2.3.6.2 A prime requirement of any non-CTRL proposal will be a travel impact assessment which must show the volume of traffic that the development will attract, the extent to which the existing highway network can cope and the way in which the balance of expected demand will be managed.
- 2.3.6.3 Ebbsfleet Valley cannot be considered in isolation. The infrastructure which serves Ebbsfleet must demonstrate good links to existing areas and potential development areas of Eastern Quarry, Swanscombe Peninsula and the riverside generally. The masterplan should identify possible corridors. (See Next Steps, Part 4).
- 2.3.6.4 In the Valley itself there must be a clear hierarchy of roads, from main accesses and distribution routes to limited access for residents and occupiers. In general, commercial development will be well related to district distributors and residential areas are unlikely to be accessed direct from district distributors. The hierarchy will develop out of the urban design and the need to limit the way in which the private car is used.
- 2.3.6.5 Routes which will carry public transport should be identified and clear and adequate provision made for pedestrians and cyclists.

P46 The proposed highway infrastructure for non-CTRL proposals at Ebbsfleet must:

- **demonstrate, by means of a travel impact assessment, the way in which the highway network acts together with public transport to provide a comprehensive and effective transport network;**
- **have a clear hierarchy of routes, including a clear relationship between the road network and segregated routes for pedestrians, cyclists and public transport;**
- **show linkages to existing communities and other development sites; and be compatible with other elements of the transport infrastructure;**
- **be designed to fit well into the urban form in which it lies.**

2.3.7 Springhead Road Bypass

- 2.3.7.1 Development in the Ebbsfleet Valley is likely to increase use of Springhead Road, which is part of the A2260 arterial route from Northfleet to the A2 at Pepper Hill. There are residential properties fronting part this road and additional traffic will exacerbate problems of noise and fumes. Access will be required to open up the development potential of the Valley in the vicinity of Springhead Road, but it is important that such an access should also function as a by-pass to Springhead Road.

- P47 The local authorities will expect non-CTRL proposals in the south eastern part of the Ebbsfleet Valley to incorporate access to open up the development potential of the Valley in the vicinity of Springhead Road in the form of a bypass to part of Springhead Road, which will bring benefits to the existing community.**

2.3.8 Travel Impact Assessment

- 2.3.8.1 A travel impact assessment will provide information on the type, volume and origin/destination of movements by all transport modes. This is in contrast to the normally accepted assessment based on movements being made by car borne transport alone. The cumulative effect on existing and proposed infrastructure provision and on adjoining areas, including existing communities, will be identified and those areas where ameliorative action is needed will be highlighted
- 2.3.8.2 The travel impact assessment for Ebbsfleet must cover the final development and show the travel demand, the capacity of the existing transport network and how the balance will be accommodated. The assessment may assume matters such as variations to parking standards to reduce car access demand, vehicle occupancies and public transport improvements, but any such assumptions will be a matter for discussion with the local authorities. Any travel demand over and above that which can be sensibly accommodated on the existing network, improved as appropriate, must be catered for by modes other than the private car.
- 2.3.8.3 Phased development must integrate the transport network for the Valley across all the development sites and phases. Each development area and phase within it will have to submit a travel impact assessment that shows how it relates to the development of the Valley as a whole.
- P48 The local authorities will expect non-CTRL proposals in the Ebbsfleet Valley or any constituent part of it to:**
- **incorporate a travel impact assessment which must clearly show the volume of movement that the development will attract, the extent to which the existing transport network can cater for such movement and the way in which the balance of expected demand will be catered for. Where capacity deficiencies or environmental or community impacts are identified the relevant authorities will expect that the developers will fund appropriate transport improvements or other ameliorative measures;**
 - **demonstrate the way in which the transport network will be developed over time and the impact of changes on early phases of development to be clearly identified within any travel impact assessment;**
 - **show how public transport proposals will be integrated with the existing communities.**

2.3.9 Vehicle Parking Standards

- 2.3.9.1 Government policy, PPG13, expects that local authorities will examine parking requirements as a move towards reducing car borne journeys where alternative travel modes exist.
- 2.3.9.2 Development in Ebbsfleet Valley should be well related to the transport network, which links into existing communities and labour markets, and will therefore minimise access by private cars. Development in the Ebbsfleet Valley and provision of new transport infrastructure will take some years. Therefore, parking standards must correspond with phases of development, but not necessarily relate to an individual site. The scale and nature of development will vary and vehicle parking standards are unlikely to apply uniformly across the area. The local authorities are willing to consider a radical new approach to vehicle parking standards as set out below.

Residential Development

- 2.3.9.3 Residential development associated with the Station may cater for commuters to London who want prestige accommodation away from the capital. They may be those whose need for car borne transport may be less. A parking standard of one space per dwelling, with an allowance for visitors, and provided for in an attended multi-storey car park may be appropriate.
- 2.3.9.4 Elsewhere, residential development is more likely to be family orientated and two parking spaces per dwelling would be appropriate. Good access by public transport should reduce demand for short and medium distance car journeys. The urban design of residential areas should take account of parking within the highway boundaries as well as within curtilages.

Commercial Development

- 2.3.9.5 The good relationship of commercial development in the Valley to public transport and residential areas will mean that the need for short distance car journeys is lessened and the parking requirement can therefore be reduced. The smaller area required for car parking may increase the opportunity for development and open space in the Valley.
- 2.3.9.6 The levels of operational and non-operational parking adopted will be identified in the travel impact assessment for the whole Valley. However, as the eventual level of non-operational parking depends on the ultimate non-car transport network, it is inappropriate for the final level to apply to all phases, and it is expected that there will be a gradual reduction in the level of provision. An appropriate course would be to apply the final level of parking to all sites, with the difference between that level and a level applicable to the phase of development being provided by way of publicly available communal car parks or, preferably, commuted payments towards the public transport and non car-borne transport network. As development proceeds and the transport network is improved the level of parking provision at each stage will come closer to the final level, and communal parking sites can be redeveloped.

Ebbfleet Station

2.3.9.7 Car parking associated with the Ebbfleet International and Domestic Passenger Station is dealt with under “An Alternative Strategy for Car Parking”, Section 2.1.3.

P49 The local authorities will require a comprehensive strategy and related standards for car parking to be agreed as part of the travel impact assessment. These standards will apply to all non-CTRL proposals in the Ebbfleet Valley. The strategy will have regard to the principles of sustainability and the need to minimise car usage. The strategy will include the following :

- **an agreement on final car parking provision;**
- **an approach to the provision and layout of parking for commercial uses which allows for a subsequent phased reduction of non-operational parking and its development for other purposes;**
- **an approach to the provision and layout of residential parking which is environmentally sensitive and which reflects the nature and location of the residential development and the planned provision of public transport;**
- **a strategy for reducing car park demand through charging regimes.**

2.3.10 Access for the Mobility Impaired

2.3.10.1 The term "mobility impaired" applies not only to people with disabilities, including those who are visually impaired, but also, for example, people carrying cumbersome baggage or people with prams or pushchairs. By careful design, development in the Ebbfleet Valley must be accessible to all. Public transport must be easily accessible for people with mobility difficulties. A network of pedestrian routes appropriate for use by the mobility impaired should be provided between residential and amenity areas. Street furniture in public open spaces with should not be an impediment to access for the mobility impaired.

P50 The local authorities expect CTRL and non-CTRL proposals in the Ebbfleet Valley to:

- **show how access is being promoted for all in the Ebbfleet Valley both to buildings and to transport and other facilities;**
- **include public transport facilities with measures to assist people with mobility difficulties, in particular minimising step heights for passengers to board vehicles;**
- **incorporate parking provision for "Orange Badge" holders in accordance with vehicle parking standards. Additionally, at least a further 2% of spaces should be allocated as family spaces at retail outlets and community/public buildings.**

2.3.11 Cycling and Walking

2.3.11.1 A large proportion of journeys in the Ebbfleet development area are likely to be short and suitable for cycling and walking. Proposals should be cycle and pedestrian friendly, with direct, attractive and safe routes between centres. The cycling network will also require facilities at destinations, including secure cycle parking, shower and changing facilities at the workplace. There is already a well established network of public footpaths in the Ebbfleet Valley. Proposals need to take account of existing footpath links and the opportunity to enhance the footpath network and to make better use of the existing resource.

P51 The local authorities will wish to see CTRL and non-CTRL proposals in the Ebbsfleet Valley which:

- **are based on a strategy for encouraging walking and cycling, including provision of a comprehensive network of cycleways (including a link between Ebbsfleet Station and the National Cycle Network) and pedestrian routes incorporating existing footpaths and as appropriate shared use paths;**
- **include cycling facilities, such as secure parking, at main centres of activity, and interchange facilities at public transport nodes;**
- **encourage employers and public transport operators to provide appropriate facilities for cyclists;**
- **retain and enhance footpaths, and as appropriate, links between the Ebbsfleet Valley and surrounding communities.**

2.4 Environment Issues

2.4.1 Environmental Impact

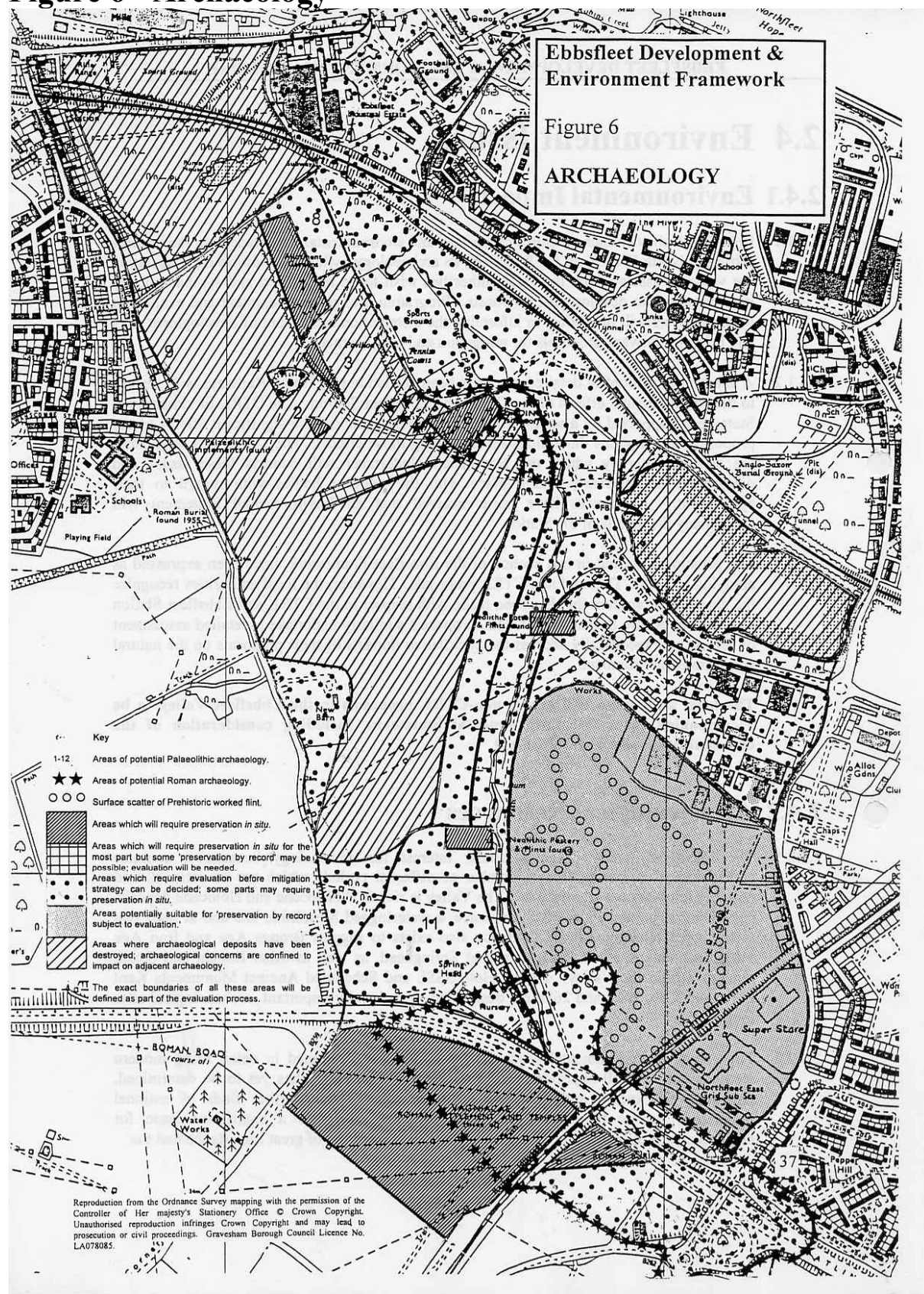
- 2.4.1.1 Ebbsfleet Valley contains features of heritage and environmental importance. In the broader setting of North West Kent the Ebbsfleet, its archaeology, wildlife, landform and vegetation are valuable assets which the local authorities wish to be recognised and sympathetically incorporated into development proposals. Programmes of prior assessment and evaluation of these assets will be critical in informing the distribution and layout of development sites and bringing forward proposals for mitigation and enhancement.
- 2.4.1.2 A substantial amount of detailed work has been carried out by Union Railways with respect to the environmental effects of the CTRL and Ebbsfleet Station. The CTRL Environmental Statement, supported by a series of specialist reports, sets out the significant effects of the proposals and explains the options for mitigating those effects. The CTRL Bill establishes the arrangements by which the Nominated Undertaker will address these issues and discussions are currently taking place with the relevant bodies with regard to their application. Assurances have been received that an Environmental Statement will accompany the details of the Station.
- 2.4.1.3 The principles, set out in this section of the Ebbsfleet Framework, have been expressed as applying to both CTRL and non-CTRL proposals. However, the local authorities recognise the significant progress that has been made with respect to the CTRL and Ebbsfleet Station and wish to ensure that any non-CTRL proposals similarly undertake a detailed assessment of effects and specifically address the cumulative impacts of their proposals on the natural and historic environment.

P52 The local authorities will expect non-CTRL proposals in the Ebbsfleet Valley to be accompanied by a full Environmental Statement, including consideration of the cumulative impacts of development.

2.4.2 Archaeological Resources

- 2.4.2.1 The Ebbsfleet Valley is of particular interest for archaeology because it contains archaeological resources from a number of different periods which are of national, and possibly international significance. The Valley is rich in Pleistocene and Holocene deposits containing important Palaeolithic evidence, a waterlogged Mesolithic site and at least two waterlogged Neolithic sites. Evidence also exists to suggest Bronze Age and Iron Age settlement sites, a small Roman town at Springhead, as well as other Roman and Saxon remains within the Valley. Bakers Hole SSSI, and Scheduled Ancient Monuments Kent 267a and 267b, 268a and 268b are designated as nationally important archaeological sites in the Valley.
- 2.4.2.2 The complete environmental sequence has never been examined in detail using modern methods and the full significance of settlement of the Valley has yet to be determined. However, the known archaeological resource suggests that further finds of national importance cannot be ruled out. This resource represents a significant issue for development proposals in the Ebbsfleet Valley. It is therefore of great importance that the

Figure 6 - Archaeology



archaeological assessment be extended beyond those areas immediately affected by the Rail Link and the Station footprint to cover proposed construction works associated with the South Thames-side Development Route, carparking, access roads, commercial and residential development.

- P53** The local authorities will expect those with an interest in pursuing proposals in the Ebbsfleet Valley to undertake and fund a phased programme of archaeological assessment at an early stage in the planning process to prepare appropriate mitigation strategies, including safeguarding of important archaeological remains or their preservation ‘by record’ as appropriate. The process for dealing with archaeological matters should be agreed with the local authorities, and where appropriate with English Heritage, in accordance with the principles of PPG16: Archaeology and Planning. This will involve appropriate field evaluation prior to determination of applications for planning permission

The local authorities will expect those with an interest in pursuing proposals in the Ebbsfleet Valley to address the following issues:-

- preservation *in situ* of Baker’s Hole SSSI, Scheduled Ancient Monuments (Kent 267a and 267b, Kent 268a and 268b), identified as Areas 1, 2 and 3 in Figure 6;
- preservation *in situ* of the nationally important Palaeolithic site identified as Area 6 in Figure 6; the CTRL will have a major impact on this area making the preservation of the remaining resource even more important;
- preservation *in situ* wherever possible of known areas of nationally important Palaeolithic archaeology, identified as Areas 5, 7 and 9 in Figure 6;
- preservation *in situ* of areas of nationally significant archaeology encountered during evaluation of areas of potential archaeological significance.

Preservation *in situ* would normally require avoidance of the site in any development proposal; this may possibly be achieved by the use of buffer areas or the strategic location of areas of open space. In some special cases consideration may be given to ensuring preservation *in situ* through the use of sympathetic foundation design but avoidance must be regarded as the principal means of mitigation.

Where preservation *in situ* is not appropriate or justified, further investigation in the form of either excavation or in some circumstances a watching brief, will be undertaken in accordance with a written scheme of investigation to be approved by the Local Planning Authority, and where appropriate English Heritage, in order to achieve ‘preservation by record’.

Development will be located, as a preference, in areas where archaeological deposits have been destroyed.

Reference should be made to Figure 6 which identifies archaeological resources.

Heritage Interpretation and Storage

- 2.4.2.3 It will be important to make arrangements for the interpretation of archaeological and geological sites preserved *in situ*. It is also important to make arrangements for the storage and interpretation of the archaeological archive, including artefacts and site record, where preservation *in situ* cannot be achieved. The provision of a heritage centre for the storage, study and display of this material, together with the interpretation of the geo-archaeological resource and history of the area, will be strongly encouraged. Consideration should also be given to the concept of a heritage centre of more than regional significance. Such an initiative could lead to an important visitor attraction.

P54 The local authorities will strongly encourage those with an interest in pursuing proposals in the Ebbsfleet Valley to:

- **promote and develop the educational, recreation and tourism potential of important archaeological finds through management and interpretation;**
- **participate in the planning and implementation of such strategies, through funding or other means;**
- **provide for a heritage centre, preferably within the Valley area.**

Geological Deposits and Exposures

2.4.2.4 The importance of the history of the area and the geo-archaeological evidence for an important sequence of environmental change is recognised by English Nature in the designation of the Bakers Hole SSSI on geological grounds. English Nature are concerned that future study of the wider deposits should not be precluded by development.

P55 The local authorities will expect those with an interest in pursuing proposals in the Ebbsfleet Valley to facilitate access to geological deposits and exposures of appropriate geological faces for specialists undertaking relevant research, during both the construction and operational phases of development, so as to enable the assessment, rescue and recording of the geo-archaeological resource. Long term exposures of geological or archaeological research interest will be maintained provided there is no conflict with the preservation of important palaeoenvironmental indicators.

2.4.3 Nature Conservation

2.4.3.1 The Ebbsfleet is a calcareous stream running through areas of reed bed, marsh, rough grassland and scrub. With the Blue Lake, the stream supports an important range of complementary habitats forming a mosaic which is of county importance. This is recognised in its designation as a Site of Nature Conservation Interest (SNCI) within the Local Plans for the area and the proposal for a Local Nature Reserve in the Borough of Dartford Local Plan.

2.4.3.2 The reed beds cover an area of about 5 hectares. They are relatively undisturbed in the southern section of the Ebbsfleet and are recognised as being of the greatest value for nature conservation. Reedbeds are a threatened and decreasing vegetation in England and Wales and a very scarce habitat in Kent.

2.4.3.3 The reedbeds and associated wet woodland and scrub support an important community of species. The presence of protected nationally and locally scarce species confirms the particular sensitivity of these habitats.

2.4.3.4 The extent of the impacts of proposals in the Valley on the general ecology of the area and, in particular, on areas of conservation interest are not fully known at present, but will cause temporary and permanent loss of habitats and direct land take, especially from the SNCI. In addition, the SNCI will also suffer from the fragmentation of habitats, potential pollution effects and increased disturbance both during construction and afterwards.

A Strategy for Nature Conservation

2.4.3.5 To minimise the potential damage to areas of nature conservation importance in the Valley and to fully address appropriate mitigation and compensatory features the local authorities wish to see a consistent approach to development in the wider Valley area, in particular to take account of the cumulative impacts of development. The local authorities would wish to see all parties working together to create and implement a package of mitigation and compensation measures. Nature conservation enhancement is sought within the Valley, including within the new greenspace areas. However, replacement and compensatory habitats may also be required outside of the Valley. One area that is being considered is the North Dartford Marshes.

P56 The local authorities will expect those with an interest in pursuing proposals in the Ebbsfleet Valley to carry out a full ecological assessment of the cumulative impacts of development and infrastructure proposals followed by the submission of strategies, following consultation with the appropriate nature conservation bodies, for:

- **the protection of natural habitats, as far as possible, including those susceptible to remote effects, and their appropriate incorporation, including the establishment of a Local Nature Reserve into the wider development strategy;**
- **minimising damage to protected species and, if unavoidable, their protection and transference;**
- **habitat creation within the Valley or, if such areas are not sufficient to compensate for the habitat lost or damaged in terms of size and character, additional areas shall be identified outside the Valley and, where practicable, be made available prior to construction to allow the transfer of valuable material from affected sites;**
- **maintenance of new or managed habitat for a period long enough to ensure that such areas are established.**

Those with an interest in pursuing proposals in the Ebbsfleet Valley will be required to enter into the appropriate agreements to ensure the long-term management and protection of natural, new or managed habitats at their expense.

Ebbsfleet Stream Corridor

2.4.3.6 The SNCI and Ebbsfleet Stream north west of the Blue Lake are affected by proposals for STDR4 and the CTRL and the retention of residual habitats may not therefore be viable. South-west of the Blue Lake protection of the Ebbsfleet Stream corridor is likely to be more successful and its enhancement is sought within the overall landuse framework for the Valley. A careful balance needs to be struck between development and the protection of the Ebbsfleet Stream, and the landscape character and nature conservation interest which it brings to the Valley. It is important that those wishing to pursue development proposals in the Valley are given clear guidelines as to the importance of the Ebbsfleet Stream Corridor. The local authorities therefore propose that a corridor of at least 100 metres in width should be safeguarded.

P57 The local authorities will:

- **give proper regard to the need to integrate as an important feature the Ebbsfleet Stream corridor north-west of Blue Lake into proposals for development;**
- **safeguard an Ebbsfleet Stream corridor south-west of Blue Lake of at least 100 metres in width which should be incorporated into the overall design strategy for greenspace and access in the Valley.**

Monitoring Programme

2.4.3.7 A monitoring programme is required to be in place to ensure protection of habitat areas during and after construction and to assess progress in the establishment of replacement habitat areas. Monitoring shall include analysis of water levels, oxygen levels, vegetation quality, bird usage and invertebrate usage of protected areas prior to, during and after construction.

P58 The local authorities will expect those with an interest in pursuing proposals in the Ebbsfleet Valley to establish and fund a programme for monitoring the success of mitigation measures to an agreed level of detail and timescales.

2.4.4 Landscape

2.4.4.1 The Ebbsfleet Valley forms a wedge of greenspace between Swanscombe and Northfleet which should be protected and enhanced within proposals in the Valley. Within the context of the wider area it is a landscape resource which makes a significant contribution to the overall green-grid of major landscape features in North Kent which link the River Thames and floodplain with open undulating countryside south of the A2/M2 corridor (see Figure 7, Landscape Appraisal).

P59 The local authorities will expect those with an interest in pursuing proposals in the Ebbsfleet Valley to:

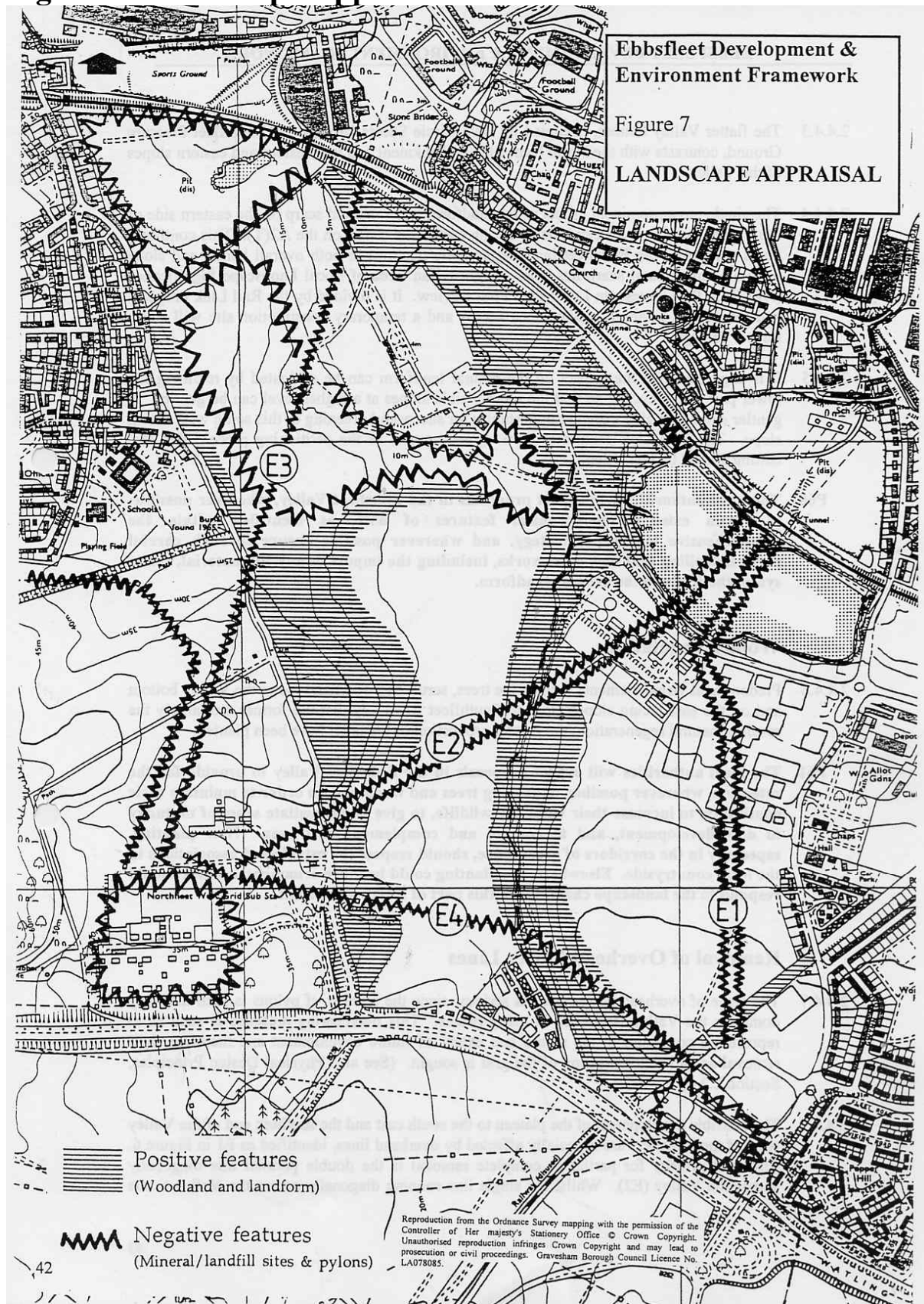
- **prepare landscape management plans for the Valley as a whole once the comprehensive landscape strategy has been determined, which sets the longer term objectives and which details management operations for at least 5 years and preferably 10 years;**
- **enter into appropriate agreements for the retention of landscape features and their longer term management.**

Landscape proposals should accompany planning applications for development, with only the details of them being treated as reserved matters.

Topographical Features of Note

2.4.4.2 Much of the topography between Southfleet Road and the River Ebbsfleet has been disturbed by mineral working and subsequent landfilling. Blue Lake, Bamber Pit and the Northfleet Landfill (Bakers Hole) are topographical features which should be addressed within the overall landscape strategy.

Figure 7 - Landscape Appraisal



- 2.4.4.3 The flatter Valley bottom, occupied by Blue Circle Sports Ground and Northfleet Pleasure Ground, contrasts with the North Kent Line embankment and the western and eastern slopes of the Valley.
- 2.4.4.4 The single most prominent aspect of the landform is the marked scarp on the eastern side of the Valley that forms a steep hillside facing eastbound traffic on the A2(T). This continues north parallel to the Ebbsfleet but progressively declines in both overall height and slope profile. This natural scarp has been designated an Area of Local Landscape Significance (ALLS) in the Gravesham Local Plan First Review. It is divided by the Rail Link proposal and the related northern maintenance access and a temporary construction site will cause further damage.
- 2.4.4.5 It is suggested that the impact on the natural landform can be mitigated by retaining the lower part of the cutting so that the more visible slopes at a higher level can be gentler. A gentler slope will give a greater opportunity for successful greening of this south west facing slope. The Rail Link promoters have agreed as part of the petitioning process that this cutting should be reprofiled.

P60 The local authorities will expect proposals in the Ebbsfleet Valley, wherever possible, to retain existing topographical features of note, as identified within the comprehensive landscape strategy, and wherever possible ensure through careful earth modelling that new earthworks, including the import of any fill material, relate sympathetically to the existing landform.

Woody Vegetation

- 2.4.4.6 Predominant visual elements include the trees, scrub and woodland along the Valley bottom and on the east facing slopes close to Southfleet Road. Whilst the former are largely the result of natural regeneration, the greater proportion of the latter have been planted.
- P61 The local authorities will expect proposals in the Ebbsfleet Valley to provide for the retention, wherever possible, of existing trees and woodland, in order to maintain their continuity, to increase their value for wildlife, to give an immediate sense of maturity to new development, and to contain and complement new uses. New planting, especially in the corridors of greenspace, should respect the established associations in the local countryside. Elsewhere, the planting could be more ornamental, but it should respond to the landscape character in this part of North West Kent.**

Removal of Overhead Power Lines

- 2.4.4.7 The issue of overhead power lines is serious, since the number of pylons is such that they dominate the Valley landscape in many places. This overbearing presence is such as to represent a constraint to the nature and extent of future development and therefore their removal as part rationalisation of the grid is sought. (See also Physical Design Principles, Section 2.2.4).
- 2.4.4.8 The possible development of the plateau to the south east and the southern end of the Valley west of the Ebbsfleet are especially affected by overhead lines, identified as E1 in Figure 6. The next priority for partial or complete removal is the double parallel line diagonally across the Valley (E2). Whilst the single line running diagonally across the Valley to the north (E3) and the line north of Springhead Nursery (E4) also impact on the landscape. The

resiting or undergrounding of existing lines is more likely to be achievable in relation to the low voltage network.

2.4.5 Agricultural Land

- 2.4.5.1 A detailed land classification survey of the southern area of the Valley has been carried out by the Ministry of Agriculture, Fisheries and Food (MAFF). This has confirmed that the majority is of best and most versatile agricultural quality. MAFF also conclude that unsurveyed land on the western side of the Valley is likely to be of best and most versatile agricultural land quality. It is national and Structure Plan policy to protect such land from irreversible development unless there are over-riding reasons justifying development.
- 2.4.5.2 MAFF has been party to the production of RPG9a, wherein a strategic balance in favour of identifying the Ebbsfleet Valley for appropriate development associated with the Rail Link Station has been made. There is little opportunity for either amelioration or avoidance of the effects of development on agricultural land quality. Nevertheless, consideration may be given to possible opportunities for the re-deployment of soils displaced as part of the development proposals to benefit agriculture or landscaping schemes in the locality. Subject to the existence of suitable and viable opportunities this may be preferable to the irreversible loss of the soil resources.

P62 The local authorities will expect proposals in the Ebbsfleet Valley to give consideration to the opportunities for the re-deployment of soils displaced as part of the development proposals to benefit agriculture or landscaping schemes in the locality.

2.4.6 Hydrology & Drainage

- 2.4.6.1 The Ebbsfleet catchment drains a band of the chalk aquifer extending northwards from the North Downs Scarp to the River Thames and forms the only natural surface south-north water drainage in North Kent between the Darent Valley and the Medway. It is fed by a chalk derived spring at the southern end of the Valley in the vicinity of Springhead Nurseries.
- 2.4.6.2 The Ebbsfleet Stream is under the jurisdiction of the Environment Agency for the purpose of its land drainage functions. Their consent is required prior to carrying out of any works in, over or under the channel of the watercourse or on the banks within 8 metres of the top of the channel.
- 2.4.6.3 Groundwater abstraction from a number of potable and non-potable abstractions are in existence in the Valley which are protected from development by the Environment Agency's Groundwater Protection Policies. It is not intended that new licences for abstraction be granted. Extensive development and in particular hardstanding areas, such as car parking, pose a threat to the material quality of the groundwater regime which must be protected. One way of helping to ensure this may be through the provision of open space in the vicinity of abstraction points and therefore the preference is for open space provision to be proposed within $\frac{1}{2}$ km radius of abstraction points. Indeed, it may be the case that future abstraction levels will reduce, with consequent implications for the water table and river flows. Proposals should therefore take account of such an eventuality, consulting with the Environment Agency as appropriate.

- 2.4.6.4 It is critical that the discharge of surface water run-off to the Ebbsfleet Stream does not exacerbate or create flooding problems downstream or pollute water courses or groundwater. Depending on the estimated peak discharge, it may be necessary for that discharge to be first controlled on site. The local authorities consider that options for attenuation, such as the controlled discharge of retention ponds, should be incorporated as positive design features within the overall environment and design of development. (See Physical Design Principles, Section 2.2.4). Developers will be expected to enter into agreements with the relevant authorities to maintain these.

P63 The local authorities will expect those with an interest in pursuing proposals in the Ebbsfleet Valley to undertake a detailed hydrological assessment of proposals at an early stage of the planning process; to prepare appropriate mitigation and drainage strategies; and, ensure that proposals do not materially affect the quality and sustainability of the groundwater regime, or the Ebbsfleet Stream and Blue Lake, adversely.

2.4.7 Filled & Contaminated Land

- 2.4.7.1 Quarrying, landfill and other activities in the Ebbsfleet Valley raise the possibility of difficult ground conditions and potential land contamination on the western side of the Ebbsfleet. The overall strategy for the Valley should indicate how filled and contaminated land will be dealt with, in a positive, beneficial manner. Opportunities will arise to improve the environment of the poorer parts of the area.

Filled Land

- 2.4.7.2 The main fill materials used in the restoration scheme for Southfleet Quarry were Thanet sand overburden from the adjacent Eastern Quarry plus a smaller volume of flue dust derived from the Northfleet Cement Works. These areas, together with landfill sites at Northfleet Landfill (Bakers Hole) and Bamber Pit, may prove susceptible to settlement. Where development is proposed detailed geotechnical investigations are required prior to the selection and design of appropriate foundation and construction techniques.

P64 The local authorities will expect those with an interest in pursuing proposals in the Ebbsfleet Valley to carry out detailed geotechnical investigations to verify the lateral and vertical extent of filled materials. The most appropriate treatment techniques and landuse should be determined only after these investigations have been completed.

Contaminated Land

- 2.4.7.3 Filled land on the western side of the Valley is a potential source of land contamination. Other sources of contamination may found in the area. Proposals should seek to avoid such areas unless successful remedial treatment can be undertaken. It must be recognised that some areas of land may remain unsuitable for development.

- P65 The local authorities will expect those with an interest in pursuing proposals in the Ebbsfleet Valley to carry out comprehensive investigations of any land contamination. Proposals should deal with any contamination and demonstrate that remedial measures, including the prevention of pollution to groundwater, water courses and water bodies, can be undertaken to the satisfaction of all interested parties.**

2.4.8 Air Quality, Energy Conservation & Noise

- 2.4.8.1 It is the overall intention that proposals in the Valley are as sympathetic as possible to existing residential communities and natural habitats in the area. Construction activities and the introduction of traffic into the area will bring disturbance and damage land and ecology. Protection is sought for existing and new residential development in the area.

Air Quality & Energy Objectives

- 2.4.8.2 Air quality and energy conservation will be regarded as material considerations in assessing development proposals in the area and must be taken into account in all aspects of design for land-use and transportation. The Ebbsfleet Framework supports alternative transport provision and a reduction in the use of the private car. Other measures to reduce pollution and to conserve energy should be incorporated in the detailed layout and design of new buildings.

- P66 In assessing non-CTRL proposals in the Ebbsfleet Valley, the local authorities will take into account individual and cumulative impacts on air quality. The local authorities will expect non-CTRL proposals to:**

- **minimise the need to travel;**
- **reduce reliance on the private car;**
- **support alternative transport provision;**
- **establish and fund a programme for monitoring;**
- **ensure that proposals mitigate air quality impacts;**
- **include measures for energy conservation in the layout and design of new buildings.**

Noise Considerations

- 2.4.8.3 Minimising and shielding noise sources in the area will be necessary to protect the existing property surrounding the site as well as any residential development envisaged in conjunction with the whole site development.

- P67 The local authorities will expect non-CTRL proposals in the Ebbsfleet Valley to accord with the requirements of Planning Policy Guidance PPG24: Planning and Noise.**

Part 3

Framework Plan

3.1 The Framework Plan

- 3.1.1 The archaeological, natural and landscape features of the Valley together with the requirements and ancillary consequences of the Rail Link, Ebbsfleet Station and new transport access give a good pointer to the nature and extent of future land uses in the Ebbsfleet Valley.
- 3.1.2 The Framework Plan shown in Figure 8 identifies where the local authorities consider development could best be placed and describes what the nature of that development might be. The other key elements are the identification of transport corridors and a network of greenspace in the Valley. This approach goes as far as is possible at this stage to inform the planning strategy for the Valley. It is not prescriptive, but is a Framework which the local authorities will expect to see progressed through the preparation of the masterplan for the Valley.
- 3.1.3 The Framework allows the proposals currently outlined within the CTRL Bill to take place and for proposals for other areas in the Valley, but outside of the Bill's remit, to come forward. It also allows the Nominated Undertaker to choose a different strategy from that embodied in the CTRL Bill; to adopt a different approach to Station car parking; and to release those areas immediately around the Station for development. The Framework invites the Nominated Undertaker to work with the local authorities and others with an interest in pursuing proposals in the Ebbsfleet Valley to maximise the opportunities for regeneration that the CTRL and Ebbsfleet Station will bring over the next 20-30 years.

3.2 Development Areas

- 3.2.1 The release of land around Ebbsfleet Station from surface car parking will allow Areas 1 and 2 to be considered for some form of built development. In addition, opportunities for development of the remainder of the Valley can be accommodated in areas 3 to 6, subject to overcoming access and physical constraints and consideration of their detailed planning. In parts of the Valley the local planning authorities may wish to prepare more detailed guidance.
- 3.2.2 The delineation of development areas and greenspace on the Framework Plan is diagrammatic and a strict demarcation between the two is not envisaged. Whilst the development areas need to be clearly defined in visual terms, landscaping and greenspace will penetrate them and, to varying degrees, be significant elements within them.

Area 1

- 3.2.3 Tightly contained by the North Kent Railway Line and sidings and its link to the CTRL on an embankment, this area can be accessed from the South Thames-side Development Route Stage 4. The Ebbsfleet Stream runs through the area. In addition the high quality interchange between the Ebbsfleet and Northfleet Stations, referred to in the Public Transport Interchange principle (P4), may be provided in the form of a fixed link. Any development should incorporate such a fixed link into the design whilst dealing sensitively with the amenity and character of the Ebbsfleet Stream.
- 3.2.4 Development of this area should recognise the proximity of the existing Northfleet High Street residential area to the north and should provide facilities to their mutual benefit.

Development is likely to be predominantly commercial, because of its proximity to the Station site, but may provide a limited amount of residential development which should be of high quality and of a density corresponding to the opportunities offered by Ebbsfleet Station's accessibility as a major public transport interchange. Such dwellings are likely to be particularly attractive to smaller households and car usage ought therefore to be minimised.

Area 2

- 3.2.5 This area will provide for development in and around Ebbsfleet Station. The Station itself should be a high quality statement of the significance of the area and should include development ancillary to the Station, such as limited shopping, food outlets, etc. Development around the Station may include "flagship" projects, such as hotels, and will attract commercial development of a density and quality commensurate with its location at a major public transport interchange which will benefit from improved accessibility to and from Continental European destinations and Central London employment markets. A lower density of development will be suitable for those parts of the area which link with the greenspace area centred on the Ebbsfleet Stream.

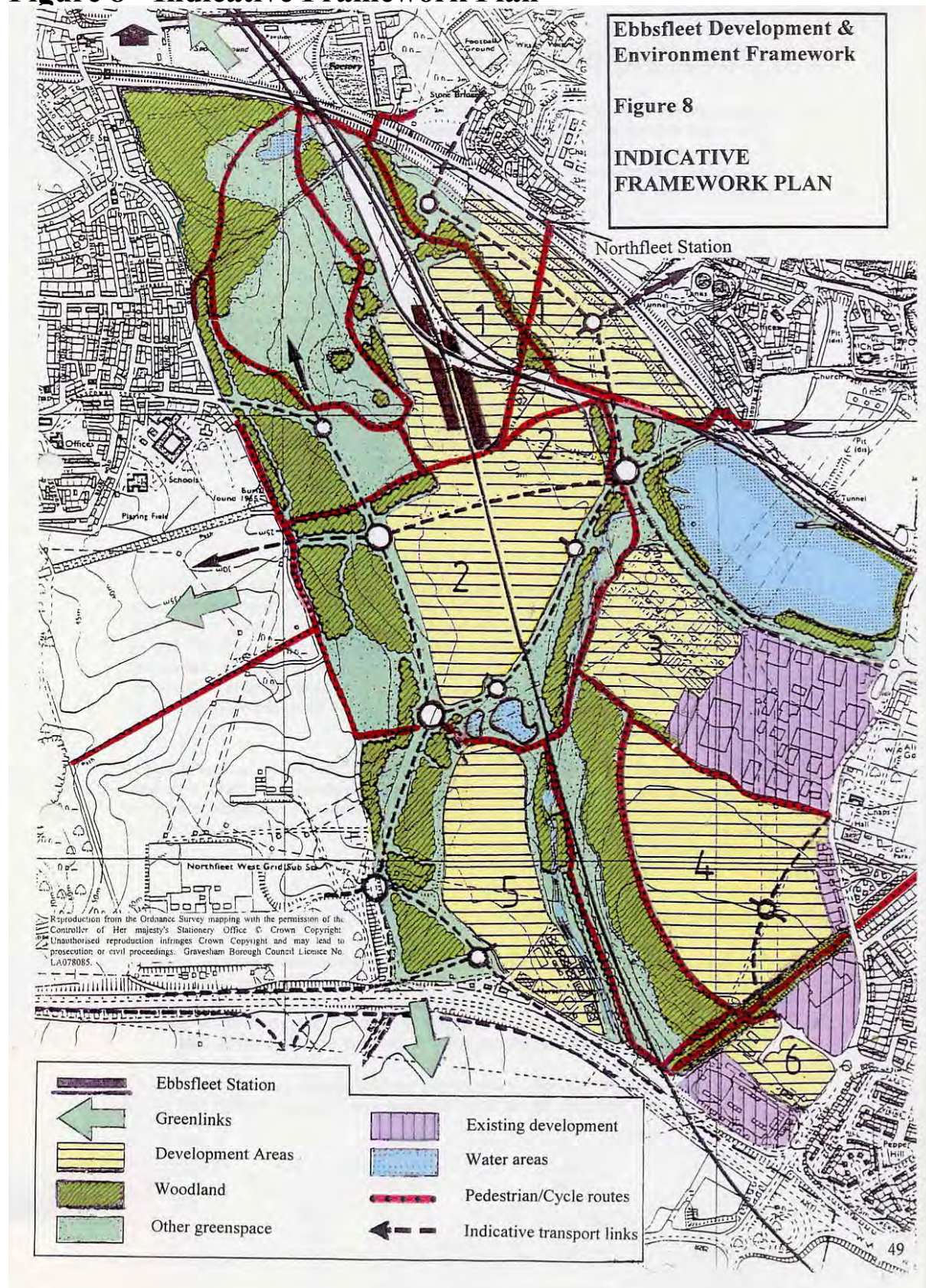
Area 3

- 3.2.6 The creation of a major commercial centre in the Ebbsfleet Valley based on the International and Domestic Passenger Station will undoubtedly lead to substantially increased land values. This, and the issue of capacity, may lead to consideration by the Southern Water Services of relocation or replacement of the Northfleet Wastewater Treatment Works. This would release these areas for commercial development. It is an important site within the Valley and one where built development could very much set the tone for possible redevelopment of surrounding areas, including the neighbouring Springhead Enterprise Park. Sensitive design should recognise the proximity of these areas to the Ebbsfleet Stream.

Area 4

- 3.2.7 This plateau area provides an important link between development in the Valley and Northfleet residential areas at Springhead Road and Pepper Hill. Development could be predominantly residential, of less intensive form compared with elsewhere in the Valley. Employment uses could also be considered in the area. New landscaped areas and public open spaces should be significant elements within the design of the area. A Springhead Road By-pass will provide a spine road for development. However, special regard should be given to the potential for linking this area via the public transport network to Ebbsfleet Station and through to the existing urban area to the east.
- 3.2.8 The southern and western extremity of the site is exposed to views from the wider area, but the land to the north east is more contained. Any built development must respect and reflect this pattern. It is a priority that new planting be established on the higher and more visible parts of the Pepper Hill scarp when viewed from the south and from the A2(T).

Figure 8 - Indicative Framework Plan



3.2.9 In any event the development must be of the highest environmental quality. The area will remain open and undeveloped pending a development brief being prepared for the land west of Springhead Road, which will constitute supplementary planning guidance of the same status as this Framework with regard to the potential uses within the area the subject of this brief.

Area 5

3.2.10 Defined by highway access from the A2(T), the central greenspace to the east and the linear major open space to the west, this area may be appropriate for a mix of uses, including leisure or hotel facilities which would benefit from proximity to the A2(T). This may also be an appropriate location for the remote station car parking referred to under “An Alternative Strategy for Car Parking”,(Section 2.1.3).

3.2.11 The Springhead Nursery is a site where the predominance of buildings suggests built development if the current enterprise ceases. New built development of an appropriate scale would not be intrusive, given its location and containment and a sympathetic approach to the design of the buildings.

Area 6

3.2.12 The disused Gravesend West Railway Line separates Wingfield Bank from the remainder of the Valley and provides an important linear belt of trees which should be retained. The area is dominated by the existing retail foodstore and petrol filling station. New built development should be appropriate to local infrastructure and townscape. The site may be suitable for some form of visitor centre, such as a heritage centre for the storage and display of the archaeological archive arising from the CTRL and other development in the Ebbsfleet Valley. The use of the disused Gravesend West Railway Line within the wider network of routes for walking and cycling should be considered.

3.2.13 It may be necessary to consolidate or expand Northfleet East Grid Station to meet increased power demand and enable the removal of some existing overhead power lines. Any such expansion would have landscape and visual intrusion implications which would need to be weighed carefully, and any such expansion should be subject to appropriate visual treatment of the boundaries of the site as a whole.

3.3 Transport Corridors

3.3.1 Proposals in the Valley will look to reducing the demand for car-borne journeys, by means of public transport, cycleways and footways. However, there will still be a need for the creation of a network of highways. The following key transport corridors in the Valley, shown in the Framework Plan, offer the opportunity for public transport to be incorporated and for development in the Valley to be linked with the wider Kent Thames-side area.

- A major south-north corridor, incorporating the Station access roads from the A2 interchange and providing access to development sites from the western side of the Valley.
- Its extension through to Swanscombe Peninsula should be investigated, but have regard to ground conditions, environmental considerations and proposed use of the land area between Swanscombe and the CTRL as a major area of public parkland.

- A major east-west corridor between STDR4 and Eastern Quarry, which could also be extended through to Northfleet Riverside. This will link these areas with Ebbsfleet Station and development Area 2.
 - STDR4 will not only provide a by-pass to Northfleet High Street, but also transport access to Ebbsfleet Station from Stonebridge Road and Thames Way.
 - Springhead Road By-pass will provide transport access to the development Area 4.
- 3.3.2 Other key corridors to accommodate internal movement within the Valley and to link with other areas outside of the Valley may be needed, including a southern route linking the eastern and western sides of the Valley from the A2 interchange to Pepper Hill. The location, alignment and design of this route should be such as to minimise impacts on the Ebbsfleet Stream greenspace area and the Pepperhill escarpment.
- 3.3.3 Three footpath routes across the Valley should be accommodated within the overall planning for the Valley:-
- Stanhope Road (Swanscombe) to Stonebridge Road (Northfleet)
 - Southfleet Road to the South Thames Development Route Stage 4 in the vicinity of the North Kent Line Link bridge
 - Southfleet Road to merge with Footpath NU14 which follows the eastern side of the Ebbsfleet Stream.
- 3.3.4 The disused Gravesend West Railway Line offers scope for provision of a cycleway/footpath and the recreational potential of walking and cycling also needs to be considered and developed.

3.4 Greenspace

- 3.4.1 A key element to the land-use framework for the Valley is a network of greenspace surrounding and containing development areas. In addition to this function, it presents a variety of landscape, wildlife, educational and recreational opportunities. Water environment is seen as an important element to create a quality environment and there is opportunity to establish significant water areas and features as part of the greenspace strategy.
- 3.4.2 This strategy builds on the existing positive elements in the Valley and safeguards its landscape, natural and archaeological features, including:
- the areas of known and potential archaeological and geological interest;
 - the Ebbsfleet watercourse and groundwater regime;
 - the steeper slopes on the Valley sides;
 - that part of the Site of Nature Conservation Interest south of the proposed route for the South Thames-side Development Route Stage 4;
 - the woody vegetation and new planting on the western side of the Valley parallel to Southfleet Road and Stanhope Road;
 - the public rights of way network.

- 3.4.3 The opportunity arises to protect and enhance the Ebbsfleet Stream corridor because of its combined hydrological, archaeological and nature conservation value. The local authorities have consulted with the relevant bodies and it is proposed that a corridor of at least 100 metres in width, south west of Blue Lake, should be protected and incorporated within the overall design strategy for greenspace within the Valley.
- 3.4.4 Outside the core Ebbsfleet Stream area particular attention is required to the following areas and their incorporation into the overall strategy for greenspace in the Valley:
- Bamber Pit is partially infilled, with substantial chalk faces remaining to the north and east. It is crossed by the alignment for the South Thames-side Development Route and should be a priority for infilling with inert waste from the Rail Link and associated developments, once the alignment of STDR has been settled, in order to facilitate restoration to a beneficial after use. It is proposed that this site should form an important element of the greenspace strategy for the Valley.
 - Northfleet Landfill (Bakers Hole) is not wholly restored. The soil stores on the higher ground and the former site reception facilities detract from the current visual appearance of the site. The constraints on future development as a consequence of landfilling argue for a major new area of parkland as an alternative to, although not a direct replacement for, public access land in the Valley bottom lost to Rail Link developments. There is a strong argument for substantially more woodland planting over the higher parts of the landfill. If it is necessary, the depth of cover could be increased using imported inert material from the Rail Link developments.
 - The former allotments and the predominantly hawthorn woodland to the east are bisected by the Rail Link and to a lesser degree by the South Thames-side Development Route. The residual land is of such a small size it argues for landscape/recreation uses rather than any form of development.
 - Blue Lake is largely self-contained as a result of surrounding landform and woody vegetation. Main views of the Lake are from the elevated position of the railway footbridge. Whilst there may be little practical alternative to the area's current usage, Blue Lake and its surroundings have an important role and potential within the greenspace strategy for the Valley as a whole.
- 3.4.5 The elevation and visibility from across the Valley argue for the area east of Southfleet Road, above the 15 metre contour, to be kept free of development. Although the area could be further planted, it could be beneficially retained as grassland, with views across the Valley from Southfleet Road.
- 3.4.6 The greenspace strategy identified above will mean that more than 50% of the Ebbsfleet Valley will be kept as open space, much of it in substantial blocks but also significant areas included within development sites. These areas of green and open space, within development and in the wider Valley area, will link to form an accessible green grid.
- 3.4.7 Impact of the CTRL on the eastern slope of the Ebbsfleet merits particular attention: a gentler cutting slope and planting with woodland and grassland will be beneficial. The primary landscape objectives are visual amenity, habitat creation and informal recreation.

Part 4

Next Steps

4.1 Introduction

- 4.1.1 The CTRL Bill timetable anticipates that the earliest date for receiving Royal Assent will be by the end of 1996. The programme for construction of the CTRL and Station will subsequently be determined by the Nominated Undertaker. However, it is London & Continental Railways' intention that the Rail Link will be in operation by 2003 and that the details of Ebbsfleet Station will be submitted in time to enable its opening to coincide with that date.
- 4.1.2 Ebbsfleet Station and the CTRL will encourage applications for major built development, including employment and housing in the Valley. These will be subject to the normal planning regime and the local authorities will be in a position to ensure that they contribute to the regeneration objectives of Ebbsfleet Station. This final part of the Framework sets out the local authorities' view as to how such proposals should be taken forward.

4.2 Timing and Phasing

- 4.2.1 Once the Ebbsfleet Station is operational in about 2003, it is important to the wider development strategy for Kent Thames-side that it is seen to be generating immediate benefits so that confidence in the area is fostered and maintained. It is therefore considered that substantial commercial development close to the Station should come forward at an early stage as part of the overall development of the Ebbsfleet Valley.
- 4.2.2 In bringing forward development it is important that the necessary infrastructure for that development is first put in place. There needs to be a clear plan for the infrastructure needed to support the completed development of the Valley. This plan should include public transport, footways and footpaths, cycleways and highways. In order to arrive at a transport network to suit the ultimate development it will be necessary to define and reserve transport corridors at an early stage and also ensure that each phase of development is occupied only when it is satisfactorily served by all appropriate transport modes.
- 4.2.3 Forward planning also applies to the provision of community facilities and utilities such as water, electricity and gas. It is also vital that parklands, open space, landscaping and planting are put in place at an early stage so that they can become established and provide a green context for development.

P68 The local authorities will wish to participate in the preparation of a clear phasing strategy which co-ordinates proposals in the Valley.

Phasing for the CTRL should include:

- **Ebbsfleet Station operational on the same day as the Rail Link is operational;**
- **a link between Ebbsfleet Station and Northfleet Station to be provided to coincide with the opening of Ebbsfleet Station;**

Phasing for non-CTRL proposals will need to be based on:

- **implementation of the key elements of transport provision, community facilities, education and social service infrastructure, open space, habitat creation and landscaping prior to proposed development, and the implementation of the remainder of such provision within each phase or package of development as is necessitated by it, by or before the completion of each phase or package;**
- **early provision of commercial development associated with Ebbsfleet Station;**

- provision of residential development at an early date in the operation of domestic services from Ebbsfleet Station in order to minimise longer journeys to the Station for London commuting purposes;
- the phased development of commercial floorspace in line with improvements to public transport capacity;
- transport links to other major sites, including Eastern Quarry, Bluewater, Swanscombe Peninsula, and Northfleet Riverside.

4.3 Masterplan

4.3.1 The Ebbsfleet Framework sets out a number of principles to guide proposals and gives a broad indication of an appropriate mix and distribution of land uses. It will be for others to take forward the planning of the area in more detail and to realise the area's development potential. The local authorities therefore see the appropriate next step as the preparation of a masterplan for the Valley.

4.3.2 It would be desirable for the Nominated Undertaker and landowners to collaborate and to take a lead in the preparation of a masterplan and the local authorities are willing to co-operate in this process.

4.3.3 Such a masterplan, to be agreed with the local authorities, would provide a context for planning applications for non-CTRL proposals. It could be updated as necessary to take account of changing circumstances and to ensure its continuing relevance.

P69 The local authorities will encourage those with an interest in CTRL and non-CTRL proposals in the Ebbsfleet Valley to collaborate and to take a lead in the preparation of a masterplan for the area, to be agreed with the local authorities. Such a masterplan should be accompanied by an Environmental Assessment and should be based on the principles and guidance given in this Framework and deal clearly with the inter-relationships between the Rail Link, the Station and other non-CTRL development. The masterplan should show the following major elements:

- the pattern, nature, quantities and phasing of built development, including community and leisure uses;
- the pattern, nature and phasing of transport provision, backed up by evidence about modal split assumptions and including outlines of cycle and footpath networks;
- the location and amount of, and access provision for Station car parking;
- the delineation of areas to be safeguarded for archaeological and ecological purposes;
- the delineation of major open space provision, and a network of other open spaces.

4.4 Implementation

4.4.1 Extended Time-scales and Changing Land Ownership

- 4.4.1.1 It is not legally possible for a planning permission to specify when a development should be completed. A development can therefore be commenced in accordance with a planning permission, but may be terminated at any subsequent stage. This may lead to extended time-scales for the completion of the development or changes to the masterplan may be called for to enable the development to continue where circumstances have changed, with the danger that such changes will be piecemeal.
- 4.4.1.2 The Ebbsfleet development is only part of the long term development of Kent Thames-side. This raises the issue of how Ebbsfleet development is to be linked to the rest of the Kent Thames-side area. A particular issue is the creation of a Light Rapid Transit system which is only likely to be viable if the whole of Kent Thames-side is considered and not just the Ebbsfleet Valley.
- 4.4.1.3 Most of the wider Ebbsfleet Valley area is currently within one land ownership. There is the possibility that as the development scheme progresses, with different land use elements and phases of development being brought forward, a less coherent land ownership pattern may become established. This may lead to demands for amendments to be made to the masterplan.

P70 The local authorities will wish to see:

- that the principles established in the Ebbsfleet Development and Environment Framework are maintained as proposals in the Ebbsfleet Valley are implemented, although it is accepted that changes to the masterplan are likely to be necessary over the extended timescale in which development will take place;
- proposals in the Ebbsfleet Valley which accord with the wider strategy for Kent Thames-side;
- non-CTRL developer contributions to implement new and enhanced public transport systems in the wider Kent Thames-side area, for example an LRT system.

4.4.2 Triggering Mechanisms

- 4.4.2.1 Certain key developments will need to be in place before other development can effectively take place. Planning permissions only enable development to be carried out and cannot enforce its implementation, therefore it is a necessity to ensure that at agreed stages in the development certain necessary works such as roads, schools, green space and other infrastructure and service provision will be in place.

P71 The local authorities will ensure that:

- (1) in respect of non-CTRL proposals the granting of planning permissions will be dependent on concurrent agreement having been reached through appropriate mechanisms (including Section 106 Agreements) as to the nature, location and programming of any necessary transport, community and environmental provision, including transport provision necessary for construction purposes.

- (2) before any non-CTRL proposals become operational the relevant infrastructure and provision as required in (1) above shall have been provided and be available for use. This will include relevant transport, community and environmental provision as outlined in the masterplan for the particular phase of development.

4.4.3 Developer Contributions and Partnerships

4.4.3.1 Non-CTRL development activities will require certain elements of transport, environment and community provision to be in place and some of this will need to be funded by the developers as part of the overall development process to ensure that the development functions. However, there is clearly a limit as to what can be expected from the development value of sites in terms of funding transport and community provision. Demands placed upon developers must be realistic, but at the same time the needs of the development must be met. Specifically in relation to transport, commuted payments are likely to be required towards the public transport and non car-borne transport network. (see Commercial Development in Vehicle Parking Standards, Section 2.3.9)

P72 Section 106 requirements for non-CTRL proposals should include arrangements for developers to contribute appropriately through agreed mechanisms to any necessary on and off site transport, environment and community provision.

4.4.3.2 The local authorities in partnership with the private sector and other agencies have secured funding from central government and the European Union to help progress the regeneration of Kent Thames-side. New and imaginative partnerships will have to be forged to achieve regeneration of Kent Thames-side.

P73 The local authorities will encourage and pursue effective public and private sector partnerships to secure the necessary inward investment to ensure that regeneration is achieved through the implementation of major development and its associated infrastructure and related provisions as outlined in the Ebbsfleet Framework.

4.4.4 Management and Maintenance

4.4.4.1 Development at Ebbsfleet will entail the provision of an extensive and wide-ranging mix of community and environmental facilities including open spaces, nature conservation habitats, schools, healthcare, community centres and cultural facilities. Principles P70 to P73 deal with the issue of how they will be provided. It will also be important however to ensure their continued management and maintenance, especially for those types of provision where the normal statutory responsibilities placed on local authorities or other service providers (for example in relation to schools) do not apply. The concept of a Community Trust or similar body may offer a model for an appropriate way forward.

P74 The local authorities will expect those with an interest in pursuing proposals in the Ebbsfleet Valley to prepare a strategy to provide for the long term funding and administration of the management and maintenance of the non-commercial elements of development. Proposals should demonstrate how the strategy will be implemented and should include provision for collaboration with other relevant bodies, including the statutory service providers.

4.4.5 Liaison and Co-ordination

- 4.4.5.1 It will take a substantial number of years for CTRL and non-CTRL proposals at Ebbsfleet to be implemented, the process of which will undoubtedly be difficult because of the sheer scale and complexity of the project and the possibility of changing economic and other circumstances over the life-time of the project.
- 4.4.5.2 There will be a substantial impact on existing and new communities which have a major role in implementing a successful regeneration strategy. It is likely that a number of developers will also be involved in the process of planning and construction and that the pattern of land ownership will change as the development strategy progresses.
- 4.4.5.3 This emphasises the need to ensure clear communication and co-ordination between developers/landowners, local authorities, local communities, and other agencies and groups with an interest in the Ebbsfleet Valley. An "Ebbsfleet Forum" is suggested as an appropriate means of taking this forward.

P75 The local authorities will encourage the establishment of an Ebbsfleet Forum of landowners and developers together with local authorities, local communities and other relevant bodies to assist the proper co-ordination and management of development and conservation activities.

4.4.6 Construction Issues

- 4.4.6.1 The Ebbsfleet Valley will be a major focus of construction activities for a considerable number of years. Union Railways as part of their Bill submission has produced a Code of Construction Practice (COCF) which deals with the many issues arising from the construction of the Rail Link and Ebbsfleet Station. However, there is a need to ensure that construction of other proposals also occurs with the minimum of disturbance to local residents and the environment. Major non-CTRL proposals should therefore be accompanied by an agreed COCF. It may be possible for existing Kent Thames-side wharves and terminals to be used for the import of construction materials to help minimise road traffic construction impacts.

P76 Before any development proceeds, other than that granted by the CTRL Bill, a Code of Construction Practice shall be agreed between the developers and the local authorities.

4.5 Monitoring and Review

4.5.1 Monitoring

4.5.1.1 Monitoring the progress of proposals in the Ebbsfleet Valley and the achievement of targets and objectives is an important element of the overall strategy. Up to date and accurate information on the implementation of the strategy is necessary so that corrective action can be taken at an early stage should problems arise.

P77 A monitoring programme will be established and should include indicators which have been discussed with all interested parties and which amongst others, measure:

- use and effectiveness of the transport network;
- progress of development against masterplan time-scale;
- progress of development against planning and transport objectives;
- community provision;
- environmental mitigation and management, including air and water quality.

4.5.2 Framework Review

4.5.2.1 It is possible that the Ebbsfleet Framework will need to be reviewed in order to ensure that it remains fully relevant as a guide to development in the Ebbsfleet Valley. However, the Framework has an underlying ethos, in terms of the principles of sustainability, environmental care, and community provision. It seeks to apply this in relation to accepting and promoting major development in the Valley and ensuring the economic success of Ebbsfleet Valley for Kent Thames-side and the wider Thames Gateway area. In any review of the Framework it is expected that this ethos will remain, although its detailed delivery and the particular emphasis placed on its components may need to be varied.

P78 The local authorities will review the Ebbsfleet Framework, as necessary, in order to ensure its continuing relevance to achieving regeneration objectives for Ebbsfleet Valley, Kent Thames-side and Thames Gateway.

4.6 Supporting Documentation

4.6.1 The Ebbsfleet Framework has identified a significant number of requirements for both developers and local authorities to ensure that development in the Ebbsfleet Valley is carefully planned and implemented to the best practice and standards. The following draws together the most important documentation which should be submitted, as appropriate, with major non-CTRL proposals. This is not intended to be an exhaustive list and other requirements may be identified in due course.

P79 The local authorities will expect the documentation listed below to be submitted, as appropriate, as part of the major non-CTRL proposals in the Ebbsfleet Valley. The documentation that accompanies the strategies should include the standards that the strategies seek to achieve and the basis on which the standards are derived.

- Environmental Statement

- a full archaeological study
- management and maintenance strategy
- visitor management strategy
- cycling and walking strategy
- filled and contaminated land strategy
- design statements
- transportation strategy (including a travel impact assessment)
- parking strategy
- landscape and open space strategy
- urban design strategy
- utilities strategy
- recreation strategy
- community development strategy
- conservation strategy
- economic development strategy
- phasing and implementation strategy
- construction code of practice
- monitoring strategy

Other documentation to accompany a planning application may be identified by the local authorities. Developers should consult with the local authorities on their proposals before submitting an application.