

Ebbsfleet Development Corporation

Board Meeting Part One			
Date of meeting :	21/04/2015	Agenda item :	EDC / 15 / 006
Title of paper	Infrastructure		
Presented by	Phillip Williams, Interim Commercial Director		
Sub-committee	Not applicable		

1. Introduction

This paper briefly sets out the work underway to establish the infrastructure needs for the Garden City, and future actions to determine the comprehensive requirements to support development.

2. Objective

As part of the budget, the Chancellor required the UDC to work with DCLG to “provide a business plan for the Spending Review (in the Autumn), providing a prioritised, costed, and affordable list of infrastructure needs for the whole of Ebbsfleet.” We have developed an initial list, with some costings, that covers a wide range of items, including the essential and aspirational. We need, as a matter of priority, to develop this workstream and identify expenditure priorities. The Board is, therefore, requested to approve

- That this work needs to be given priority within the UDC.
- That the work will be appropriately resourced within the UDC (there will be limited support available from DCLG, but the UDC are expected to lead).
- That the UDC will procure consultants to prepare an infrastructure strategy.
- That delegated authority will be given to Phillip Williams to agree the specification and procurement approval for the infrastructure strategy.

3. Infrastructure Strategy

If the Board agree, we will use government procurement panels to undertake an open but expedited procurement process to secure consultants to work on an infrastructure strategy. We anticipate the procurement will cost less than £100,000, as there is some cross over with the phase 2 masterplanning procurement, and the work streams detailed below will have done much of the relevant advance analysis.

We are working up a specification for the infrastructure strategy work, but this strategy is likely to focus on the ‘big ticket’ and ‘nuts and bolts’ infrastructure items that are necessary to support the expansion at Ebbsfleet. By that, we mean transport, utilities, education and health infrastructure. The strategy will not deal with

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every item a wider definition of infrastructure; the phase 2 masterplanning has a crucial role in identifying the need for these broader items, including environmental items and local community services. We will ensure that the infrastructure strategy and the masterplanning streams work together, to maximise the synergies of their outputs.

4. Progress

DCLG secondee from Kent County Council made some progress in populating the initial project infrastructure list with data, and there are a number of work streams running across local and central government to develop our understanding further. These work streams will continue alongside, and feed into, work on the infrastructure strategy and master planning.

The Department for Transport are conducting a **review of surface transport** across the Ebbsfleet Garden City, including both road and rail. This work is still in its early stages, and needs to link to work that the Highways Agency are doing to develop junction upgrade solutions for the A2 Ebbsfleet and Bean Junctions, and monitor development options for the lower Thames Crossing. We understand DCLG and/or EDC will be invited to have a representative on the steering group for this work. It is essential that this opportunity be taken up and that a clear steer be given by DCLG and HMT to DfT that the work needs to proceed to a timetable that will support the spending review commission by the Chancellor.

The local authorities are working closely with local health bodies to develop a costed evidence base for **health infrastructure** and operational requirements. Good progress has been made in this work stream, and we are hoping for an initial report during May.

We have held a very positive exploratory meeting with the major utility companies with strategic advice and support from Infrastructure UK. The infrastructure strategy will address **utility infrastructure** phasing and cost-effective future-proofing.