

Public Questions and EDC Response

EDC Board 19 October 2016

The following questions and responses can also be found on the Corporation's website at www.ebbsfleetdc.org.uk

Relating to Item 2a) Interim CEO's Strategic Report

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Q1 According to past Board Minutes AECOM were to produce a Master Plan for EDC. Is this what we have? Why no author and contributor credits?

Answer: AECOM were originally contracted to produce a masterplan, however through the course of their work it became clear that a different type of planning tool was needed that could assimilate the existing masterplans into a single flexible structure, and could adapt to meet emerging conditions within Ebbsfleet. The term 'Implementation Framework' was chosen to better reflect the nature of this tool as a structure to guide direction, rather than to predefine an absolute fixed outcome.

The author and contributor credits will be included in the EDC adopted draft.

Q2 When does EDC think it will be ready to share its preliminary highways modelling work, being undertaken with other interested parties, with external groups such as PMG?

Answer: The EDC will be considering the highways modelling work in more detail with its Client partners including KCC before the end of the year. We will then ensure this intelligence is used appropriate to inform the emerging transport strategy for the area.

Q3. Will the Board please confirm that only the LPER/LRCH eastern route option is now considered acceptable to the EDC and that all future Garden City designs will be based on that decision?

Answer: The EDC is encouraged that LRCH has determined their preferred dedicated access route and we will work with them and the highways authorities and landowners to ensure the detailed alignment has the maximum positive effect on the Garden City. We have incorporated the outline of the proposed eastern route in our Implementation Framework, and hope to confirm further details as soon as these have been developed.

Relating to Item 2b) Communications

Q4 The Implementation Framework (page 7) refers to a six stage iterative process to ensure it represents a shared understanding. The stage 1 Base Line report and stage 2 and 3 Deliverables are not online. Why not share?

Answer: The Stage 1 Baseline Report was released online at the time of publication in August 2015. When the website was updated we chose not to upload it as we didn't think it was relevant, but have now re-uploaded this report back onto the website.

Stages 2, 3 and 4 were iterative releases of a single report, which have been incorporated within the Public Draft of the Implementation Framework.

Q5 Stage 5 is "Consultation Feedback". Why no online form or end-date?

Answer: Due to technical issues with the website the forms were not available at launch, but are now available within the Vision section.

The Implementation Framework is not a traditional 'fixed' planning document, but is intended as a live framework that can evolve to adapt and reflect emerging conditions within Ebbsfleet. As such the website will continue to provide an on-going opportunity for everybody to review and comment on the Framework's direction. Feedback and ideas submitted via the website are managed by our comms team, and responded to typically within 5 days. Feedback specifically concerning the Implementation Framework will also be collated to inform an annual review of the Framework going forward.

Relating to Item 2c) Implementation Framework Update

Q6 First it was to be a Master Plan, then a Supplementary Planning Document and now it's an Implementation Framework. Page 22 records that in June 2016 the draft was shared with "partners/ stakeholders" ... "to allow public consultation to proceed". We now find that no consultation is scheduled. Please explain.

Answer: AECOM were originally contracted to produce a masterplan, however through the course of their work it became clear that a different type of planning tool was needed that could assimilate the existing masterplans into a single flexible structure, and could adapt to meet emerging conditions within Ebbsfleet. The term 'Implementation Framework' was chosen to better reflect the nature of this tool as a structure to guide direction, rather than to predefine an absolute fixed outcome.

The on-going public events being held throughout October have provided the opportunity to engage with local communities on the Framework. These events have been supplemented by the online form now set-up on the website which will enable the public to continue to contribute to the Framework's development going forward.

Q7 The Observatory drop-in event had copies of KCC's "Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031" consultation draft. Consultation closes on 30 October. Will EDC be providing feedback?

Answer: EDC will be responding to the KCC Local Plan Consultation

Relating to Item 3 Chief Planning Officer's Report

Q8 The Implementation Framework seems to have scant regard to impacts on Villages in the Green Belt, south of the A2, as illustrated on page 9. Among its controversial proposals are to override the Local Authority approved "up to" number of dwellings, replace the DBC Supplementary Parking Document and not accept all 10 TCPA Garden City Principles; e.g., with respect to the percentage of affordable homes and capturing rising land value to repay infrastructure costs and provide a portfolio of assets which are proactively managed in perpetuity for the benefit of the Garden City community. When and how will the Planning Committee and Officers use the Implementation Framework, as it is not a statutory document?

Answer: It is the intention, that following endorsement of the document by Dartford Borough Council, Gravesham Borough Council and Kent County Council, the EDC Planning Committee and its Officers will consider the Implementation Framework when making planning decisions. The framework will not be a supplementary planning document and so it will not form part of the development plan for the area. The existing local plans will therefore take priority, however, the framework document clearly captures the vision that the EDC and its stakeholder partners have for the area and so it is a material consideration when making a planning decision.

Relating to Item 4 Finance Director's Report

Q9 In September 2015 it was estimated that reconfiguration of Northfleet landfill sites and their remediation for development purposes could be approximately £500 m. How much of the £310 m, 5-year, budget, will be spent on removal of contamination from the landfill area now proposed to become Ebbsfleet Garden City's "Central Park"?

Answer: It is currently anticipated that none of the £310 million will be used on the removal of contamination in that area. Some EDC capital funding will be used to create parks within the Garden City.

Q10 We now learn that "Lift and Shift" means freeing-up the area taken by 9,000 surface car parking spaces serving Ebbsfleet International Station by building new multi-storey car parks. What will be the EDC capital spend?

Answer: It is currently anticipated that none of the £310 million will be used on building new multi storey car parks. Some EDC capital funding may be used to assist the growth of the commercial area around the International station.