

Shorne Parish Council

————— Borough of Gravesham —————

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17th October 2023

Application ref 20221064

Outline planning application with all matters reserved, except for the primary means of access and road layout, for a phased mixed-use redevelopment involving the demolition of existing buildings and structures including site preparation / remediation works, and the development of residential units (Use Class C3), Class E uses including floorspace for retail Class E(a)), food/beverage and drinking establishments (Use Class E(b)), local services (Use Class E(c)), indoor sport/recreation/fitness (use Class E(d)), healthcare space (Use Class E(e)), creche/nursery uses (Use Class E(f)), office floorspace (Use Class E(g)(i)), a new multi-use stadium with associated business and leisure facilities (sui generis), hotel (Use Class C1), community uses floorspace (Use Class F2). The phased redevelopment will include other sui generis uses, delivery of open space and significant realignment of the road network including the A226 Galley Hill Road / Stonebridge Road / Lower Road with hard / soft landscaping, car and cycle parking provisions, infrastructure works, ancillary and associated works.

Northfleet Harbourside - Land Surrounding Ebbsfleet United Football Club, Stonebridge Road, Northfleet.

Although this site is the other side of Gravesend from Shorne, the proposals will nevertheless have impacts on Shorne Residents.

1) The current proposals:

The proposals as described currently could have some good outcomes for the Northfleet area if delivered. We have concerns though as to whether the entire proposals are in fact deliverable and whether the whole scheme will end up being built. The proposals are at present very conceptual, hoping to emulate design seen elsewhere, but they may not be realistic.

The proposals include very tall high-rise elements which will tower over the neighbouring area with resulting detriment to local ambience and will cut off views to the Thames and beyond. The heights of the buildings will also have widespread visual and landscape impact, with very negative effects on views over a considerable distance. This will be particularly detrimental at night. It would be preferable to greatly reduce the heights.

2) Loss of existing businesses:

The proposals involve demolition of a large number of existing businesses of types that are not being re-provided on the site. This will result in considerable loss of local employment. It is not clear where else these businesses might be able relocate to or whether they will be completely lost to the area. Many of these businesses are auto trades, retail (some major) and repairs etc, and are presently used by Shorne residents.

3) Sustainability:

With both Northfleet, and Ebbsfleet International stations nearby, the proposals in theory offer a very sustainable development, however, experience goes to show that there will still be a considerable increase in car use that will impact adversely on the local road network.

Facilities like shops, restaurants, offices, sports centres will attract workers and visitors to the area and increase inward car trips for access.

It is unclear who the tenants/purchasers of the new properties will be, net inward migration will put additional pressure on schools and healthcare facilities that are already understaffed and overwhelmed.

Getting onto trains in the rush hour is already difficult and this development will make it worse.

4) Parking provision is inadequate:

Parking provision as proposed is less than standard guidance, arguably to discourage/prevent car ownership however, again in practice that does not happen and overspill parking could result on local roads and at places like Ebbsfleet International station car parks. The referencing to the Kent parking standards has been very selective, and the justifications for low parking provision are not credible.

5) Road access routes and traffic congestion:

Because the proposed development is pinned against the river, its road access routes are automatically constrained.

The A226 on the west and the B2175 on the east are always congested in each direction. The A226 on the west is currently cut off at Galley Hill following the chalk cliff and it is unknown when it will be reconnected.

The only route of access to the strategic road network is by using Thames way and the A2260 past Ebbsfleet International station. The development would greatly increase the traffic on these already

busy and congested routes and would particularly impact adversely on rural residents wanting to access Ebbsfleet International station, which effectively requires car use and parking.

6) Construction impacts:

A very long, phased construction period is proposed. This will, over the eight years proposed, result in considerably increased congestion on local and approach roads and possibly the strategic road network.

Summary:

In our view, there are a lot of things wrong with this proposal, certainly as presently submitted, and it will have a variety of adverse impacts on existing residents of Gravesham, including those living in Shorne.