

Supporting the Dartford Local Plan and infrastructure delivery over future years, this Statement provides strategic context and direction for working with infrastructure and service providers to continue to achieve infrastructure alongside planned Borough growth.

Future Infrastructure Statement

Dartford Local Plan
December 2021

Planning Policy Team

DARTFORD
BOROUGH COUNCIL

Contents

INTRODUCTION	i
PART 1: Strategic Objectives & Headline Growth	1
Local Plan Strategic Objectives	2
Local Plan Policy	2
Headline Growth.....	4
PART 2: Infrastructure Needs & Delivery	7
PART 3: Spatial Relationship of Infrastructure	19
A. Borough-Wide Infrastructure	19
B. Central Dartford.....	22
C. Ebbsfleet & Swanscombe	25
D. Stone/ Greenhithe.....	28
PART 4: Future Direction & Engagement.....	30
Financial & Planning Implications	31
Principal Infrastructure Types Not Fully Defined	32
Appendix A: Key Local Plan Policy Support for the Provision of Infrastructure	33

INTRODUCTION

0.1 This Statement is produced by Dartford Borough Council to support delivery of the Dartford Local Plan and provides a strategic longer term context to direct future infrastructure investment decisions. It complements and draws from both the Council's infrastructure documentation and the plans produced by other service and infrastructure providers, in order to outline the key infrastructure needed in the future, where within the Borough this will be required, and how it can be delivered to support planned growth. It is a non-statutory document and the first document of its kind for Dartford.

0.2 The government have recently confirmed the importance of securing infrastructure provision alongside new development through making an amendment to the National Planning Policy Framework (NPPF). The 2021 NPPF, paragraph 11a, now confirms that the presumption in favour of sustainable development means that for plan-making (emphasis added):

“all plans should promote **a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure;** improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects”

0.3 The Local Plan provides a vision and strategic objectives for the Borough into the 2030s, and aligns development and infrastructure, especially spatially. However the temporal alignment with infrastructure may not always stretch over the whole Local Plan period without further strategic guidance, particularly as some service providers only work on a shorter-term basis. The Council is also aware it is not the direct provider of the bulk of infrastructure/ services in Dartford. Therefore by focusing on the Local Plan, which is the main legal basis for decisions on planning applications, this Statement helps clarify the sum of anticipated broad infrastructure requirements over time (insofar as is feasible in current changing times), and provides an overall Dartford perspective that may inform additional engagement with infrastructure providers.

0.4 In terms of national priorities and recent requirements, the National Infrastructure Commission¹ particularly highlight the need for progress now with respect to:

- greenhouse gas emissions
- asset maintenance issues
- surface water flooding
- serious pollution incidents from water and sewerage
- urban transport connectivity

0.5 This gives a flavour of challenges that may be anticipated, however this Statement has a specific focus on Dartford, both as one of the fastest growing second tier local authorities in the country in recent years (and now with prospects for significant additional planned development), and as place and community with its own specific environment and need characteristics.

Structure and Aims

0.6 Part 1 sets out the strategic objectives that form the context for the delivery of infrastructure and the Local Plan policy framework supporting infrastructure provision. This section also sets out the headline growth identified within Dartford's Local Plan and the focus placed on two priority development locations within the Borough. This growth creates the need for

¹ <https://nic.org.uk/studies-reports/national-infrastructure-assessment/baseline-report/#tab-brief>

infrastructure provision to support continued delivery of regeneration as planned within the Borough. Sustainable development of both existing and new communities, covering the economic, social and environmental needs, requires provision of all appropriate types of infrastructure to achieve integrated, low-carbon, neighbourhoods, and to sustain a cohesive growing society.

0.7 The overall potential types of infrastructure underpinning Dartford's future sustainable development, and primary existing plans by local and national organisations for its provision are outlined in Part 2. To confirm, the Statement does not seek to set out detailed project plans for the delivery of the infrastructure required. These are set out in other documents and the relationship between these and the Statement, in terms of the data sources provided and ability to inform infrastructure planning, is covered within this section. The Statement is related to several other documents produced by infrastructure providers and is intended to inform future infrastructure delivery and planning. This will be particularly through documents produced by the Borough Council, most notably Dartford's Sustainable Transport Strategy, Infrastructure Delivery Plan (IDP) and Infrastructure Funding Statement (IFS), and future additional strategies and guidance.

0.8 Part 3 sets out in broad terms the spatial relationship between infrastructure provision and the planned growth set out on the Local Plan, and provides an overview of some essential local projects anticipated to be prioritised within the plan period. This provides locally distinct outputs by collating additional information on projects or categories of infrastructure related to the broad areas of growth within the Borough as set out in the Local Plan. However themes and future projects with a Borough-wide impact are also addressed.

0.9 Part 4 of the Statement provides a summation of the overall direction of infrastructure provision and the further actions to be taken to ensure that infrastructure is delivered in line with planned development. This would include the highlighting of infrastructure themes or changes where further intervention is necessary, and the ongoing engagement with infrastructure providers to ensure that their plans for future investment supports sustainable growth within the Borough.

0.10 The overall aims of this Statement are:

- To confirm key infrastructure needs arising from development over time in the Local Plan, by complementing the projects service providers are seeking to address with local identification of required additional infrastructure needs from development;
- To supply a long-term overview on expected infrastructure provision, providing information beyond the main focus of service providers on current/ imminent project delivery, and informing the initial review for future IDPs/ potential projects considered through annual CIL governance arrangements (and to inform potential future refinements of CIL Charging Schedule and governance); and
- To outline a strategic needs-based, plan-led, perspective on overall future infrastructure planning for Dartford (not aiming to supply new/ full details of individual projects) for the benefit of residents and investors in Dartford, service/ infrastrucutre providers, and others.

PART 1: Strategic Objectives & Headline Growth

1.0 This part of the Statement outlines the Local Plan proposals it is seeking to respond to and support.

1.1 Dartford Borough Council has published the Pre-Submission Dartford Local Plan – September 2021, with the intention of it replacing/ updating the 2011 Core Strategy and 2017 Development Policies Plans. The Vision for the Borough to 2037 contained within this Local Plan is shown below (with references to infrastructure provision highlighted):

Borough Vision:
<p><i>Dartford Borough will be known across Kent, the Thames Estuary and beyond as a desirable and popular place to live, work and enjoy leisure time. Dartford will be recognised as well-connected and served by good infrastructure and facilities, with a strong economy and new and existing towns and villages of acclaimed quality of life and prosperity.</i></p> <p><i>Neighbourhoods across the Borough will be attractive, healthy, secure, low-carbon and environmentally resilient, benefiting from excellent built and natural environments and improved living standards. They will afford easy access to local services, the open countryside, rivers and natural surroundings. The individual identity, and sense of place and heritage, of Dartford’s established towns and villages will be retained and enhanced. Valued and sensitive local landscapes and townscapes will be suitably preserved for future enjoyment.</i></p> <p><i>New development for economic and physical regeneration purposes, addressing social deprivation where found in neighbourhoods, will bring employment, facilities, and new infrastructure. Local residents will be able to access a diverse choice of homes to suit their needs at different stages of their life, through a range of accommodation available in a variety of types and tenures.</i></p> <p><i>The wellbeing of the Borough’s communities will benefit from investment and planned development and new technology. This will provide new and upgraded services, including handy, high frequency and reliable clean transport links, appealing walking and cycling routes, and improved local community, cultural, sports and recreational resources.</i></p> <p><i>New settlements in Dartford Borough will be sensitively integrated with existing communities and the local environment, bringing accessible new services, public greenspaces and attractive waterside settings. They will be served by walkable, convenient and high quality jobs, public transport, healthcare, and education and other services.</i></p> <p><i>Retaining a clear sense of its history, Dartford Town Centre’s streets, open spaces and riverside will be engaging and elegant, creating a place that is easy and enjoyable to use, walk around and experience. The vibrancy of the Town Centre will be supported by a diversified economy, new premises and more residents living in the town. Central Dartford will be the community heart of the Borough with a thriving, creative and innovative ambience, with the mix of activities and its high quality environment giving many reasons to visit.</i></p> <p><i>Ebbsfleet Garden City will be sensitively integrated alongside surrounding neighbourhoods and in a way which protects and enhances biodiversity, geodiversity and heritage assets. At Ebbsfleet, the central area and its rapid public transport connections will form a vibrant and enterprising urban hub, a genuinely dynamic place to work and live. It will be characterised by healthy, green and open environments, with high quality streets for walking and</i></p>

Borough Vision:

cycling. Ebbsfleet's new communities will be well-linked, distinctive, diverse and thoughtfully designed, to reflect the needs, and cultural and landscape heritage, of the Borough.

Local Plan Strategic Objectives

1.2 As can be seen from the Borough Vision there is a strong emphasis on the provision of infrastructure alongside new development that would result in new communities being well connected to jobs and services. The provision of new infrastructure and improvements to existing infrastructure would also mean that communities would become more cohesive with new development integrating with existing neighbourhoods and wider benefits shared.

1.3 The Dartford Local Plan Publication 2021 sets out 14 strategic objectives around the themes of Wellbeing of Communities; Infrastructure & Economic Invest; and A Green & Attractive Environment. These are set out in full in Appendix A. The following six objectives have a direct relationship to the provision of infrastructure to support the planned growth:

W1: Achieving cohesive, safe, walkable and attractive neighbourhoods, with a real sense of place and vitality that reflects the area's heritage and potential, and whose residents enjoy a choice of homes suited to their needs and easy access to local everyday facilities, including education and healthcare.

W2: Improving health and wellbeing, and air quality arising from congestion, through reducing the need to travel by private vehicle, particularly by retaining and providing jobs, services, shops, community facilities and open space at suitable locations close to residential areas and where good public transport services are within easy walking distance.

I1: Continuing urban regeneration through optimising the re-use of accessible and suitable brownfield land primarily within the north of the Borough to meet future local housing and employment needs, and delivering new infrastructure for travel, schools/skills, health, and other local services.

I2: Facilitating a range of upgrades to the transport network, and a choice of sustainable and active travel options, with rapid and reliable public transport linking existing neighbourhoods and developments to key destinations and facilities, together with a high quality and comprehensive walking and cycling network.

G4: Promoting sustainable local environments and habitats, achieving biodiversity net gain and active and healthy living, at new developments and through greenspace and landscape protection and provision, enhancing the green grid of footpaths, public rights of way, cycle routes, wildlife corridors, rivers and countryside links.

G5: Acting to ensure no increase in flood risk in the Borough, and creating attractive and accessible riversides, encouraging sensitive recreation and travel on and alongside the Rivers Thames, Darent and Ebbsfleet.

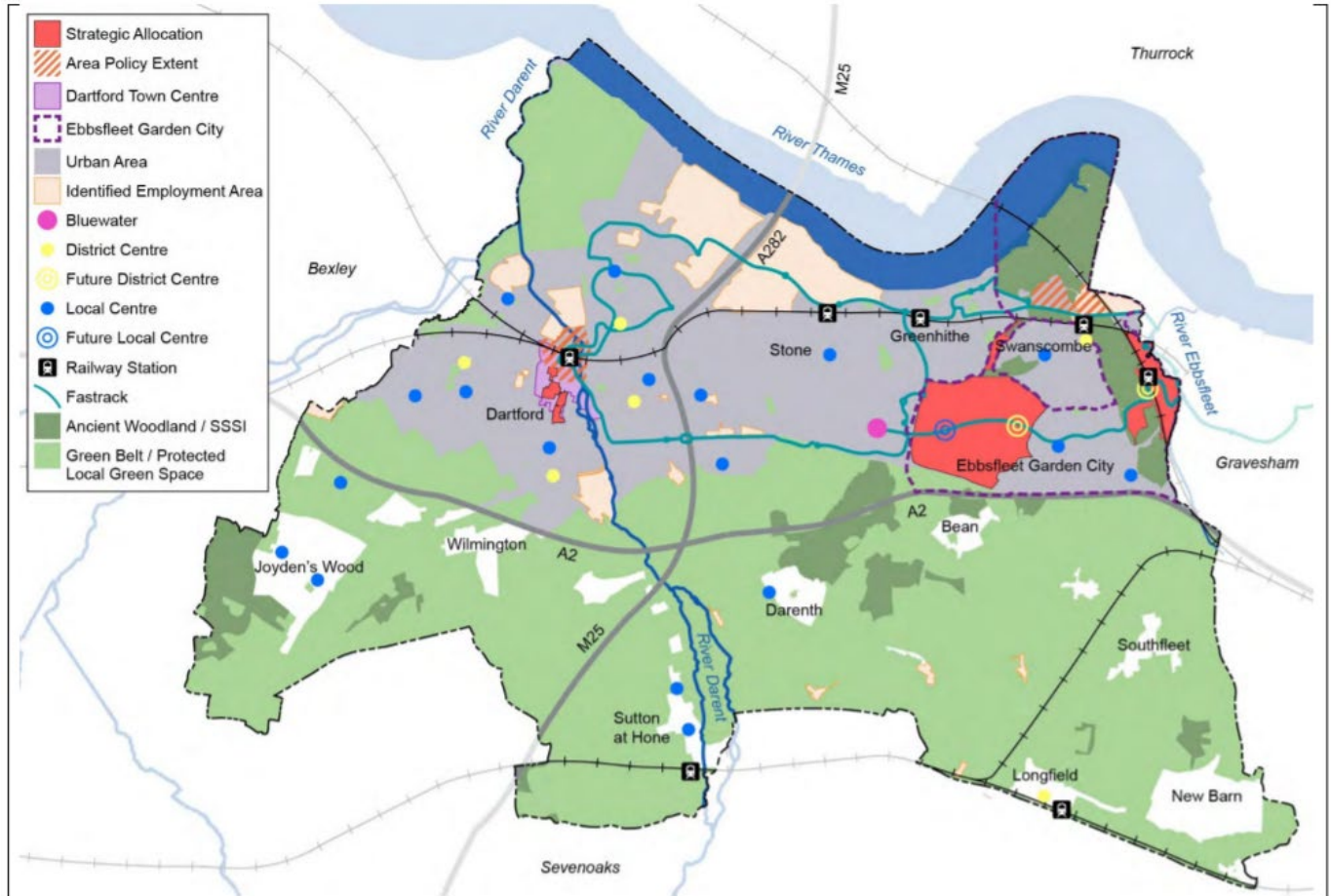
Local Plan Policy

1.4 Policy S1 sets out the spatial strategy for the whole Borough, featuring (clause 3) "The overriding priority for development in the Borough is at:

- Central Dartford; and
- Ebbsfleet Garden City.

1.5 These growth locations will be regenerated with the provision of new and improved infrastructure and strategic mixed use development.” The principal Borough-wide provisions of the plan are illustrated below.

Figure 1 Key Diagram



1.6 The key policies within the Local Plan relating to the delivery of infrastructure are S2 (Infrastructure), M16 (Travel Management), M17 (Active Travel), M18 (Community Uses). These are set out in full in Appendix A with the key aspects of each policy set out in table 1.

Table 1 Local Plan Infrastructure Policies

Policy	Description
S2 Infrastructure Planning Strategy	The policy promotes development that is plan-led with the co-ordinated delivery of new infrastructure including community uses (education, health, sports facilities, cultural facilities and local shops). Existing community uses will be retained and new development will be located where well-served by public transport and within easy walking distance of local facilities. Transport upgrades will be maximised and the infrastructure needed to serve development will be co-ordinated with the relevant agencies and service providers. Development will contribute to infrastructure provision either through contributions or in-kind.
M16 Travel Management	Development must be appropriately located and make suitable provision to minimise and manage transport impacts and must include appropriate vehicular access arrangements and measures for active and sustainable travel. Major development sites should allow for dedicated Fastrack routes. Land for improved rail connectivity between Abbey Wood and Ebbsfleet is safeguarded. Opportunities for enhanced movement on and alongside rivers are supported.
M17 Active Travel, Access & Parking	Development must promote walking, cycling and public transport use through the provision of attractive, well-designed and safe routes. Transport assessments and travel plans must take account of Kent County Council guidance. Adverse effects from travel must be minimised. Development must provide an appropriate level and form of vehicle parking.
M18 Community Uses	New community facilities will be supported where they are in an appropriate location and of a type, scale and design to reflect the needs of existing and emerging communities. Development of existing community facilities/land for non-community uses will be refused unless clear evidence can be provided supporting this. Specific land earmarked for community facilities will be safeguarded.

- 1.7 Further references to infrastructure provision are included in a wide number of other Local Plan policies and these are identified in Appendix A. There is a particular emphasis on the relationship between development and the provision of infrastructure through the Local Plan policies related to Central Dartford (policies D1 – D7) and Ebbsfleet & Swanscombe (policies E1 – E5).
- 1.8 In relation to Borough-wide themes on the provision of infrastructure, Local Plan policies cover the Green Grid network (policies S3 and M14), initiatives to tackle flood risk (policy M4) and Bluewater as a sustainable transport hub (policy M22)

Headline Growth

- 1.9 The Local Plan highlights it needs to respond to a range of key Borough social and economic factors including:
- A rapidly growing population needing new local infrastructure, particularly for health and education.
 - A population profile that includes a high percentage of children and young adults who will require sufficient educational, employment and leisure opportunities, and access to housing, to meet needs for the future.

- High levels of mobility that puts pressure on public transport and creates traffic/ congestion in the Borough contributing to pollution levels.
- Requirements to support healthy living with the potential for greater walking and cycling, promoting clean air and access to the countryside and greenspace.
- An ageing population that should have the right kind of community infrastructure easily available to meet needs.

1.10 To meet these social and economic factors the Local Plan sets out the following growth across the Borough over the 2017-2037 Plan Period:

- An average of 790 new homes per annum to be built (a substantial proportion of these to be delivered through existing planning consents), with a target for 80% of new homes to be built on brownfield land.
- Central Dartford (through the renewal of existing uses) and the Ebbsfleet Garden City are identified as the main areas of focus for future new development with specific land allocations within each of these areas.
- Approximately 22,000m² per annum of new commercial, business and service uses, and community and learning uses (including offices, health facilities and schools); and approximately 25,000m² per annum of new industrial/ distribution premises delivered.

Central Dartford

1.11 The high quality transformation of central Dartford is actively supported as a destination to invest; be productive and creative; visit for shopping, leisure and services; and as a place to live. There are now clear opportunities and impetus to realise the transformation of Dartford town centre and its surrounds. Significant diversification and growth activities will create a greater vibrancy and economic benefits. Current projects and strategic plans will continue to advance, leading to the sympathetic refurbishment of key streets, public spaces and historic buildings; removing some of the barriers to movement and improving links across the area; and achieving redevelopment of key sites.

1.12 Three sites have been specifically allocated within the Local Plan for mixed-use development in Central Dartford. These are complemented by a broad development policy for the regeneration of further sites around Dartford Station and the River Darent area. The key locations for development within Central Dartford are therefore:

- Westgate Site Allocation
- East of Lowfield Street Site Allocation
- Priory Centre Site Allocation
- Station Surrounds/ River Darent Development Area

Ebbsfleet & Swanscombe

1.13 Ebbsfleet Valley has long been identified as an area with the potential for large scale development providing a range of activities involving the re-use of land. Government announced the formation of a new Garden City for Ebbsfleet in 2014 and the Ebbsfleet Development Corporation (EDC) was formed in 2015 to co-ordinate, facilitate and over see the delivery of this Garden City. The Garden City is now at a crucial point, part way through the stages of realising the long-term regeneration that would provide homes, jobs and

infrastructure including major new green spaces. Castle Hill and Ebbsfleet Green are largely complete. Areas with planning permission that are coming forward include the strategic site of Alkerden and Ashmere and the relatively small sites of London Road/ Craylands Lane and Croxton & Garry.

- 1.14 The Ebbsfleet Central area is key to the creation and delivery of a mixed-use commercial hub of activity of very high significance to the future economic, community development and infrastructure growth of the Garden City and the Borough. Development of land to the east of Ebbsfleet International Station/ High Speed rail line will be a priority. Land to the west will be redeveloped but need to take particular account of the recently designated Swanscombe Peninsula of Special Scientific Interest and the Bakers Hole Scheduled Monument.
- 1.15 Therefore two sites have been specifically allocated within the Local Plan for mixed-use development within the Ebbsfleet Garden City. In the Local Plan there are two other key areas one covering a broad development policy redevelopment area whilst the other covers an existing community and is aimed at maintaining it as a distinctive neighbourhood. These key locations within the Ebbsfleet & Swanscombe area are:
- Ebbsfleet Central Site Allocation
 - Alkerden & Ashmere Site Allocation
 - North of London Road, Swanscombe, Development Area
 - Swanscombe Neighbourhood
- 1.16 The Local Plan does not propose the delivery of the London Resort on Swanscombe Peninsula as part of its growth strategy for the Borough. However, it notes that if London Resort was successful in obtaining consent through the Nationally Significant Infrastructure Projects (NSIP) process and delivery of the first phase was to take place then a review of the Local Plan will consider the need to revise planning policy and infrastructure needs in response to the projected impacts.

PART 2: Infrastructure Needs & Delivery

- 2.0 This part of the statement considers the relationship between the identification of needs and delivery actions in Dartford: activity by infrastructure providers and the Council (and its strategic planning documentation). Firstly, to scope out the nature of ‘infrastructure’ requirements, applicable categories are outlined. Then, the headline implications of a range of major infrastructure plans on the Borough are reviewed.
- 2.1 The infrastructure required to support development and growth across the Borough comes in many forms and is delivered by a wide range of service/ infrastructure providers. Table 2 gives a broad summary of this infrastructure grouped under broader categories.

Table 2 Infrastructure Categories

Category	Infrastructure	Main Provider(s)
Community Facilities	Libraries Places of Worship Community Centres/Halls/Hubs Arts & Cultural Facilities Entertainment Venues Sports Facilities (other than sports pitches)	DBC, EDC, KCC, developers, and voluntary/charitable and private organisations
Education	Infrastructure that expands the provision of: <ul style="list-style-type: none"> - Early Years - Primary - Secondary - Post-16 - Special Educational Needs - Community Learning 	KCC, private, North West Kent College
Emergency Services	Infrastructure that improves the ability for the following services to meet emergency response from growing population: <ul style="list-style-type: none"> - Police - Fire - Ambulance - Coastguard 	Individual services as listed through the Kent Resilience Forum
Flood Risk	Infrastructure that mitigates the risks of flooding and/ or improves defences against risk of flooding. The principal focus being adjacent to the Thames Estuary, river Darent and river Ebbsfleet.	EA, DBC, EDC, KCC Developer
Green Grid	Infrastructure that improves the PROW network across the Borough and/ or links existing and new Green spaces. Particular emphasis would be on improving accessibility for users of all abilities and providing ecological corridors for wildlife.	DBC, KCC, EDC, Parishes, Voluntary
Health	Infrastructure that expands the provision of the following: <ul style="list-style-type: none"> - Primary Care Facilities - Darent Valley Hospital - Integrated Care Partnership - Social Care - Health & Wellbeing 	CCG, NHS, DVHT, KCC, Private/ Charitable DBC, EDC

Dartford Local Plan Future Infrastructure Statement

Category	Infrastructure	Main Provider(s)
Open Space	Infrastructure that creates, enhances or increase the use of: <ul style="list-style-type: none"> - Country Parks - Public Parks - Recreation Grounds/Sports Pitches - Public Realm 	DBC, KCC, EDC, Parishes, Developer.,
Transport		
Active Travel	Walking and Cycling improvements that produce a comprehensive and safe network for use, including pedestrian crossings and secure cycle parking facilities.	DBC, KCC, Developer, Sustrans
Public Transport - Bus	Infrastructure that improves the level of service, reliability, experience and ease of use through: <ul style="list-style-type: none"> - Fastrack BRT - Other Bus Services Demand Responsive/Community Buses	KCC, EDC, Bus Operators
Public Transport – Rail	Infrastructure that would improve the capacity of rail services and provide better facilities for passengers to encourage greater use through: <ul style="list-style-type: none"> - station improvements - service level enhancements rolling stock	Network Rail, Train Operating Companies
Public Transport - Other	Infrastructure that would lead to the introduction of river services for passengers on the river Thames.	Private Operators
Parking	Infrastructure that would improve the management of parking across the Borough and provide for future requirements through: <ul style="list-style-type: none"> - Parking Controls - Parking management - EV Charging Points 	DBC, EDC, Developers
Integration	Infrastructure that would result in better integration between transport modes, particularly between more sustainable forms of transport, and including the development of key Transport Hubs.	DBC, EDC, KCC, Network Rail, Bus Operators.
Highway Works	Physical improvements to either the strategic or local road network for the purposes of improving capacity, reducing congestion or improving safety.	NH, KCC, EDC, DBC
Highway Works	Physical improvements to either the strategic or local road network for the purposes of improving capacity, reducing congestion or improving safety.	NH, KCC, EDC, DBC
Utilities	Electricity Supply Gas Supply Telecommunications (including Broadband) Water Supply Wastewater Treatment Power Generation (Including waste-to-energy)	Utility Providers
Waste	Infrastructure that would improve the capacity for: <ul style="list-style-type: none"> - Recycling Facilities (small scale) - Household Waste Recycling Centres 	KCC, Developer

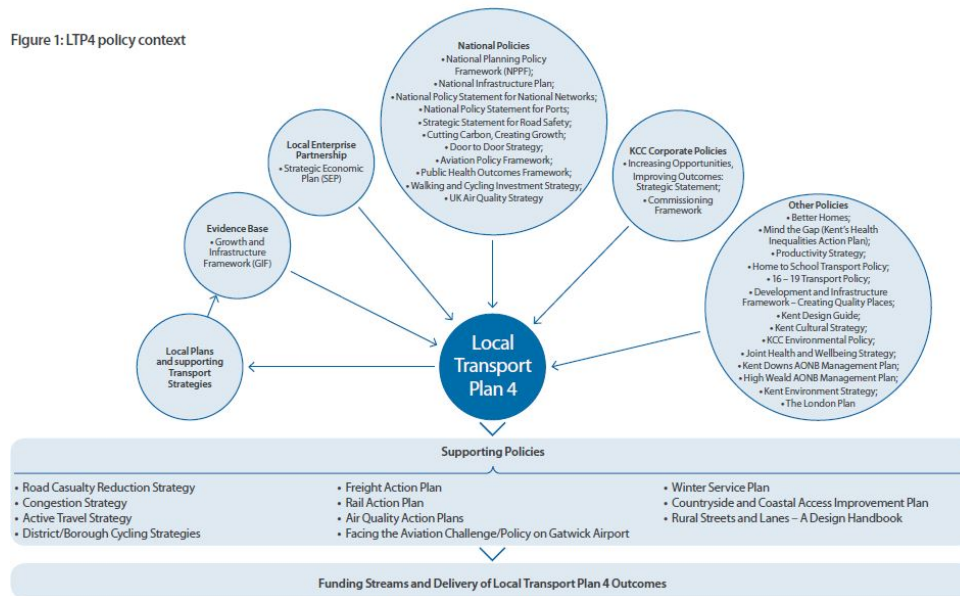
Category	Infrastructure	Main Provider(s)
	- Waste Transfer Stations	

- 2.2 The need for infrastructure improvements to support the planned growth within the Local Plan has been determined through consultation/ engagement with the the infrastructure/ service providers identified in Table 2. This has been either directly or through forums established to discuss planned improvements to infrastructure provision.
- 2.3 Formal responses to Local Plan proposals were received from a range of infrastructure providers. The most recent comments (on the Local Plan published September 2021) are typically seeking (from planning policy and infrastructure plans):
- Recognition of the role of infrastructure providers/ services, including in order to secure input directly to strategy and to review local evidence –partnership working.
 - Their assets and services optimised for the future in line with their corporate strategies (which may or may not include protection of physical assets) i.e. a suitable planning policy balance of flexibility and clarity tailored to their needs.
 - Acknowledgement of infrastructure delivery issues (including funding and timing).
 - Facilitation of appropriate action and communication by developers consistent with the above objectives, through a suitable planning framework.
- 2.4 With these aspirations of service/ infrastructure providers in mind for the Local Plan, the principal aim of the Borough Council’s engagement has been to ensure that planned growth within the Borough is, in turn, reflected in the investment plans and strategies being developed by the infrastructure providers.
- 2.5 The formal timecales within which agencies and companies plan ahead varies (as does their rate of strategy/ evidence updating). In dealing with this, although communication is ongoing, the Council has to work principally on the basis of published finalised information from providers. This is considered whether or not it includes any information specific to the Borough: sometimes data is not available at a local level.
- 2.6 Some of the key plans and strategies that the Council aims to review and influence to ensure that infrastructure is delivered in line with development include the following:

Local Transport Plan (LTP) for Kent

- 2.7 Kent County Council, as the local transport authority, has a statutory responsibility to produce the Local Transport Plan for Kent that clearly identifies the transport priorities for Kent as well as emphasising the transport investment required to support growth. The LTP is informed by national and local policies and strategies and is delivered through supporting strategies, policies and action plans as shown in the diagram below.

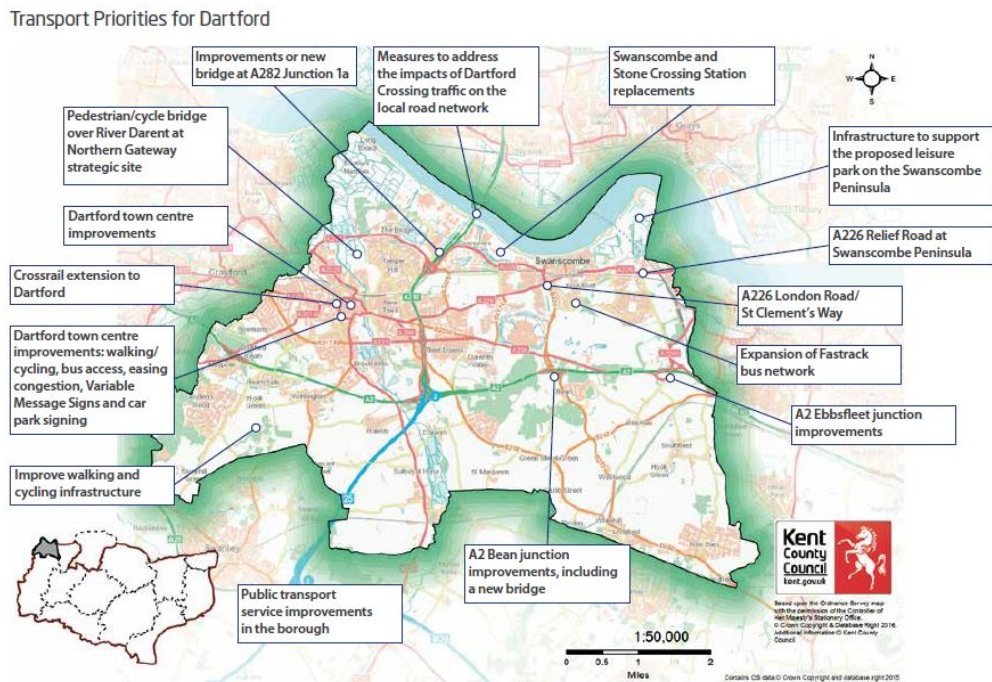
Figure 2 LTP4 Policy Content



2.8 The LTP4, published in 2017, focuses on the transport priorities for the period 2016–2031 and within this document the following plan shows the transport infrastructure priorities for Dartford at that time.

2.9 Kent County Council has recently started its work on a new Local Transport Plan for Kent (LTP5) through which Dartford Borough Council will promote its priorities for transport infrastructure to support the Local Plan.

Figure 3 LTP5 Transport Priorities for Dartford



Department for Transport Route Investment Strategies (RIS)

- 2.10 This stems from central government's commitment to a 5-year funding settlement for National Highways to allow them to plan their work efficiently and provide the confidence needed to invest in improvements to the strategic road network. The Route Improvement Strategies are developed on the basis extensive public engagement, consultation, research and evidence gathering.
- 2.11 The first of these strategies RIS1 covered the period 2015-2020. RIS2 covering the period 2020-2025 included the A2 Bean & Ebbsfleet junction improvements.
- 2.12 Consultation/ engagement of RIS3, covering 2025-2030, has recently commenced.

Kent Bus Service Improvement Plan

- 2.13 Kent County Council produced the Bus Service Improvement Plan (BSIP) in October 2021 to provide a strategic vision of how Kent's bus offer can be improved in line with the requirements of the National Bus Strategy. The intention is that the BSIP will provide a framework for delivery that can be introduced through new statutory processes from March 2022. Funding from the £3 billion allocated by Government will be essential to delivery. The document will be reviewed at least annually to reflect any changing circumstances in the county and align with new or changing national policy requirements. The Kent BSIP sets out a series of initiatives covering:
- Network Development
 - Alternative Delivery Model
 - Fares & Ticketing
 - Infrastructure & priority
 - Environment & Air Quality
 - Innovation & Digital Accessibility
 - Public Transport Information
 - Highways Network Development
- 2.14 At this stage the Kent BSIP does not set out specific measures for the improvement of bus services at the Dartford Borough level. It is anticipated that these will be developed through 2022.

Network Rail Southern Strategic Plan

- 2.15 The strategic plan covers the five-year period from April 2019 to March 2024 known as Control Period 6. It builds upon the South East Route Delivery Plan and Wessex Route Strategic Plan both first published in March 2019. The plan shows how investment will be used over this period to operate, maintain and renew railway infrastructure. Figure 7-3 within the plan identifies the Kent route key renewals which identify the following planned works in (and around) Dartford:
- Dartford track switches & crossings works
 - Slade Green Junction track works
 - Hythe Road overbridge structure improvements
 - Barnehurst cuttings geotechnical works

2.16 Network Rail also published the ‘South East Route: Kent Area Route Study’ in May 2018 which identifies ways in which the rail industry can meet forecast demand for both passenger and freight over the next decade and beyond. The Route Study contains significant proposals within CP6 the principal options of relevance to Dartford Borough being an Ebbsfleet Southern link and power upgrades at various locations on the Kent Route network.

Commissioning Plan for Education Provision in Kent

2.17 Kent County Council as the strategic commissioner of education provision in Kent sets out how it will carry out its responsibilities for ensuring there are sufficient places for all learners through the Commissioning Plan. The document is produced annually taking account of demographic trends and planned development and covers special educational needs, early years and childcare, post-16 education and training, primary (4-10 year olds) and secondary (11-16 year olds) school provision. The latest Commissioning Plan published in early 2021 covers the period 2021-2025 but work is underway at present to update this to 2026. The review work is on-going in order to respond to development delivery. For Dartford Borough sets out the following planned new provision over this period to meet forecast demand from new development and demographic changes to existing housing stock.

Table 3 Planned Educational Provision in Dartford

	By 2021-22	By 2022-23	By 2023-24	By 2024-25	2025-2029
<u>Primary Provision</u>					
Dartford North	1FE expansion	1FE expansion	30 Year R places		
Dartford East	1FE expansion				
Swanscombe & Ebbsfleet			New 1FE school	1FE expansion	1FE expansion 2 new 2FE schools
<u>Secondary Provision</u>					
Dartford & Swanley Non-Selective	2FE expansion	2FE expansion	New 4FE school		4FE expansion
NW Kent Selective		1FE expansion	2FE expansion		
Specialist Resource Based Provision	15 place primary ASD		15 place primary and 25 place secondary ASD/SLCN		
Special School		New 210 place school			
Notes:	Both primary and secondary school provision is managed across planning groups with there being 7 primary planning groups, 1 non-selective secondary planning group and 1 selective secondary planning group covering Dartford Borough. Specialist Resource Based Provision is for special educational needs within mainstream schools. ASD – Autistic Spectrum Disorder SLCN – Speech, Language & Communication Needs				

Kent & Medway Clinical Commissioning Group General Practice (GP) Estates Strategy

2.18 The GP Estates Strategy forms one of the key strands supporting delivery of the overarching Primary Care Strategy for Kent & Medway. The purpose and focus of this document is to strategically define the key areas of population growth along with a set of key principles and requirements to inform the identification of premises development and improvement priorities to support sustainable and resilient general practice. The latest GP Estates Strategy published in August 2021 was produced with analysis of the emerging Dartford Local Plan and housing supply information. The ‘Local Picture’ sections of the strategy are reviewed

regualry and updated on an annual basis to reflect any significant changes. For general practice within the Borough the GP Estates Strategy identifies the following premises development and improvements:

- Swanscombe & Bean Partnership and Temple Hill Group are developing plans for new premises in Greenhithe/Stone to replace three branch surgeries.
- Swanscombe & Bean Partnership is in the process of completing an extension to the Swanscombe Health Centre.
- A project to reconfigure Temple Hill Surgery has been proposed and is supported in principle.
- A strategic outline business case is being developed for a proposed Health & Wellbeing Centre within Ebbsfleet Central and at an appropriate time an expression of interest will be undertaken with existing practices across Kent & Medway regarding primary care provision for this area.

Thames Estuary 2100 (TE2100 Plan)

- 2.19 The Thames Estuary 2100 Project was established by the Environment Agency in 2002 with the aim of developing a strategic flood risk management plan for London and the Thames Estuary through to the end of the century. The TE2100 Plan, published in November 2012, sets out the recommendations and actions that are needed to manage flood risk and whilst it primarily looks at tidal flooding other sources of flooding including high river flows as a result of heavy rainfall and surface water flooding are considered. There has subsequently been extensive interim engagement with partners in the Estuary.
- 2.20 The long-term scope of the project is consistent with the scale of infrastructure needs that may arise, and the associated funding challenge.
- 2.21 The TE2100 Plan has identified eight action zones which have similar characteristics requiring a similar type and range of actions. Dartford Borough has been placed within Action Zone 5 (Middle Estuary) which has the following recommended flood risk management policy.

“Take further action to keep up with climate and land use change so that flood risk does not increase.”

- 2.22 The TE2100 Plan is reviewed every 10 years as a minimum and the results of the first review are anticipated with funding requirements for short term interventions expected in 2022 and more strategic works by 2024.

Kent Waste Disposal Strategy

- 2.23 This strategy has been produced by Kent County Council in its statutory function as the waste disposal authority. The document presents the overall ambition of Kent County Council and sets out a series of priorities and supporting objectives that are aimed at fulfilling these ambitions.
- 2.24 The strategy is supported by an evidence base which identifies the Dartford Household Waste Recycling Centre and the Pepperhill HWRC & Waste Transfer Station as sites which are currently under significant pressure. The expected population growth across West Kent over the next 10 years is expected to add to the pressure on these sites which are already operating at capacity and issues of space and local infrastructure make the prospect of further improvements difficult.

2.25 Discussion with the Borough Council, Ebbsfleet Corporation and others has commenced on this issue, although it has not yet proceeded in terms of the County Council's role in providing the Minerals and Waste part of the development plan for the Borough.

Kent Rights of Way Improvement Plan

2.26 Kent County Council has a statutory duty to prepare a Rights of Way Improvement Plan and to update this every 10 years. The current Improvement Plan reviewed its predecessor and took the opportunity to take a more integrated view of the value of the rights of way network in fulfilling the needs of communities in Kent. The current Improvement Plan covers the 2018-2028 period and has the following six themes:

- Active lifestyles
- Evolution of the network
- Knowing what's out there
- Well-maintained network
- Rights with responsibilities
- Efficient delivery

2.27 By producing the Improvement Plan an evidence base has been developed to support the prioritisation of the delivery plan and statement of actions so that each programme or project that comes forward delivers the greatest benefit and aligns with Kent's relevant strategies and policies.

2.28 Rights of Way constitute a significant part of the green grid promoted in the Dartford Local Plan.

Ebbsfleet Implementation Framework

2.29 The Ebbsfleet Development Corporation (EDC) produced this Framework in 2017, with a vision looking to 2035, to shape and support its delivery work. It covers the Ebbsfleet Garden City, primarily in Dartford (but also in Gravesham), and all falling within Kent County Council's area. The Implementation Framework sits under the statutory development plan i.e. Local Plans produced by the Borough Council.

2.30 It includes six 'Delivery themes' to structure Ebbsfleet's planning and design. These include:

- Delivery Theme 3: Connected People and Places
- Delivery Theme 4: Healthy Environments
- Delivery Theme 6: Resilient & Sustainable Systems

2.31 Applying the Implementation Framework spatially, six 'key moves' for healthier lifestyles and a better quality of life for local communities are put forward. Three of these relate to the open/natural environment, connectivity of the area, and utility systems and therefore have a strong infrastructure focus:

Figure 4 Healthier Lifestyle Themes from the Ebbsfleet Implementation Framework

Bringing in the green and blue

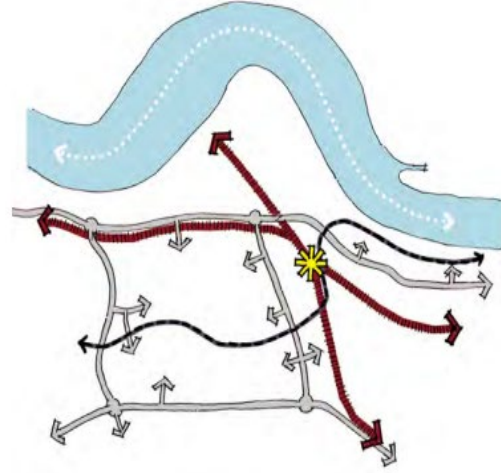
> To create Healthy Environments (Delivery Theme 4)



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

Building on connections

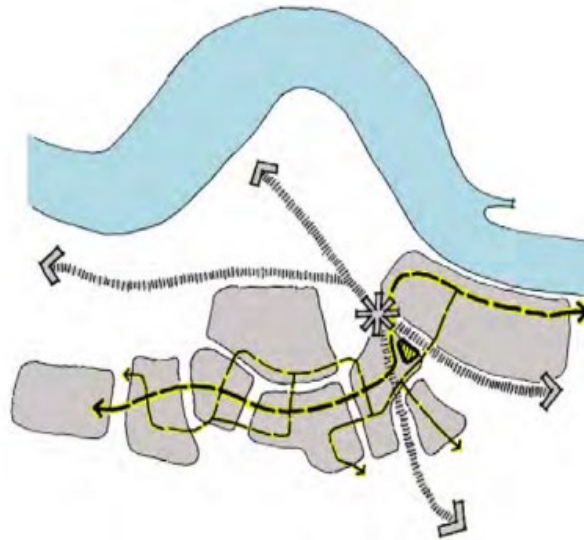
> To connect People and Places (Delivery Theme 3)



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

Integrated utilities and services

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



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

2.32 For further information on the EDC's infrastructure 'key moves' please see section 3.2 of the Implementation Framework. The next part of this Statement includes a focus on some specific new infrastructure in the Ebbsfleet (and Swanscombe) area.

- 2.33 The Implementation Framework, and the existing planning permissions/ obligations it reflects, have supported on the ground delivery of infrastructure and new utilities in the Garden City. However given this progress and the importance of transport, social, green and utility infrastructure for further sustainable development at Ebbsfleet; the Framework benefits from being read alongside more recent documentation, notably the publication Dartford Local Plan and Dartford's IDP.
- 2.34 The Borough Council will continue to support an up to date infrastructure strategy for sustainable growth at Ebbsfleet, working in close partnership with EDC, Kent County Council and others.

Ongoing Liaison Arrangements

- 2.35 The Council's main regular liaison meeting arrangements are with the following infrastructure/ service providers, to identify specific infrastructure requirements needed to meet the demand generated by development (complemented by ad hoc discussions with others):
- Environment Agency
 - National Highways
 - Network Rail
 - Kent & Medway Clinical Commissioning Group
 - Ebbsfleet Development Corporation
 - KCC Highways/ Transport
 - KCC Education
- 2.36 This level of engagement provides the Council with the information it needs to develop and keep up to date its Infrastructure Delivery Plan (IDP) with infrastructure that is or will be delivered and on-going work to identify additional infrastructure requirements.
- 2.37 Some categories of infrastructure will particularly benefit from bespoke arrangements for delivery. For instance, any highway/ transport scheme in the Borough will involve a number of partners. As an example, previous collaborative work with highway authorities resulted in the development in 2007/08 of the Strategic Transport Improvement Programme (STIP). The programme was developed (prior to the creation of the Ebbsfleet Development Corporation) in response to the planned level of development across the Kent Thameside area covering both Dartford and Gravesham Boroughs. The concept being that a number of key strategic transport infrastructure improvements were identified that development across the area would contribute towards in addition to funding provided by Government. Principles and outcomes from this could apply in considering future infrastructure delivery approaches.
- 2.38 In 2011/12, the programme was reviewed in the light of changes to the level of available funding and the number of schemes reduced. In the intervening period progress has been achieved, helping deliver Dartford's existing Core Strategy. Regarding the delivery of the various schemes contained within STIP as summarised in Table 4, three schemes are ongoing:
- Dartford Town Centre
 - A2 Bean/ Ebbsfleet Junction
 - Urban Traffic Management & Control (UTMC)

Table 4 Current Status of the Strategic Transport Improvement Programme (STIP)

<i>Scheme</i>	<i>Proposed Works</i>	<i>Progress</i>
A2 Bean & Ebbsfleet Junction	Modification of junctions and changes to merge and diverge lanes to improve access between the A2 Trunk Road and development sites to the north.	Works started in March 2020 following a Public Inquiry and publication of Orders. The scheme is due to be completed in Spring 2022.

<i>Scheme</i>	<i>Proposed Works</i>	<i>Progress</i>
A226 London Rd/St Clements Way Junction	Enlargement of existing roundabout to improve capacity and relieve a point of congestion on the local strategic road network.	Scheme completed.
A226 Thames Way	Upgrade of existing single carriageway road to provide additional capacity and improve access to Ebbsfleet from the local strategic road network.	Scheme being reviewed as part of the Ebbsfleet Central master planning being carried out by EDC.
Dartford Town Centre	Public realm and highway improvements to improve accessibility to the town centre and its environment supporting development proposals and regeneration.	Works in progress. Phase 1 completed and Phase 1a is under construction. Further phases are to follow with the project targeted for completion in early 2024.
Rathmore Road Link (Gravesham)	Provision of a new link road to improve the environment of Gravesend town centre around the station benefitting pedestrian movements and access for public transport.	Scheme completed.
Urban Traffic Management & Control (UTMC)	Introduction of signal control and junctions, VMS, CCTV and real-time information to regulate and manage traffic on the local strategic road network to improve efficiency and reduce congestion.	A programme of schemes involving the upgrade of 41 traffic signal controlled junctions across Dartford and Gravesham has been identified. Work started in 2021.

2.39 The Council will explore with partners updated and new delivery arrangements and programmes as part of Local Plan delivery, informed by individual strategies, and as considered through its CIL governance regime.

PART 3: Spatial Relationship of Infrastructure

3.0 Drawing from Part 1 on infrastructure needs from growth in the Local Plan, and Part 2 on needs established via service/ infrastructure providers, the following confirms the key infrastructure needed to support the planned development within the Local Plan. Some aspects of the identified strategic infrastructure are shown in Local Plan Diagram 2.

3.1 In some instances specific measures have been identified and work has already commenced on the delivery of this infrastructure. Measures are identified which will come forward in due course, either through the programmes of the infrastructure providers themselves, or through direct delivery by developers under planning obligations. Further work is also underway with infrastructure providers to determine additional actions with the intention of developing programmes of work that will deliver improvements throughout the Local Plan period.

3.2 The following tables show the delivery of infrastructure improvements in relation to the spatial strategy of the Local Plan grouped into the following four areas:

- A. Borough Wide
- B. Central Dartford
- C. Ebbsfleet & Swanscombe
- D. Stone/ Greenhithe

3.3 The timescale for the delivery of the identified infrastructure has also been categorised into:

Short Term	2022 to 2026
Medium Term	2027 to 2031
Long Term	2032 to 2037 and beyond

3.4 Existing Dartford documentation, for example the IDP, often has additional information, particularly on short (or medium) terms projects. Following the tables, some highlights of Local Plan content are given 'in brief' where policies usefully illustrate/ elaborate on the delivery of certain interventions and projects.

A. Borough-Wide Infrastructure

3.5 The infrastructure identified in Table 5 would support planned growth across the Borough i.e. strategic improvements of various kinds of essential infrastructure at a location 'unlocking' areas, such as the A2 Bean & Ebbsfleet junction improvements; or alternatively work that is being undertaken across a borough-wide network.

Table 5 Borough wide Infrastructure Improvements

Infrastructure	Timing	Delivery Agent(s)	Mechanism for Delivery
A2 Bean & Ebbsfleet Major improvements to junctions on the A2 to serve development in the area. Work commenced on these improvements in 2020 and are due to be completed in 2022.	Short Term	National Highways	Improvements currently taking place having been included within RIS2 with funding support from EDC and s106 developer contributions.
Urban Traffic Management & Control Upgrade of traffic signals to provide integrated and responsive traffic control system to minimise delay and ease congestion.	Short Term	KCC Highways	Project had been identified within STIP and work started in 2021 with funding support from the EDC and s106 developer contributions.

Dartford Local Plan Future Infrastructure Statement

Infrastructure	Timing	Delivery Agent(s)	Mechanism for Delivery
Darent Valley Path Improvements to this long-distance footpath providing a key north-south link between Dartford town centre and rural areas of the Borough to the south.	Short Term	DBC KCC Public Rights of Way	Project identified would be delivered through the work of the Darent Valley Landscape Partnership with the support of the Heritage Lottery funding and developer contributions secured through Dartford's CIL.
Special Educational Needs Provision Provision of new Special School to meet increased need for special education provision for across North Kent for high dependency pupils	Short Term	KCC Education	Identification of new provision would be through KCC's Commissioning Plan for Education Provision in Kent with funding provided through Dept. for Education supported by developer contributions through Dartford's CIL.
Bus Service Improvements Improvements to support the enhancement and reliability of other bus services across the Borough in addition to Fastrack BRT to encourage greater use of public transport.	Short/Medium Term	KCC Highways	The Council has established a Dartford Bus Collaboration group involving KCC and local bus operators. Improvements would be delivered through the Kent Bus Service Improvement Plan
Future Fastrack BRT Expansion Expansion of the current Fastrack BRT network and the enhancement of services to provide a high quality, reliable and frequent service to encourage local journeys by public transport.	Short/Medium Term	Developers EDC KCC Highways	Key elements of the future network will be delivered by major development sites. Work streams for the wider network are identified and progressed through a Fastrack Advisory Board with delivery would then be through either the EDC's Implementation Framework or KCC Bus Service Improvement Plan.
Active Travel Measures Improvement to create a coherent network of safe cycle and pedestrian routes to support non-motorised travel as a preferred choice for local journeys.	Short/Medium Term	Developers EDC KCC Highways	Key elements of the network will be delivered by development. Collaborative work between DBC, EDC and KCC will further develop active travel strategy, to produce schemes to be delivered through EDC's Implementation Framework or targeted at Local Cycling & Walking Improvement Plans and other initiatives such as Safer Routes to School.
Community Facilities Provision of new local facilities such as community hubs and leisure/ recreational facilities	Short/Medium Term	Developers DBC, EDC, KCC, private providers	Key elements will be delivered by development. The EDC has also established a Stewardship arrangement for the delivery of community facilities within the Garden City. Across the rest of the Borough community facilities would be delivered by either DBC or service providers with support of developer contributions.
Darent Valley Hospital Improvements to improve capacity and service delivery in response to planned development through improvements to the hospital itself and the delivery of community based services.	Short/Medium Term	Dartford & Gravesham NHS Trust	Identification and delivery of improvements would be through the work of the NHS/Integrated Care Partnership. Funding would be supported by developer contributions through Dartford's CIL.
Household Waste Services Provision of new Waste Transfer/Household Waste Recycling facility to provide additional capacity across North Kent to that provided by existing facilities.	Short/Medium Term	KCC Waste Services	Identification of infrastructure requirement through Kent Waste Disposal Strategy. Delivery would be dependent of funding secured by KCC with support from developer contributions across the

Infrastructure	Timing	Delivery Agent(s)	Mechanism for Delivery
			local authorities served by the new facility.
<p>A Network of Improved Open Spaces Enhancing the multi-functional quality of parks and play areas. Environmental improvements should also provide modern equipment that is safe and popular for a range of age of children, and spaces catering for healthy outdoor informal recreation for adults in the Borough.</p>	Short/Medium Term	Developers DBC, EDC, KCC, Parishes, private provision.	Major developments, and where open space/ play areas are needed to mitigate impact of development, generally delivered on-site by developers (some potential for off-site provision where appropriate to mitigate impacts). Smaller developments are likely to be able to provide informal space. Upgrade of existing facilities generally funded/ delivered by the public sector where they manage the facilities; but if demonstrated to enable additional provision to serve new developments, CIL funding could be considered. Grant funding will also be sought through partnership working on green infrastructure projects.
<p>Flood Defence Improvements Refurbishment/renewal of flood defences to ensure that existing tidal defences are resilient to future climate change.</p>	Medium/Long Term	Environment Agency	Identification of improvements and their delivery is driven by the Thames Estuary 2100 Plan through regular 10 year reviews. Outcomes from these reviews are incorporated into Asset Management Plans.
<p>A282(M25) Junction 1A Long term improvement of the junction and its approaches to overcome congestion on the local road network and meet demand from development sites coming forward.</p>	Medium/Long Term	National Highways	Feasibility studies are being carried out under guidance of a Steering Group involving DBC, KCC and NH. Solution to issues would be delivered through future DfT Route Investment Strategies with funding contributions to be defined.

3.6 Key Local Plan ‘Borough-wide’ infrastructure content (in brief) -policy highlights include:

- Policy M4 and S3- Initiatives to tackle flood risk and improve defences, including TE2100 plan, are one of the key features of the Plan in its Borough-wide provisions; as recognised in the table above.
- Policies M14, S3 and Diagram 3- The Green Grid is one of principal across Borough policy proposals throughout the Plan. This is broken down in existing and future documents for delivery but note the central component of the Darent Valley Path above.

3.7 On the overall scale Borough-wide, providing utilities infrastructure should also be recognised.

3.8 Crucial to the full implementation of planned development is the provision of utilities infrastructure covering principally gas, electricity, water, drainage, wastewater, power generation and telecommunications. The utility companies deal directly with developers regarding the connection of their development to their networks and any upgrades that may be required. The companies encourage early discussions, preferably at the pre-application stage, so that development phasing is understood any upgrades needed can be planned. The provision of utility services may be supported by a set regime for direct charges to developers for connections to serve new properties/ users.

3.9 Utility companies produce Asset Management Plans which can help provide a funding basis: for their charges to customers, overseen by independent Regulators. These Asset Management Plans are regularly reviewed and currently the water companies covering Dartford Borough are reviewing Water Resource Management Plans and Drainage &

Wastewater Management Plans for completion by 2023. Whilst this remains a process still ongoing, some local information is apparent, such as local waste water treatment works approaching capacity in the Southern Water area covering much of the Borough. Also, for potable water supply, it is readily clear that Dartford lies within a water-stressed region. (These examples also raise the relationship between Local Plan aims of efficient infrastructure provision and managing the environmental impacts of growth).

3.10 On a wider level, new/ expanded facilities or the delivery of new utility infrastructure may be dealt with through the planning process as with any other form of development. On the largest sites/ growth areas this may require planning for specific land. However overall, as part of the national regulated regime, the delivery approach may not be specific to the local authority area or site. Nevertheless the relationship with the completion of local developments (and especially the timing of phases on larger sites) to achieving development sustainably is acknowledged.

B. Central Dartford

3.11 The infrastructure identified in Table 6 and shown in Figure 5, would directly support development within Central Dartford, one of two principal areas of focus for planned development in the Local Plan.

Table 6 Central Dartford Infrastructure Improvements

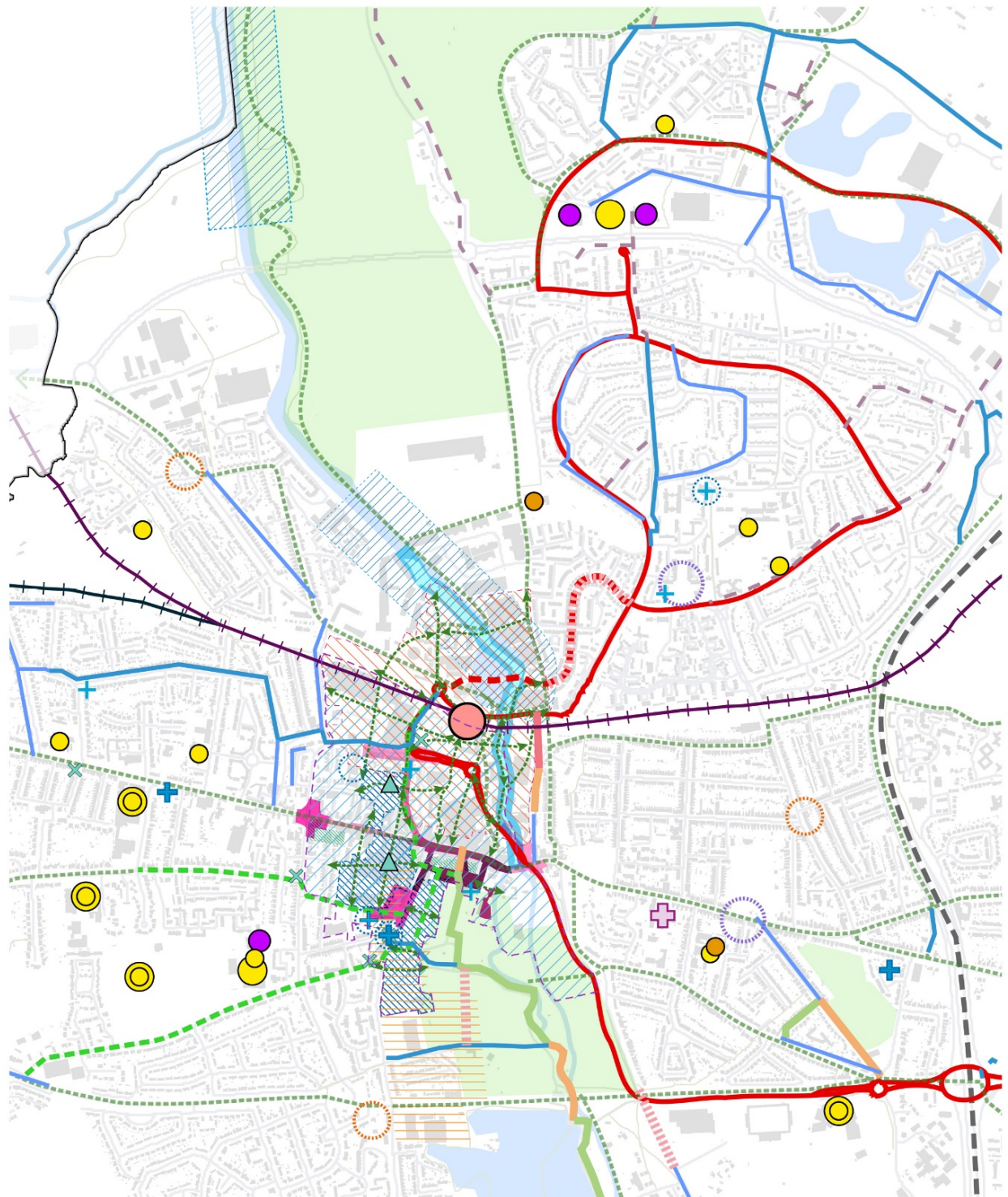
Infrastructure	Timing	Delivery Agent(s)	Mechanism for Delivery
Dartford TC Regeneration Project Measures to transform the town centres highways infrastructure and public realm, improving connectivity with the rail station and developments adjacent to the town centre and providing an enhanced environment that would encourage increased footfall and private sector investment.	Short Term	DBC	The project is already under construction with funding identified including the allocation of £4.1m CIL funding. Completion is scheduled for 2024.
River Darent Bridges Provision of strategic east-west routes for both pedestrians and cyclists across the river at a location or locations between Dartford Town Centre and the river Thames. The crossings would provide new links for both leisure use and, where closer to the town centre, day-to-day journeys.	Short Term	DBC	An initial feasibility study has been completed. Scope of provision has been extended to options across the wider area. Crossings would be delivered through KCC's Rights of Way Improvement Plan with funding from developer contributions and third parties.
Darent Valley Path Improvements to this long-distance footpath providing a key north-south link running through Dartford town centre with the potential to provide an off-road active travel connecting the town centre to new and existing communities in the area.	Short Term	DBC KCC Public Rights of Way	Several sections of the footpath have already been identified. Improvements would be delivered either through development or through KCC's Rights of Way Improvement Plan with funding support from developer contributions.
Central Dartford PS Provision Provision of a new primary school to provide additional places to meet the demand from planned development in the area.	Medium/Long Term	KCC Education	Provision has been identified in response to the Local Plan consultations and would be delivered through the Commissioning Plan for Education in Kent with funding support from developer contributions.
Dartford Station Improvements	Medium/Long term	Network Rail	Measures to be further defined with the potential that

Infrastructure	Timing	Delivery Agent(s)	Mechanism for Delivery
Improvement/enhancement of the station and its surrounds to improve accessibility for all users and provide facilities that encourage better integration between different modes of transport, particularly more sustainable forms of transport. Long term could potentially involve the relocation of the station.			some could be delivered by adjacent development. The principal means of driving the delivery of improvements would be through the Local Transport Plan for Kent, the Kent Rail Strategy and Network Rail's Southern Strategic Plan.

3.12 There are elements within the Borough-wide infrastructure identified in Table 5 that would also support development in Central Dartford.

- Two of the junctions forming part of the **UTMC** project are also due to be improved as part of the Dartford Town Centre Regeneration Project and the planned works are being co-ordinated.
- **Bus Service Improvements** within Dartford town centre have already been delivered as part of the Regeneration Project there are discussions regarding further improvements to facilities along Home Gardens. The majority of the buses serving local communities in the Borough also serve Dartford town centre.
- Plans for the future extension and enhancement of the **Fastrack BRT** would also serve Dartford town centre.
- **Active Travel Measures** providing a comprehensive network across Central Dartford are being delivered through the Town Centre Regeneration project and continued improvement will be delivered partly through planned development either directly or through the provision of contributions. Projects such as the Darent Valley Path will further contribute whilst collaboration with KCC Highways will identify smaller schemes closing gaps in the network that could be supported by CIL funding retained for unparished areas.
- **Managing flood risk** will be addressed at applicable private developments, however there are also opportunities for interventions to further defend the town centre as a whole from flooding. Options have been explored through initial modelling, however it is clear that further work and additional approaches are required through a strategic approach to the Darent riverside as part of the Council's consideration of tackling the public realm of the river and enhancing walking/ cycling in the town.
- The planned development set out within the Local Plan for Central Dartford would provide additional **Community Facilities** either directly or through the provision of developer contributions. The town centre and surrounds present an accessible and logical option for the location of a range new services, particularly those attracting large numbers of users, or through the use of former shop premises.

Figure 5 Spatial Relationship of Planned Development & Infrastructure for Central Dartford



Key

- | | | | |
|---|--|---|---|
| <ul style="list-style-type: none"> ● Primary School ● New Primary School ● Secondary School ● New Secondary School ○ Primary School Search Zone ● Further / Higher Education ⊕ Dentist ⊕ GP ⊕ Health Centre ⊕ Potential Health Centre Expansion ⊕ Potential HEIQ ⊕ Hospital ▨ Primary Care Search Zone | <ul style="list-style-type: none"> ▭ Dartford Town Centre boundary ▨ Strategic Allocation ▨ Area Policy Extent ○ Local Centre ○ Future Local Centre ○ District Centre ○ Future District Centre → Green Grid - Potential links to deliver → Green Grid - Potential links to deliver → New / Improved Pedestrian and Cycle Links (DTC) | <ul style="list-style-type: none"> Cycle Network Audit - Sustrans (2017): — Key Route - Adequate — Key Route - Constraint — Key Route - Barrier — Other Route - Existing — Other Route - Proposed Cycle Route Audit - KCC (draft): ▨ 'Missing' Cycle Route — KCC Existing 'Known' Network - On Highway — KCC Existing 'Known' Network - Off Highway | <ul style="list-style-type: none"> — Fastrack — Emerging Fastrack — Railways — Elizabeth Line Abbey Wood to Gravesend (AW2E) ○ Major Station Improvements ○ Rail Station Improvements ▨ River Darent Active Travel Bridge Search Zones ▨ Riverside Improvement Opportunity ▨ Dartford Town Centre - DTCP Phases 1, 1A, 2, 3, 4 ▨ New Public Space ▨ Strategic Green Area |
|---|--|---|---|

3.13 The range of key existing and proposed infrastructure in and around Central Dartford can be seen in Figure 5. The concentration of networks (and linear features such as the river) feeding into the town centre itself is apparent, including valuable proposed new links. However for categories such as education and strategic green areas, and some health and local centres, these are principally served by existing facilities in the area but outside the town centre core; which may attributed to the historic availability of more sizeable land parcels away from the High Street core.

3.14 Clear opportunities are now however identified in the Local Plan for the town centre, including strategic allocations. For the new infrastructure needs generated, where not provided on-site, it is particularly important in this urban context to ensure that there is land availability in the local vicinity. In Figure 5, the following should be noted from the Local Plan in this respect:

- ‘Policy area extent’: This refers to the Station Surrounds/ River Darent area (Local Plan policy D7), see below.
- ‘Primary School Search Zone’

There are also a number of potential interventions under Figure 5 two ‘cycle audit’ headings in the Key.

3.15 Key Local Plan ‘Central Dartford Infrastructure content (in brief) -policy highlights include:

- The policies (D1 to D7) as a whole in this section of the Plan have improvements to the public realm as a strong priority, including to improve the environment for pedestrians and cyclists, within development sites, by the river and to overcome barriers e.g. the ring road.
- Policy D1, Central Dartford Strategy, has multiple references to infrastructure needs to underpin sustainable transformation of the town.
- Policy D7, is important and relevant to this Statement as a large area which is broadly expected to become available in future, and therefore offers a prime opportunity to confirm infrastructure and ensure forward planning for delivery to meet needs locally, including for more space-hungry uses. The area is both defined around key infrastructure opportunities (rail and riverside) and anticipated development site potential. Policy D7: 2b (in particular) has public transport as a recurrent theme, especially in relation to the railway station as an improved future interchange.

C. Ebbsfleet & Swanscombe

3.16 The infrastructure identified in Table 7 and shown in Figure 6, would directly support development within Ebbsfleet & Swanscombe the other principal area of focus for planned development in the Local Plan. The EDC has the ability to support infrastructure provision through capital funding that is provided directly by Government particularly where the infrastructure would unlock development.

Table 7 Ebbsfleet & Swanscombe Infrastructure Improvements

Infrastructure	Timing	Delivery Agent(s)	Delivery Mechanism
Ebbsfleet Green PS Expansion Further expansion of new primary school to provide additional places in line with demand generated by development in the area as it progresses.	Short Term	KCC Education	The primary school opened in 2021 and further expansion, in line with development progress, would be delivered through the Commissioning Plan for Education Provision in Kent.

Dartford Local Plan Future Infrastructure Statement

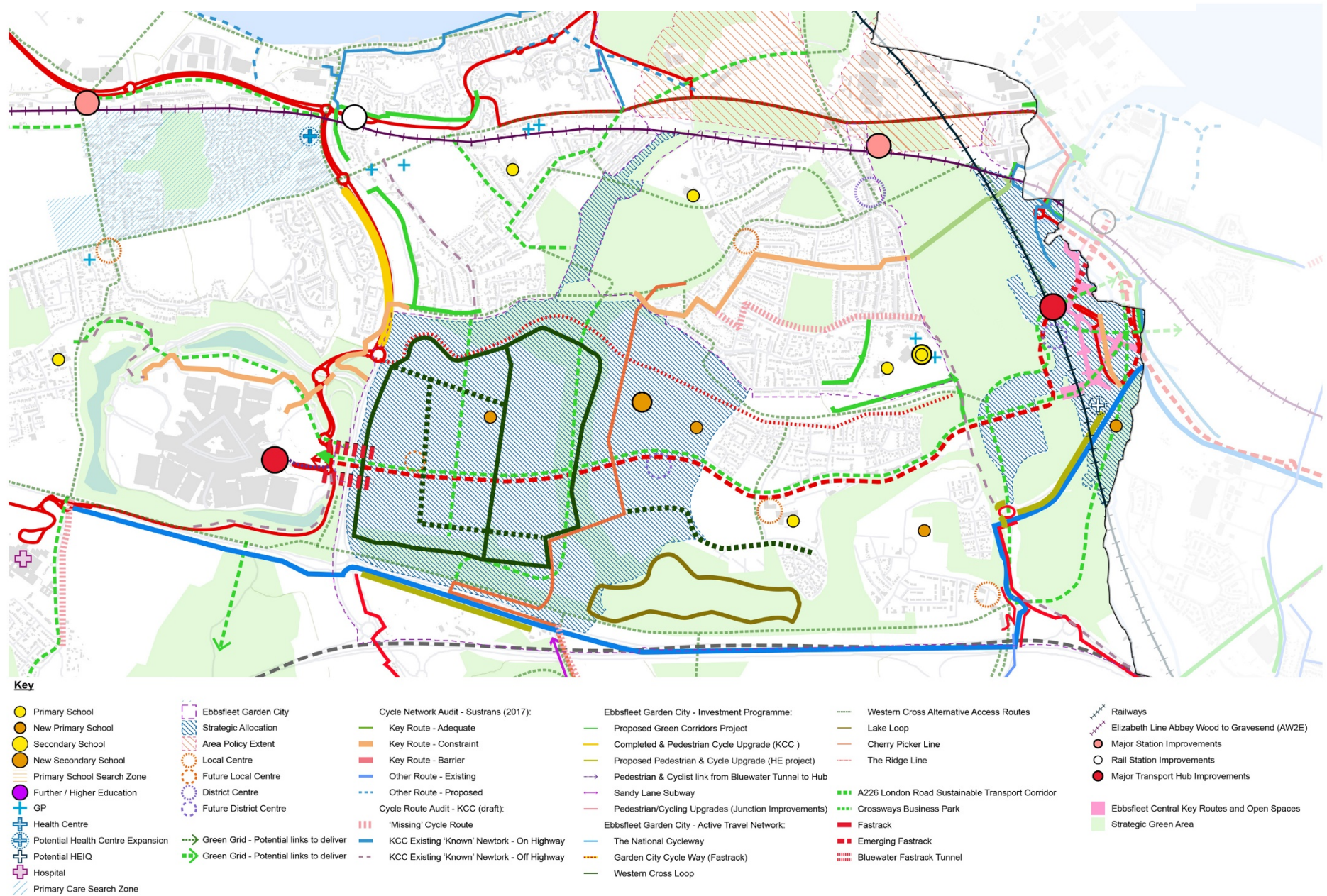
Infrastructure	Timing	Delivery Agent(s)	Delivery Mechanism
<p>Alkerden Secondary School The provision of a new 8FE (1200 place) secondary school to serve the demand generated by planned development within the Ebbsfleet Garden City.</p>	Short/Medium Term	KCC Education	School is to be delivered through a planning obligation on developer.
<p>Alkerden Primary School The provision of a new 2FE (420 place) primary school to serve the demand generated by planned development within the Ebbsfleet Garden City.</p>	Short Term	KCC Education	School is to be delivered through a planning obligation on developer.
<p>Asmere Primary School The provision of a new 2FE (420 place) primary school to serve the demand generated by planned development within the Ebbsfleet Garden City.</p>	Medium Term	KCC Education	School is to be delivered through a planning obligation on developer.
<p>Health, Education & Innovation Quarter (HEiQ) Provision of a health facility incorporating primary care, a diagnostics centre and health and wellbeing facilities to meet demand generated by development in the Gadren City.</p>	Short/Medium Term	EDC	The facility is to form part of the Ebbsfleet Central development and would be delivered through the Ebbsfleet Implementation Framework, the Kent & Medway NHS Clinical Commissioning Group GP Estates Strategy and the Dartford & Gravesham NHS Trust.
<p>Bluewater Fastrack Tunnels Construction of tunnels under the B255 Bean Road creating a link between the Whitecliffe (former Eastern Quarry) development and Bluewater regional shopping centre to serve future dedicated Fastrack routes and active travel provision.</p>	Short Term	KCC Highways	The project is in its pre-construction phase and construction is expected to commence in 2022 with completion in 2023/24.
<p>Ebbsfleet Community Hub Provision of a community facility incorporating library, community learning, youth, social care and other community services to meet demand generated by development within the Garden City.</p>	Short Term	EDC	There is a planning obligation on developer to provide this facility but the EDC may incorporate this facility as part of its wider Garden City Stewardship programme.
<p>Ebbsfleet Green Corridor Programme Series of improvements to public rights of way within and adjacent to the Ebbsfleet Garden City to provide a cohesive network that links the Garden City to key locations in the adjacent areas.</p>	Short/Medium Term	EDC, KCC Highways	Two phases of this programme have already been delivered and a third commenced in 2021. Schemes comprising a fourth phase are currently being scoped. The EDC's Implementation Framework and Kent Rights of Way Improvement Plan are the main driving forces supported by EDC funding.
<p>Swanscombe Station Improvement/enhancement of the station and its surrounds to improve accessibility for all users and provide facilities that encourage better integration between different modes of transport, particularly more sustainable forms of transport.</p>	Medium/Long Term	Network Rail	Measures to be further defined with the potential that some could be delivered by adjacent development. The principal means of driving the delivery of improvements would be through the Local Transport Plan for Kent, the Kent Rail Strategy and

Infrastructure	Timing	Delivery Agent(s)	Delivery Mechanism
<p>Ebbsfleet Central PS Provision The provision of a new 2FE (420 place) primary school to serve the demand generated by planned development within the Ebbsfleet Garden City.</p>	<p>Medium/Long Term</p>	<p>KCC Education</p>	<p>Network Rail's Southern Strategic Plan. Provision has been identified in response to the Local Plan consultations and would be delivered through the Commissioning Plan for Education in Kent. Delivery would either be through an planning obligation of development or through funding support from developer contributions.</p>

3.17 Elements of the Borough-wide infrastructure identified in Table 5 would also support development in Ebbsfleet & Swanscombe, notably:

- Junctions forming part of the **UTMC** project are targeted at improving the reliability and journey times of Fatsrack BRT services where these travel on the existing local road network.
- Key sections of the future extension and enhancement of the **Fastrack BRT** would be provided as dedicated routes through the major development sites within the Garden City. These are a requirement of planning obligations secured.
- The EDC has produced an Active Travel Strategy as a supplement to the Ebbsfleet Implementation Framework. The provision of **Active Travel Measures** is a key requirement of the consented development of the major sites within the Garden City and the EDC's Active Travel Strategy supplements these.

Figure 6 Spatial Relationship of Planned Development & Infrastructure for Ebbsfleet & Swanscombe



3.18 The range of infrastructure at Ebbsfleet and Swanscombe can be seen in Figure 6 (excluding Swanscombe Peninsula which is subject to the London Resort proposals). The clusters of services and Local Plan designated local/ district centres, or railway stations, linked by existing and proposed active travel links, is shown. This illustrates the importance of complementing the existing built form, largely residential, with new facilities including education, in the forthcoming mixed use strategic development facilities.

3.19 The overall scale of ambition is apparent of creating a Garden City with extensive strategic green areas, and a comprehensive network of sustainable travel facilities (most notably the new Fastrack link including the tunnel between Ebbsfleet Central and Bluewater) to achieve significant modal shifts away from private vehicle reliance.

3.20 In Figure 6, the ‘Policy area extent’ refers to Land north of London Road (Local Plan policy E6), see below.

3.21 Key Local Plan ‘Ebbsfleet and Swanscombe’ infrastructure content (in brief) -policy highlights include:

- Policies E1, E2, E4 to E6- The Garden City policies arguably have perhaps the most significant coverage across social, physical, green and other infrastructure of anywhere; reflecting the longstanding high profile of Ebbsfleet growth proposals:
 - Active travel (walking/ cycling) requirements are set out in nearly all policies, and as set out above (and covered by Local Plan Diagram 10).
 - Public transport is emphasised throughout, especially railway stations and Fastrack/ the link to Bluewater.
- Policy E4, Ebbsfleet Central site (in particular)- Sets out several specific education (and health) expectations.
- Policy E6 is within the area proposed for the London Resort, but sits outside the SSSI, and may offer a future opportunity in an area of the Garden City not well served by infrastructure, and not currently earmarked for specific development in the London Plan, therefore holding long-term potential (akin to policy D7) subject to meeting environmental criteria.

D. Stone/ Greenhithe

3.22 The infrastructure identified in Table 8 would directly support planned growth in the Stone/Greenhithe area. This is not one of the principal areas of focus for planned development in the Local Plan but there are existing planning consents coming forward and sufficient new development is planned to warrant key infrastructure improvements that would support development and benefit the wider area. Stone Parish Council has also submitted a Neighbourhood Plan.

Table 8 Stone/Greenhithe Infrastructure Improvements

Infrastructure	Timing	Delivery Agent(s)	Mechanism for Delivery
Stone Secondary School The provision of a new 8FE (1200 place) secondary school to serve the demand generated by planned development in the area and demographic changes to existing housing stock.	Short Term	KCC Education	The school is already operating in temporary facilities whilst construction of the school is in progress. The school is being delivered by the Education Skills & Funding Agency after being identified in the Commissioning Plan for Education Provision in Kent and is nearing completion with schedule opening in 2022.
Stone PS Provision The provision of additional primary school places to meet demand from	Short Term	KCC Education	Provision has been identified within the Commissioning Plan for Education Provision

Dartford Local Plan Future Infrastructure Statement

Infrastructure	Timing	Delivery Agent(s)	Mechanism for Delivery
planned development in the area and demographic changes to existing housing stock. Provision could be either expansion of existing schools in the area or the construction of a new school.			in Kent. In the event that a new school is to be provided the intention is for the Education Skills & Funding Agency to deliver this.
Stone/Greenhithe Health Facility Provision of new and expanded facilities for existing GP's in the area to meet rising demand from both existing and new communities.	Short Term	Kent & Medway CCG	Project is identified within the Kent & Medway NHS Clinical Commissionin Group GP Estates Staretgy and will be delivered on land owned by KCC by a specialist developer. It is anticipated that CIL funding will be used to support the capital costs of the project.
A226 London Road Sustainability Transport Corridor Provision of bus priority and active travel infrastructure improvements along the A226 London Road between Watling Street and the A206/ St Clements Way junctions that would encourage local journeys by more sustainable means.	Short/Medium Term	KCC Highways	Measures to be identified through collaborative work with KCC and Stone PC. Delivery would be through the Local Transport Plan for Kent, the Kent Bus Service Improvement and the Kent Active Travel Strategy supported by development either through direct provision or through contributions.
Stone Crossing Station Improvement/enhancement of the station and its surrounds to improve accessibility for all users and provide facilities that encourage better integration between different modes of transport, particularly more sustainable forms of transport.	Medium/Long Term	Network Rail	Measures to be further defined with the potential that some could be delivered by adjacent development. The principal means of driving the deliveryof improvements would be through the Local Transport Plan for Kent, the Kent Rail Strategy and Network Rail's Southern Strategic Plan.

3.23 Figure 6 includes part of this area, to the west of Swanscombe/ Ebbsfleet. It shows links to Bluewater to address, and part of the A226 London Road (that presents a range of sustainable transport opportunities as featured above).

3.24 *Key Local Plan 'Stone and Greenhithe' infrastructure content (in brief)* -policy highlights include:

- Policy S2: The strategic intervention at Junction 1a/ Dartford Crossing is clearly a priority to address and falling within this area. Local Plan Diagram 2 includes: the potential school sites, and the area of search for a primary care facility, as noted above.
- Policy M22: The principal identified strategic opportunity elsewhere in the urban area is in relation Bluewater for serving sustainable transport (policy M22).

3.25 This area is covered by Stone Parish Council and Swanscombe and Greenhithe Town Council. There are future opportunities for them - working in partnership - to contribute additional local infrastructure provision, including drawing from the proposed Stone Neighbourhood Development Plan, and smaller scale or more community based infrastructure.

PART 4: Future Direction & Engagement

- 4.0 This part of the statement summarises findings for Dartford's infrastructure planning, outlining the future delivery context (opportunities and constraints) to the project outlines and themes set out in Part 3.
- 4.1 The Future Infrastructure Statement provides the broad framework and direction for the identification and delivery of the infrastructure necessary to support the planned growth set out in the Local Plan. The statement builds on the strategic plans produced by the infrastructure/ service providers, which generally focus on a significantly wider area, and the work that the Council has carried out to identify the key infrastructure priorities within the Borough. The latter can often arise through consultations on major planning applications, the Local Plan and other Council policy documents.
- 4.2 It is important to understand that delivery and implementation of some infrastructure, particularly the community facilities provision, can be highly dependent on the bodies or groups driving or delivering infrastructure, which may be small voluntary or charitable groups. This statement seeks to acknowledge and identify the need for Dartford's community facilities but the local input from service providers can be limited for some types of facilities/ services. Moreover, where the need is to serve a number of smaller developments it can be difficult to plan and execute the smaller local/ specialised provision, including due to challenges over the initial establishment and then the ongoing viable operation of facilities.
- 4.3 The Council therefore accepts that future infrastructure will need to be reviewed regularly, and the Council is seeking to widen the bodies and stakeholders that it liaises with in order to identify and support the delivery of such infrastructure. The non-parished CIL fund that is accruing, particularly in the and around the town centre is seen to be one of the tools that will facilitate greater community involvement and enable funding for smaller community led projects to deliver supporting infrastructure.
- 4.4 It should be acknowledged, however that a significant level of the planned growth within the Borough, as set out in the Local Plan, is already consented development and the infrastructure to support this has already been agreed/ obligated through the planning permissions granted. A focus over the next five years will be to monitor the delivery of this infrastructure to ensure that it is meeting the need that it was intended for, and identify any remaining gaps in infrastructure provision. Collaboration with the EDC will be particularly important in this respect.
- 4.4 It also needs to be recognised that since some developments first gained consent there have been demographic and behavioural changes that may impact on infrastructure demands and the service models of delivery preferred by partners, such that the infrastructure provision is likely to evolve and change. As recognised in the Local Plan (see paragraph 1.9 above) data shows growth the Borough is already having a impact on the age and social profile of the Borough, and associated health, education, mobility, environmental and other infrastructure needs.
- 4.5 Further collaborative working with the key infrastructure/ service providers will be maintained to ensure that the 'live' documents produced by the Council, particularly its Infrastructure Delivery Plan and sustainable transport plans, keep pace with the growth of the Borough and reflect the key priorities required by the community. Further engagement will also ensure that the strategic plans produced by the infrastructure/ service providers reflect the infrastructure priorities of the Borough and open opportunities for structural funding. These must recognise Borough-wide needs of new and established residents, and not just in the largest growth areas.

- 4.6 Table 2 shows that the majority of infrastructure provision needed to support growth in the Borough is the responsibility of the partners it works with to deliver. This places emphasis on shared priorities and the input the Council can bring to facilitate the delivery of infrastructure through its role as the local planning authority. The Council can also provide support both financially, through the developer contributions it secures, or as a partner when bidding for structural funds.
- 4.7 There are also opportunities for the Council to work in partnership with the parish and town councils within its area to deliver infrastructure schemes that support development in the local area whilst meeting both strategic priorities and local need. This would aim to utilise the CIL Neighbourhood Portion transferred to the parish/ town councils in combination with other sources of funding including the support of the CIL funding retained by the Council. Where applicable, this would also be guided by any Neighbourhood Development Plan in place.
- 4.8 With further discussion from partners, and using their completed/ updated delivery plans, this Statement is expected to be reviewed by the Council once the new Local Plan is in force, potentially as part of any future consideration of updating the Dartford CIL Charging Schedule.

Financial & Planning Implications

- 4.9 Dartford Borough Council introduced a CIL Charging Scheme that came into effect on 1st April 2014. As a CIL charging authority the Council has accepted that the contributions it secures cannot meet all of the infrastructure requirements and, therefore, it needs to prioritise the use of this funding stream. There is the necessity to pool funding over a number of years to secure sufficient funding to support to deliver infrastructure projects but it is not intended that the CIL receipts retained would fully fund the projects identified. It is also the nature of larger strategic infrastructure projects that there is a long lead-in time to delivery and costs are significant, however additional smaller schemes should not be overlooked, especially for the voluntary sector. (The perspective of this Statement allows longer-term and future additional projects to be addressed and to inform infrastructure planning in Dartford).
- 4.10 There is the need to take advantage of the funding streams that the infrastructure/ service providers have access to. The Council and its infrastructure delivery partners also need to be aware of the opportunities to secure other sources of funding that could assist with the delivery of infrastructure projects. The Council has approved governance arrangements for the allocation of CIL funding that takes into account the availability of other funding sources, the certainty of delivery and an assessment of each project to defined criteria. Within the IDP projects that may require the support of CIL funding for them to be successfully delivered are identified separately having had an initial assessment that they would meet the criteria for the allocation of CIL. This provides confidence for the infrastructure provider and allows further work on the development the infrastructure project.
- 4.11 The Council also looks for the opportunities for infrastructure to be delivered directly by a developer, particularly with regard to the larger development where the on-site provision of infrastructure mitigates the impact of the scheme but also enables the creation of a sustainable neighbourhood minimising use of the private car. The Council recognises that this can be more difficult to achieve where development sites are in different ownership and individually may not have the critical mass to ensure direct provision. In the town centre particularly, the Council will seek to take a holistic view in order to identify opportunities for infrastructure provision and ensure a more detailed planned approach. Direct delivery of some infrastructure can also be through a monitor and manage approach where the developer needs to provide additional mitigation in the

event that agreed limits are exceeded. This approach has already proved beneficial in relation to transport mitigation where there is an incentive for the developer/ occupier to implement its own demand management or sustainable transport provisions in order to avoid penalties.

- 4.12 The recent requirement for local authorities to publish annual Infrastructure Funding Statements (IFS) has resulted in greater transparency regarding the contributions received and spent by the Council in a given year. The additional requirement to report on the contributions that have been received prior to the reporting year but which remain unspent by identifying the infrastructure that the contributions are intended to fund places greater emphasis on the Council's infrastructure documents and the need for a holistic approach which is kept under review. The IFS better informs CIL governance and provides the basis for future additional monitoring and management, to help this Statement to fulfil its aims

Principal Infrastructure Types Not Fully Defined

- 4.13 This Future Infrastructure Statement highlights areas where work is still being undertaken, in collaboration with the infrastructure/ service providers, to identify the infrastructure necessary to support growth in the Borough but also starts to recognise the other supporting infrastructure needed to create successful new communities and grow existing communities in a sustainable manner, including sports facilities, affordable community centres, nursery provision, places of worship, playspace/ exercise facilities. and cultural facilities and so on. This will be translated into Dartford's Infrastructure Delivery Plan which, as a 'live' document, will monitor and record the progress made. This on-going work is expected to generate additional infrastructure projects which would need to be prioritised both by the infrastructure providers themselves and by the Council principally in relation to any funding requirements.
- 4.14 In summary, from this Statement it is noted the principal areas where this additional work is likely to generate further infrastructure projects are:
- Flood defence/ riverside improvements
 - Future fastrack extension
 - Active travel measures
 - Bus service improvements
 - Community facilities
 - Open space, informal recreation and sports/ leisure facilities
- 4.15 The Council is committed to developing and refining the detail of the infrastructure provision over the Plan period but recognises that infrastructure delivery needs to be flexible so that it can react to changes in national policy, demographics, technological advances and unexpected demand or societal changes. The process and structures of collaborative working with service providers, stakeholders and the community enables the Council to respond to this change. The governance put in place with regard to CIL and section 106 funding allocation ensures that decisions can be made based on the identified priorities, needs and delivery set out within the updated Infrastructure Delivery Plan which is set in the context of this Infrastructure Statement and the Local Plan objectives.

APPENDIX A: Key Local Plan Policy Support for the Provision of Infrastructure

Local Plan Strategic Objectives

Objectives for the wellbeing of communities:

W1: Achieving cohesive, safe, walkable and attractive neighbourhoods, with a real sense of place and vitality that reflects the area's heritage and potential, and whose residents enjoy a choice of homes suited to their needs and easy access to local everyday facilities, including education and healthcare.

W2: Improving health and wellbeing, and air quality arising from congestion, through reducing the need to travel by private vehicle, particularly by retaining and providing jobs, services, shops, community facilities and open space at suitable locations close to residential areas and where good public transport services are within easy walking distance.

W3: Providing well-designed new housing that is genuinely mixed, affordable and of varied tenure, sustainable, and promotes healthy living, to secure the quality of life of residents and the ability for them to continue residing at their home or within the Borough.

W4: Realising whole lifetime residential accommodation options and facilities, with accessible types and designs of living environments catering for people as their circumstances change.

W5: Encouraging development that provides a wide range of opportunities for residents to enjoy good quality cultural, art, leisure and sports pursuits.

Objectives for infrastructure and economic investment:

I1: Continuing urban regeneration through optimising the re-use of accessible and suitable brownfield land primarily within the north of the Borough to meet future local housing and employment needs, and delivering new infrastructure for travel, schools/skills, health, and other local services.

I2: Facilitating a range of upgrades to the transport network, and a choice of sustainable and active travel options, with rapid and reliable public transport linking existing neighbourhoods and developments to key destinations and facilities, together with a high quality and comprehensive walking and cycling network.

I3: Achieving a vibrant Dartford Town Centre with an attractive public realm in an enjoyable and accessible environment, new residential communities, improved connections and services, and a flourishing day and evening economy with an enticing cultural, retail and leisure offer.

I4: Retaining a prosperous economy with a good choice of jobs per resident, increasing high quality, accessible, local employment opportunities, maintaining a diverse supply of premises and supporting existing business needs, with Ebbsfleet providing a productive mix of new commercial, community and residential activities.

Objectives for a green and attractive environment:

G1: Protecting Green Belt land to maintain a distinct and enduring open environment for the Borough and the positive setting of Dartford's villages and rural heritage assets, retaining overall countryside character and openness of the Green Belt.

G2: Securing quality and sustainable built design, public streets, and good open and amenity space provision in new development, and recognising and respecting heritage and green assets so that Dartford's historic environments and new neighbourhoods are enjoyed by current and future generations.

G3: Ensuring the Borough is able to adapt to the effects of climate change and contributes towards reducing Dartford's carbon footprint through an increase in the proportion of water efficient buildings, the uptake of domestic and small scale renewable energy, and promoting environmental resilience, new greenspace and tree planting.

G4: Promoting sustainable local environments and habitats, achieving biodiversity net gain and active and healthy living, at new developments and through greenspace and landscape protection and provision, enhancing the green grid of footpaths, public rights of way, cycle routes, wildlife corridors, rivers and countryside links.

G5: Acting to ensure no increase in flood risk in the Borough, and creating attractive and accessible riversides, encouraging sensitive recreation and travel on and alongside the Rivers Thames, Darent and Ebbsfleet.

Principal Local Plan Infrastructure Policies

Policy S2 – Infrastructure Planning Strategy

1. Borough development will be plan-led, and major proposals masterplanned and phased, in order to ensure the co-ordinated delivery of new infrastructure, and that demand is managed to remain within capacity as far as possible until necessary new infrastructure is provided. New services and facilities will be provided to meet Dartford Borough's needs, with land retained within applicable large development for essential community, travel, flood defence and green infrastructure uses.
2. Community uses, including education, health, sports facilities, cultural services and local shops, will be retained, and new facilities delivered. Development will ensure communities have good quality and sustainable access to the day-to-day facilities they need including local services and jobs. Overall community infrastructure needs and growth will be regularly reviewed to ensure that a flow of sufficient new facilities are secured in appropriate locations.
3. New development will be located where well-served by public transport, and within easy walking distance of local facilities and jobs (for new homes, or the labour force/ primary catchment as applicable for other developments). All major development will feature significant measures to provide improved safe and secure active travel routes integrated with the surrounding area. Large and trip generating developments should support public transport use and new infrastructure. Focussing on sustainable locations/ transport provisions should support minimising pollution in Air Quality Management Areas and elsewhere.
4. Opportunities to achieve transport upgrades will be maximised. This includes promoting:
 - a) New and improved rail services and replacement or enhanced train stations.

- b) New and improved Fastrack and other bus services/ routes, including addressing non-dedicated sections of Fastrack routes which are vulnerable to general traffic congestion and bus priority at junctions where possible.
 - c) Further highway and junction upgrades. Additional investment will be supported, dependent on further assessment by Highways England, Kent County Council, Dartford Borough Council and partners.
 - d) Use of rivers for the sustainable transport of goods and passengers as part of proposals for strategic scale development.
5. Physical and other infrastructure necessary to serve development, including beyond the plan period, will be co-ordinated with the relevant agencies, service providers and utility companies (including by liaison between them and the developer where appropriate). Space for strategic infrastructure provision, and access to it, will be reserved as required, including for flood defences and waste planning. New high quality and advanced communications infrastructure developments will occur in line with national policy to support the Borough's needs.
6. The Borough's Green Grid network will continue to be upgraded and expanded to a finer grain, including through improving existing green and blue infrastructure such as open spaces and water bodies, achieving appropriate new multi-functional greenspaces, and enhancing biodiversity. Development will also contribute proportionately to green infrastructure, with larger developments making significant provision on-site.
7. Dartford's infrastructure planning documents will set out the Council's priorities for infrastructure, and be a principal basis for working with partners on infrastructure delivery. Development will contribute to infrastructure provision as necessary in line with national policy through:
- a) Contributions via Dartford's Community Infrastructure Levy; and/ or
 - b) Planning obligations secured by Section 106 legal agreements, where applicable, for affordable housing or site specific infrastructure; and/ or
 - c) Provision in-kind; or
 - d) Any successor developer contribution scheme.

Policy M16 – Travel Management

1. Development must be appropriately located and make suitable provision to minimise and manage transport impacts which arise. Proposals must also include appropriate vehicular access arrangements to the new development, and measures for active and sustainable travel. A Transport Assessment will be required on applicable proposals.
2. Localised residual impacts on the highway network that are forecast to occur after on-site mitigations should be addressed by well-designed off-site deliverable transport measures. Development will not be permitted where the localised residual impacts from the development on its own, or in combination with other planned developments in the area, result in severe impacts on one or more of the following:
 - a) road traffic congestion;
 - b) air quality;
 - c) safety of pedestrians, cyclists and other road users;
 - d) excessive pressure for on-street parking.

Public transport

3. New major development sites should include layouts that allow for routes into and dedicated routes within the site for Fastrack, buses and taxis. These should ensure good connections to make community services and jobs easily accessible to all users/employees, and assist the feasible and efficient operation of transport services. In this respect, the following will apply:
 - a) Large developments at applicable locations must make early provisions for Fastrack, through extension or improvement within or outside the site, where consistent with additional potential demand and to benefit the existing and planned Fastrack network.
 - b) Where appropriate, major developments will be required to facilitate new or extended conventional bus services if required to address demand that would arise.
4. Land required for potential improved rail connectivity between Abbey Wood and Ebbsfleet International is safeguarded and development which will prejudice this will not be permitted. In the event of delivery of a significant rail infrastructure intervention to provide Elizabeth Line (Crossrail) services or to directly facilitate better access to Abbey Wood, a Local Plan review will ensure that sustainable regeneration and transport network integration opportunities are maximised. Any re-provision of railway stations on the North Kent line should enhance the capacity, quality and safety of the stations, and promote sustainable modes of onward travel through integrating ticketing/ facilities supporting all public and active transport modes.

Rivers

5. Proposals should capitalise on all feasible opportunities to promote enhanced movement on and alongside rivers, including travel for passengers, products and the transportation of construction materials and waste. Development must not unacceptably adversely affect the operation of safeguarded wharves. Proposals for alternative development at existing non-safeguarded wharves will not be supported unless that facility is no longer viable or capable of being made viable for waterborne transport.

Policy M17 – Active Travel, Access & Parking

1. Development must be of a design and layout to promote walking, cycling and public transport use through provision of attractive, well-designed and safe routes which address the needs of users. Segregated cycle routes should be considered where possible. Guidance set out in the Manual for Streets, or any future equivalent, must also be applied. Bespoke access and transport approaches may be agreed at large regeneration sites, where forming a suitable alternative.
2. Transport assessments and travel plans must take account of applicable guidance by Kent County Council. A travel plan will be required where there are anticipated significant or negative impacts of transport movement arising from a development. In this respect, the following will apply:
 - a) Travel plans should set deliverable actions for the promotion and delivery of safe and attractive active travel and public transport measures to increase their uptake, and reduce demand for less sustainable/efficient forms of transport.
 - b) An effective and robust travel plan should feature clear measures and actions to enable objectives to be met, including ongoing monitoring/ review with additional measures applied where outcomes are not being achieved, taking into account the operational characteristics of a

development, and be capable of applying over a prolonged period as necessary.

3. Adverse effects from the travel and movement issues associated with any development, including on amenity or the environment, must be minimised. Development will be supported where the layout and siting of all forms of access is acceptable in terms of residential amenity, highway capacity and safety, free flow of traffic, cycle and pedestrian provision, and visual impact. Provision should be made at applicable developments for loading, unloading and the turning of service vehicles to ensure highway and pedestrian safety.
4. Development must ensure that the following requirements are met:
 - a) Provision is made for safe and convenient access to footpaths and cycle routes, with public rights of way protected including, where opportunities exist, delivering new or upgraded routes between key facilities, the Green Grid network, and to existing neighbourhoods. Urban area and village footpaths/cycleways must be safe, overlooked and well lit.
 - b) Supporting facilities for cyclists, including secure cycle parking/storage and lockers, are provided, and in major developments which attract significant numbers of people (such as schools and large scale employment, retail and leisure developments), changing areas and showers should be included.
 - c) Design features are provided for people with mobility and sensory difficulties, especially at road crossing points, public transport stops and changes in level on walking routes.
5. Development must provide an appropriate level and form of vehicle parking provision, taking into account any existing provision as relevant to the development, and in full accordance with the applicable Parking Standards SPD. In this respect, the following will apply:
 - a) Electric vehicle charging points must be provided for all new residential properties with dedicated/allocated parking spaces, and for a proportion of parking spaces provided as part of new employment, leisure and retail development. Charging points or cabling to allow their future installation must be provided for all shared car parking spaces provided on new residential developments.
 - b) The conversion of front gardens for car parking is only allowed where it includes provision of a vehicle crossover and only where the garden is capable of accommodating a parking space in accordance with the parking bay minimum standards set out in the SPD, plus space for soft landscaping, and with unobstructed pedestrian access to the dwelling. New car parking must make use of appropriate permeable paving materials, in line with the SPD, and water quality protection objectives where applicable.

Policy M18 – Community Uses

1. New community facilities will be supported where they are in an appropriate location and of a type, scale and design to reflect the needs of the existing and emerging communities they will serve. In this respect, the following will apply:
 - a) New services should be sited close to the population they will serve, with reference to access routes for active and other forms of travel, and a suitably locally based catchment for the facility provided.

- b) Wherever possible, new facilities must be provided and designed in a way that allows benefits to be shared by existing and new communities, and to be operated flexibly by a variety of users.
 - c) Strategic developments must normally provide social and community facilities, with access to required facilities at an appropriately early stage. Land will be secured until a facility is in operation as set out in criterion 3. Where permanent provision is not possible from the outset, temporary provision will be sought for first occupants.
 - d) Large scale new community uses that attract the majority of users travelling in from outside the Borough must demonstrate the local need for the scale of the proposal, unless delivering an essential public sector service or shown to be required to serve the neighbourhood community.
2. Development of existing community facilities/land for non-community purposes will be refused unless there is clear evidence that:
- a) the facility is not needed by the existing and future community; and
 - b) all reasonable efforts have been made to preserve a community use, including exploration of appropriate solutions to retain the facility with operators/service providers and, where appropriate, the local community. Consideration should include any potential future demand arising from new development located within the catchment area of the facility/use.
3. Specific land that has been earmarked for community facilities through planning obligations, other formal agreements, approved planning permissions, or identified in Dartford’s published infrastructure planning documentation will be safeguarded until a community facility is delivered or agreement is reached that land for a community use will not be required.

Further Local Plan Policy References

Ref.	Policy Wording	Infrastructure
S1:1	Sustainable development will occur at planned locations in the Borough to meet assessed needs, securing new infrastructure provision and brownfield land re-use, creating neighbourhoods resilient and adaptive to climate change. Development should provide a diverse and complementary balance of uses and services within settlements, and minimise the necessity to travel by private vehicles.	General
S1:3	The overriding priority for development in the Borough is at: <ul style="list-style-type: none"> a) Central Dartford; and b) Ebbsfleet Garden City These growth locations will be regenerated with the provision of new and improved infrastructure and strategic mixed use development.	General
S1:6	The Urban Area is defined as the area to the north of the A2 and outside the Green Belt. Within this area, complementary to strategic growth at Central Dartford and Ebbsfleet Garden City, developments with permission will be completed and additional development will occur at the Urban Area neighbourhoods of Dartford, Stone, Greenhithe and Swanscombe. This will include: <ul style="list-style-type: none"> a) Residential development at sites in the identified housing land supply; b) Provision of infrastructure, including for education and health facilities, and improvements to walking and cycling links, railway stations and the bus/Fastrack networks; c) Provision or enhancement of Green and Blue Infrastructure and Green Grid links; 	Education Health Active Travel Public Transport Green Grid Community Facilities

Dartford Local Plan Future Infrastructure Statement

Ref.	Policy Wording	Infrastructure
	<ul style="list-style-type: none"> d) Protection of shops and services at identified District and Local centres; and improvement of the quality of their environment where opportunities arise; and e) Enhancements to the Rivers Thames and Darent for outdoor recreation, small scale river related leisure uses, walking and cycling, and ecology, where possible. 	
S3:5	Development will be planned to deliver/maintain existing and future local and strategic flood defences, and major development will provide sustainable drainage systems which reduce surface water flood risk and benefit the green infrastructure network.	Flood Risk
S4:1	Decisions on planning applications will ensure that levels of future development delivery are sufficient to provide for assessed housing needs and other development requirements, including for economic regeneration, and take account of infrastructure provision.	General
S4:2	Large developments should be delivered at a phased rate in accordance with agreed masterplanning to provide a flow and complementary range of development, facilities and infrastructure. Achieving genuine variety within residential developments, through differentiation of housing tenures and types/design, will create vibrant places, and also help maintain rates of new home delivery and Borough housing supply as planned.	General
D1:1	<p>The high quality transformation of Central Dartford is actively supported as a destination to invest, be productive and creative, visit for shopping, leisure and services, and as a place to call home. Valued, good quality buildings and spaces will be repurposed, enhanced and better used. Development in and around the town centre will bring an expanded range of activities and services to the town including cultural and creative facilities, increasing economic vitality and the choice of jobs, providing new infrastructure, and will grow the resident community. In this respect, the following will apply:</p> <ul style="list-style-type: none"> a) Current projects and strategic plans will continue to advance, leading to completion of:- the sympathetic refurbishment of the town centre's key streets, public spaces and historic buildings; transport and movement improvements; the renewal of Lowfield Street/Brewery Square (Market Street)/High Street; and the successful redevelopment of the Westgate and Priory Centre sites. b) There will be significant further progress in and on the edge of the town centre. It will change, with a focus on: <ul style="list-style-type: none"> i. improving links across Central Dartford, removing some of the barriers to movement that have been created by large sites, and making existing routes attractive and safe; ii. facilitating, and connecting with, an enhanced Dartford railway station/public transport interchange; and iii. opening up and creating safe links/spaces to and along the River Darent, with a more natural river channel and setting. 	<p>General Open Space Active Travel Public Transport Green Grid</p>
D1:2	<p>The Council and partners will:</p> <ul style="list-style-type: none"> a) Promote redevelopment of large/unappealing buildings and under-used land/buildings where they are no longer contributing positively to Dartford's environment or commercial or cultural offer. Appropriate short term meanwhile use of vacant premises and/or land is encouraged. b) Support the strong contribution made by the Orchard Theatre, street market and independent traders, to retain Dartford's identity and vitality. 	<p>Community Facilities Open Space Active Travel Transport Integration Public Transport Parking</p>

Ref.	Policy Wording	Infrastructure
	<ul style="list-style-type: none"> c) Plan ahead with providers and landowners to reserve land for public/community service provision in advance of occupation of new dwellings. d) Further enhance the public realm and connectivity, and the setting of heritage assets, with refurbished streets and green routes for pedestrians and cyclists. This will feature public spaces, squares or pocket parks as focal points for the town centre, with a high class street scene, public art and new riverside environment, and hard/soft landscaping and shelter, including new trees. e) Encourage access between the River Darent, the railway station and the town centre, particularly through wayfinding, upgrading of public spaces and currently unappealing environments, and overcoming severances to pedestrian and cycle movement created by the ring road (Home Gardens/Westgate Street) and the railway embankment. f) Secure major transport investment to:- mitigate the current adverse impacts of traffic congestion; increase public transport capacity and services, reducing dependency on car travel; and enhance walking and cycling. The Council will seek full integration of rail, bus and Fastrack services, particularly at a new railway station and with new rail services for Dartford. g) Seek parking that is flexible to use and promotes multi-purpose town centre visits. The Council will undertake a review of the parking strategy, looking at changing usage and the requirements of current and future residents, employees and visitors for short and long-stay vehicle parking. 	
D2:1	<p>Development proposals in Central Dartford should:</p> <ul style="list-style-type: none"> a) Accord with Diagram 5 and the overall vision for Central Dartford, including by ensuring that development will not prejudice reasonable prospects for adjacent or nearby sites to come forward by virtue of overlooking or other outcomes, and contribute as required to local transport, public realm improvements, including public art reflecting local character and heritage, green infrastructure and social infrastructure requirements. b) Support the town centre's role in providing jobs, retail/ leisure, cultural facilities and other local services, securing a wide mix of uses in the town centre. Proposals must seek to retain or promote market town features for the future, such as affordable space for independent traders, arts/cultural industries, and new food and beverage uses/other local businesses. Major development in the town centre should wherever possible provide: <ul style="list-style-type: none"> i. flexible commercial premises, with space designed for local growth sectors, or businesses that will grow local professional/managerial or high technology level employment; or ii. suitable new retail/leisure facilities complementing current successful activities, or strategic visitor/shopper attractions (for example a cinema/other significant cultural or day and evening uses); or iii. community/public facilities and local services to accommodate the requirements of Central Dartford's growing population, unless a lack of need is demonstrated. c) Support the creation of a neighbourhood community with a mix of residential types and tenures. 	<p>Open Space Green Grid Community Facilities Active Travel Public Transport Parking Flood Risk</p>

Dartford Local Plan Future Infrastructure Statement

Ref.	Policy Wording	Infrastructure
	<ul style="list-style-type: none"> d) Ensure integration of the scheme into the wider setting and movement patterns, including creating safe public open spaces and/or new pedestrian friendly streets. The sense of security of spaces and streets must be ensured, including for converted or extended buildings where features such providing front doors onto safe spaces and streets are expected. e) Assess the heritage significance of the area and respond positively to local character and history, conserving and taking opportunities to enhance the significance of heritage assets. f) Deliver a development that improves air quality and grows the proportion of journeys made by active and public transport modes. This should include: <ul style="list-style-type: none"> i. the integration, layout and design of development having safe and direct non-vehicular routes through the town centre as well as through provision of suitable infrastructure; and ii. parking arrangements with flexibility for changing needs and technology, and good cycle parking provision. g) Fully mitigate flood risk and ensure that the development is safe for the lifetime of the development, where located within an area at risk of flooding. 	
D4:1	Development at Westgate should provide a mix of uses and enhance Dartford's leisure, visitor and mid-evening economy and/or health and wellbeing offer.	Health
D4:2	Proposals should demonstrate through masterplanning, appropriate layout, form, design, massing and use that they: <ul style="list-style-type: none"> a) retain the former Co-op façade on Spital Street; b) include active uses on existing street frontages and ensure safe public and private areas; c) reconnect historic roads/routes, ensuring an east-west pedestrian route across the site; and d) feature a new public square. 	Open Space Active Travel
D4:3	Development is expected to deliver: <ul style="list-style-type: none"> a) a cinema/strategic leisure facility, or cultural/visitor/wellbeing/community service/shopping anchor use of equal significance; b) 5,000sqm or more of uses within use class E, other main town centre uses, and/or a hotel (within use class C1); and c) 120 dwellings (or more). 	Community Facilities Health
D5:2	Proposals should demonstrate through integrated masterplanning, appropriate layout, form, design, massing and use that it: <ul style="list-style-type: none"> a) achieves the co-ordinated and comprehensive physical regeneration of the East of Lowfield Street, and permeability through to Central Park; b) delivers significant good quality residential development; c) provides active ground floor uses, with modern retail/leisure units to the north, and new community use premises at the southern end; d) enhances routes for pedestrians and cyclists, and improves the existing pedestrian environment along Lowfield Street; e) avoids traffic needing to travel through Market Street to access the site; f) provides a good quality multi-functional public realm which links to Central Park, with an appropriate boundary to the park where appropriate; and g) respects the adjacent Listed Buildings and Conservation Area. 	Active Travel Community Facilities Open Space
D6:1	Development at the Priory Centre and adjoining land should provide a genuine mix of town centre and other uses; and create new	Open Space Active Travel

Dartford Local Plan Future Infrastructure Statement

Ref.	Policy Wording	Infrastructure
	open streets, public spaces and attractive pedestrian linkages from Spital Street to and along Instone Road and Lowfield Street.	
D6:2	<p>Proposals should demonstrate through integrated masterplanning, appropriate layout, form, design, massing and use that they:</p> <ul style="list-style-type: none"> a) achieve the co-ordinated and integrated redevelopment of the Priory Centre/Instone Road and adjoining land, and one or more feature town centre square(s), complement adjoining and adjacent listed buildings, and enhance the High Street/Spital Street part of the Dartford Town Centre Conservation Area; b) provide significant active ground floor uses animating Spital Street and Lowfield Street as well as Instone Road and routes through the site; with viable new retail and leisure premises, including retention of large retailing anchors and space for independent traders; c) include visitor accommodation or a new activity forming a major town centre attraction; d) deliver a mix of good quality new houses and flatted development, and necessary land/facilities/contributions towards community service needs that arise from the development; e) provide high quality public realm/spaces, well landscaped with a variety of open functions and ensure that all public and private spaces and routes are safe and overlooked; f) make use of existing levels and ensure that the development works with adjacent levels and land given over to the car park; and g) respect neighbouring houses. 	<p>Open Space Community Facilities Parking</p>
D7:2	<p>Development will be permitted where it includes the following key elements:</p> <ul style="list-style-type: none"> a) Transforming the riverside environment into an attractive, safe, vibrant and resilient place, promoting outdoor leisure and onwards connections wherever possible. Applicable sites shall deliver high quality pedestrian routes along both sides of the River Darent, new landscaped public spaces, and seek to naturalise the River and its banks, where providing flood risk and ecological benefits, and, where appropriate, should include business uses which activate these spaces. b) Improving Dartford railway station or access to it, and respecting safeguarded railway land. All opportunities for beneficial station relocation and/ or new railway tracks or infrastructure for additional services, and enhancing interchange with Fastrack/bus services, should be fully explored. Development at or delivering a new railway station will be supported and should include new active uses supported by the high footfall. c) Providing modern commercial facilities as part of mixed use redevelopment unless demonstrated to be unviable, particularly: <ul style="list-style-type: none"> i. Any redevelopment of large footprint buildings where they are no longer viable in their current form should feature appropriate new active uses and be of a layout and design that provides permeability, with pedestrian friendly streets and public spaces, and greener links; or ii. Complementing cultural and leisure uses at the Orchard Theatre/ Westgate allocation; or iii. Meeting needs for flexible commercial floorspace, including co-working space and serviced offices. 	<p>Open Space Green Grid Flood Defence Public Transport Transport Integration Active Travel</p>

Dartford Local Plan Future Infrastructure Statement

Ref.	Policy Wording	Infrastructure
	<ul style="list-style-type: none"> d) Providing community facilities and alternative forms and tenures of new housing, additional to residential development under construction/ recently completed. e) Contributing to new or improved pedestrian/cycle routes across the ring road (Home Gardens and Westgate Road) and across the railway line/access to Dartford Railway station, with attractive direct access routes to the High Street and Westgate allocation. f) Providing sufficient quality pocket parks and other greenspace, clear walkable routes to existing open spaces and significant contribution to the green grid. g) Ensuring that development is well and sensitively designed in proposing the efficient use of land, reflecting the town's character and heritage, and respecting other existing environmental assets and existing local residents. 	
E1:1	<p>A 21st century garden city at Ebbsfleet will continue to be created, sensitively integrated into its environment and surroundings, providing high quality new greenspace, infrastructure, homes and business investment, and ensuring climate resilience. This will be achieved by the co-ordinated delivery of integrated and accessible sustainable transport, and well-designed and well-served mixed neighbourhoods. These will include workplaces, schools, health facilities and centres which serve and are well linked to neighbouring communities and towns, encourage walking and cycling, and are connected by modern public transport systems. It will become an important destination for recreation and leisure uses.</p>	<p>General Open Space Education Health Active Travel Public Transport</p>
E1:2	<p>The creation of a new urban heart at Ebbsfleet Central around a transport hub focussed on Ebbsfleet International Station, and plans for new neighbourhoods at Alkerden and Ashmere, will be implemented. The neighbourhoods at Ebbsfleet Green, Castle Hill, and north west of Swanscombe will be completed. Further development may come forward at suitable land north of London Road, Swanscombe.</p>	<p>Transport Integration</p>
E1:4	<p>The existing settlement of Swanscombe will remain distinct, retaining its character whilst seeking opportunities to improve its overall environment. Development in Ebbsfleet Garden City should ensure wherever possible that Swanscombe benefits from:</p> <ul style="list-style-type: none"> a) access to better facilities and public transport, including upgrades to the accessibility of, and services from, Swanscombe railway station (or a new station); and b) improvements to existing connections and the delivery of new green walking and cycling connections, in particular linking in to improvements towards the River Thames and Ebbsfleet International Station. 	<p>Public Transport Green Grid Active Travel</p>
E1:5	<p>At Bean Triangle, opportunities to improve environmental and landscape quality and walking and cycling connections to the wider area will be pursued, consistent with Green Belt principles.</p>	<p>Active Travel</p>
E2:1	<p>Development proposals in Ebbsfleet Garden City should:</p> <ul style="list-style-type: none"> a) Offer a genuine variety of types and tenures of homes that allows people from all communities to live in the area; b) Provide accessible and attractive new District and Local Centres at planned locations, and community and public facilities in walkable, vibrant, sociable neighbourhoods. Facilities and open spaces provided as part of development will be protected to ensure that well-served communities endure; c) Encourage an enterprising and inclusive local economy, supporting local businesses by retaining existing appropriate 	<p>Community Facilities Open Space Green Grid</p>

Dartford Local Plan Future Infrastructure Statement

Ref.	Policy Wording	Infrastructure
	<p>commercial uses with a viable future, and providing additional opportunities for locally based economic growth to provide jobs for residents;</p> <p>d) Deliver open space and ecological enhancements as part of the Green Grid network which are consistent with conserving and enhancing the ecological and geological interest of the Swanscombe Peninsula Site of Special Scientific Interest (SSSI) and to achieve healthy linked neighbourhoods. Development must support active lifestyles, including the provision of attractive opportunities for sports, exercise and to grow food, and help deliver a strong network of waterscapes and green corridors as defining features; and</p> <p>e) Ensure no direct or indirect impacts on the SSSI, including near its boundary. Where it is necessary to avoid impacts, buffers will be created in between developments and the SSSI.</p>	
E2:2	<p>Proposals in the Garden City should be designed to:</p> <p>a) Be of the highest quality, including beautifully and imaginatively designed homes and buildings which combine the best of town and country and exemplar developments;</p> <p>b) Demonstrate how the location and layout of development contributes to the scale, legibility and walkability of the Garden City. Development should contribute and connect to the street hierarchy, enhance the public realm and enable walkability and cycling, with walking, cycling and public transport designed to be the most attractive forms of travel;</p> <p>c) Comply with the principles set out in the Ebbsfleet Implementation Framework, the Design for Ebbsfleet Guide, the Ebbsfleet Public Realm Strategy and the Sustainable Travel Strategy. Proper regard will be had to subsequent masterplans and design guidance documents;</p> <p>d) Aim for zero carbon and energy positive technology to ensure climate resilience in all developments, with exemplar design and sustainable construction methods and/or large or small development shown to be surpassing or in line with policy M3 requirements;</p> <p>e) Include public art which reflects local character and heritage, following local public input;</p> <p>f) Allow the provision of temporary meanwhile uses that enhance the character and vitality of the area where there are empty buildings or cleared sites with no current prospects of being quickly brought into use/ construction; and</p> <p>g) Ensure that appropriate long term stewardship arrangements are put in place for all spaces and facilities used by the public and allow the community to engage and shape their area in a meaningful way.</p>	<p>Open Space Active Travel Public Transport</p>
E3:2	<p>The following principles will apply:</p> <p>a) Facilities, including at the well-established High Street District Centre and other locations within Swanscombe, will be retained/improved;</p> <p>b) Environmental and infrastructure enhancements, including to upgrade public transport and walking/cycling connections, will be sought; and</p> <p>c) Existing single family dwellings will be retained, and proportionate redevelopment for new family homes will be supported at small brownfield sites.</p>	<p>Public Transport Active Travel</p>
E4:1	<p>Development of Ebbsfleet Central will be supported where it delivers a high quality, comprehensively planned, strategic Garden City hub. Within Dartford Borough, this will feature a full mix of activities which will all be well integrated in the wider area including:</p>	<p>Health Education CommunityFacilities Public Transport</p>

Dartford Local Plan Future Infrastructure Statement

Ref.	Policy Wording	Infrastructure
	employment; health/education; residential development; new open and public spaces; and major new transport and community infrastructure. The main focus will be development with an urban character close to Ebbsfleet International Station.	
E4:2	<p>Proposals should be designed to:</p> <ul style="list-style-type: none"> a) provide at least 30% as open space, including varied and well equipped parklands befitting a Garden City; b) ensure that there are no direct or indirect impacts on the Swanscombe Peninsula Site of Special Scientific Interest (SSSI) and that the ecological and geological interest of the SSSI is conserved and enhanced; c) secure significant zero carbon and energy positive technology; d) provide a new public transport hub with ease of interchange between rail services at Ebbsfleet International and other local rail stations, Fastrack and local buses; e) secure the direct Fastrack route through the site linking Ebbsfleet International station eastwards and westwards via Alkerden and other developments to Bluewater; f) integrate developments and deliver major new green, safe and attractive walking and cycling connections to both existing and new communities, connecting both sides of Ebbsfleet International Station; g) ensure that appropriate car parking is provided for Ebbsfleet International Station; and h) not preclude achievement of new or enhanced rail services in north Kent, including to other stations in Dartford Borough and direct to Abbey Wood. 	<p>Open Space Transport Integration Public Transport Green Grid Active Travel Parking</p>
E4:3	At land by the east of the railway station, large scale commercial activity and infrastructure will be delivered, providing good quality businesses and jobs, strategic health and community facilities, a hotel, homes and a new District Centre. A first class public realm, urban greenspace and a public park along the River Ebbsfleet, which protects and enhances its ecological interest and creates a naturalised river and banks, will be created.	<p>Health Community Facilities Open Space</p>
E4:4	At land to the west of the railway station, proposals will be well linked to development by the east of the station and elsewhere in the Garden City, and ensure that there are no direct or indirect adverse impacts on the adjoining Site of Special Scientific Interest. Major mixed use development should include homes and community facilities, forming a connected and well-served new neighbourhood.	Community Facilities
E4:5	<p>Development within Dartford Borough is expected to deliver the following within the plan period:</p> <ul style="list-style-type: none"> a) Approximately 2,000 dwellings; b) Approximately 100,000sqm floorspace within use class E (predominantly offices/ flexible workspace, and a maximum 20% retail); and c) Substantial education, health and community facilities. 	<p>Education Health Community Facilities</p>
E5:1	Alkerden and Ashmere will form sustainable, active and well integrated neighbourhoods set in significant green infrastructure. The fulfilment of strategic Garden City development by prompt completion of mixed use centres and infrastructure will be supported, complemented by new diverse residential neighbourhoods	<p>General Green Grid</p>
E5:2	<p>Proposals should be designed to deliver:</p> <ul style="list-style-type: none"> a) A direct Fastrack route between Bluewater and Ebbsfleet Central; b) Mixed residential neighbourhoods supported by the provision of centres with community facilities and local services. Alkerden will be a significant local hub for the Garden City with a District Centre which will include an education campus and 	<p>Public Transport Community Facilities Education Health Active Travel Open Space Green Grid</p>

Dartford Local Plan Future Infrastructure Statement

Ref.	Policy Wording	Infrastructure
	<p>medical/healthcare provision. At Ashmere, a Local Centre will be provided;</p> <p>c) Provision of significant custom/self-build dwellings and other forms of residential and specialist accommodation, including for older people, well located to the Centres, to diversify housing supply and provide inclusive communities in the Garden City;</p> <p>d) A fully connected pedestrian and cycle network, linked to Ebbsfleet Central/Castle Hill, the surrounding areas and Bluewater, and the enhancement of connections to Swanscombe, Greenhithe, Stone and the countryside to the south of the A2; and</p> <p>e) High quality new strategic and local greenspace, including at Craylands Gorge and other north-south ecological corridors, and a major park between Alkerden and Ashmere.</p>	
E5:3	<p>Development is expected to deliver:</p> <p>c) 4,700 dwellings (or more);</p> <p>d) Specialist residential accommodation; and</p> <p>e) Approximately 10,000sqm floorspace within use class E plus significant community uses focused on a District Centre, and a Local Centre.</p>	Community Facilities
M4:1	<p>Development with a frontage along the Rivers Thames or Darent will be expected to fully explore the potential for improving: the riparian landscape; biodiversity; access and appeal for pedestrians and cyclists; and opportunities for river based recreation. This should be planned along with securing any flood defence infrastructure that may be required under criterion 2.</p>	Green Grid Flood Risk
M4:2	<p>Development which is proposed on sites which fall partly or wholly within the tidal flood defence raising zone must not constrain the future management, maintenance and upgrading of flood defences and, where feasible, development must seek to contribute to the delivery of the Thames Estuary 2100 plan.</p>	Flood Risk
M4:4	<p>Where development is within an area at risk of flooding from any source, it will be required to:</p> <p>a) Locate the most vulnerable development in areas of lowest flood risk unless there are overriding reasons for not doing so;</p> <p>b) Include measures which reduce the overall level of flood risk at the site, where possible;</p> <p>c) Provide a safe means of access and egress; and</p> <p>d) Incorporate flood protection and resilience measures.</p>	Flood Risk
M4:5	<p>Development which is proposed on sites with a riverside frontage or providing access to flood defences must make sufficient space for the defences and for future river levels available where necessary, and provision for the future management, maintenance and upgrading of the defences.</p>	Flood Risk
M4:6	<p>All major development must incorporate multi-functional Sustainable Drainage Systems (SuDS) to reduce surface water run-off and ensure that it does not increase flood risk elsewhere. Infiltration SuDS will only be acceptable where they will not lead to deterioration of groundwater quality in Groundwater Source Protection Zones. Where possible, SuDS should be multi-functional and deliver benefits to green infrastructure.</p>	Utilities
M14:1	<p>New development will be required to contribute to the Green and Blue Infrastructure network as follows:</p> <ul style="list-style-type: none"> • Sites of 20ha and over: at least 30% of the site area • Sites of between 2ha and 20ha: at least 20% of the site area • Sites of less than 2ha will be considered on a site by site basis for a proportionate contribution 	Green Grid Open Space

Dartford Local Plan Future Infrastructure Statement

Ref.	Policy Wording	Infrastructure
	<p>This should include multi-functional land, providing opportunities for formal and informal recreation, habitats and corridors for wildlife, native trees/landscaping, and other measures to mitigate and adapt to the impacts of climate change. Ongoing maintenance and management of such areas will need to be demonstrated.</p> <p>Where the provision of on-site Green and Blue Infrastructure or public realm open space is not appropriate or feasible, contributions may be sought for off-site improvements of open space in the vicinity of the site.</p>	
M22:2	<p>Development for activities including those in use classes C1, E and F at Bluewater will be permitted where:</p> <ul style="list-style-type: none"> a) Proposals do not individually or cumulatively undermine its role as a regional shopping centre, and are shown to be necessary to maintain or enhance its quality and performance relative to other regional centres/ competitors; b) Impact on the highway network is minimised, and improved access by and to public and active transport is secured where appropriate. Measures to be featured in a robust Travel Plan should include: high quality/ expanded interchange facilities; support for further Fastrack services where feasible; segregated and safe walking and cycling routes; and secure cycle parking. Particular focus should be given to measures to increase uptake of sustainable travel by employees and nearby communities; c) The original design integrity of the centre is maintained; and d) The parkland setting is maintained and enhanced as a recreational and biodiversity resource and as flood risk mitigation. 	<p>Highway Network Public Transport Active Travel</p>