

This report provides the latest update of the strategic infrastructure projects identified to support the delivery of planned development within the Borough. The report includes infrastructure that has been completed; infrastructure to be delivered that is fully funded; infrastructure to be delivered and supported with CIL funding and infrastructure where further details are needed regarding its future delivery.

# Infrastructure Delivery Plan 2024

Update December  
2024

**DARTFORD**  
BOROUGH COUNCIL

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## Introduction

The Community Infrastructure Levy (CIL) is a charge that can be applied by local authorities on new development in their area. It is an important tool to help local authorities deliver the infrastructure needed to support development in their area. CIL can be used to fund a wide range of infrastructure<sup>1</sup> including roads and other transport infrastructure; flood defences; schools and other educational facilities; medical facilities; sporting and recreational facilities and open space. Dartford Borough Council (the Council) adopted its CIL Charging Scheme which came into effect on 1<sup>st</sup> April 2014. Dartford's Infrastructure Delivery Plan (IDP) forms part of the governance arrangements for CIL, approved by the Council in March 2017 and further revised in September 2022, replacing the previous infrastructure list required under CIL Regulation 123 ("the 123 List") when this regulation was deleted<sup>2</sup>.

This updated IDP provides details of the latest infrastructure projects identified by the Council through engagement with the Ebbsfleet Development Corporation (EDC) and key infrastructure providers including Kent County Council (KCC), Dartford Gravesham & Swanley Health & Care Partnership (DGSHCP), Environment Agency (EA), National Highways (NH) and Network Rail (NR). The infrastructure projects support planned new development in the Borough and help meet the new demands this planned growth will generate. This IDP supersedes that published in December 2023 and provides the latest information on the progress and delivery of key infrastructure projects. The IDP is a "living document" and is subject to change at least annually as new development takes place across the Borough and delivery partners identify the need for new infrastructure projects in response to the demands created.

The infrastructure projects contained in this IDP have been categorised under the following three headings and reflects the progress being made towards their delivery, the cost of the projects where known and the funding status:

**1) Projects where the full level of funding has been identified (including direct provision by developers).**

These projects have been judged by the Council or its delivery partners to be either fully funded/delivered through existing s106 obligations and/or other external funding sources.

**2) Projects where the application of CIL funding would help to unlock the delivery.**

This section of the IDP is divided into two parts.

Part (a) list those infrastructure projects that have already been allocated CIL funding and provides a summary of their progress.

Part (b) list those projects that have been identified through ongoing liaison with delivery partners where it is considered that CIL funding has the potential to unlock their delivery over the next five years. It is recognised that further actions may be needed to provide certainty that these projects can be delivered including any potential for CIL forming part of the overall funding package. The projects in this category form the principal focus for the allocation of CIL funding from the CIL receipts retained by the Council to support the delivery of strategic infrastructure projects. At this stage with a formal bid to be submitted an indicative scale of potential CIL funding is given for each project. Any final decisions on the allocation of CIL funding will be subject to an assessment against Dartford's CIL Assessment Criteria and approval by the Council's Cabinet.

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<sup>1</sup>For the definition of infrastructure see s216(2) of the Planning Act 2008 and CIL Regulation 59 (as amended by SI 2012/2975 and SI 2013/982)

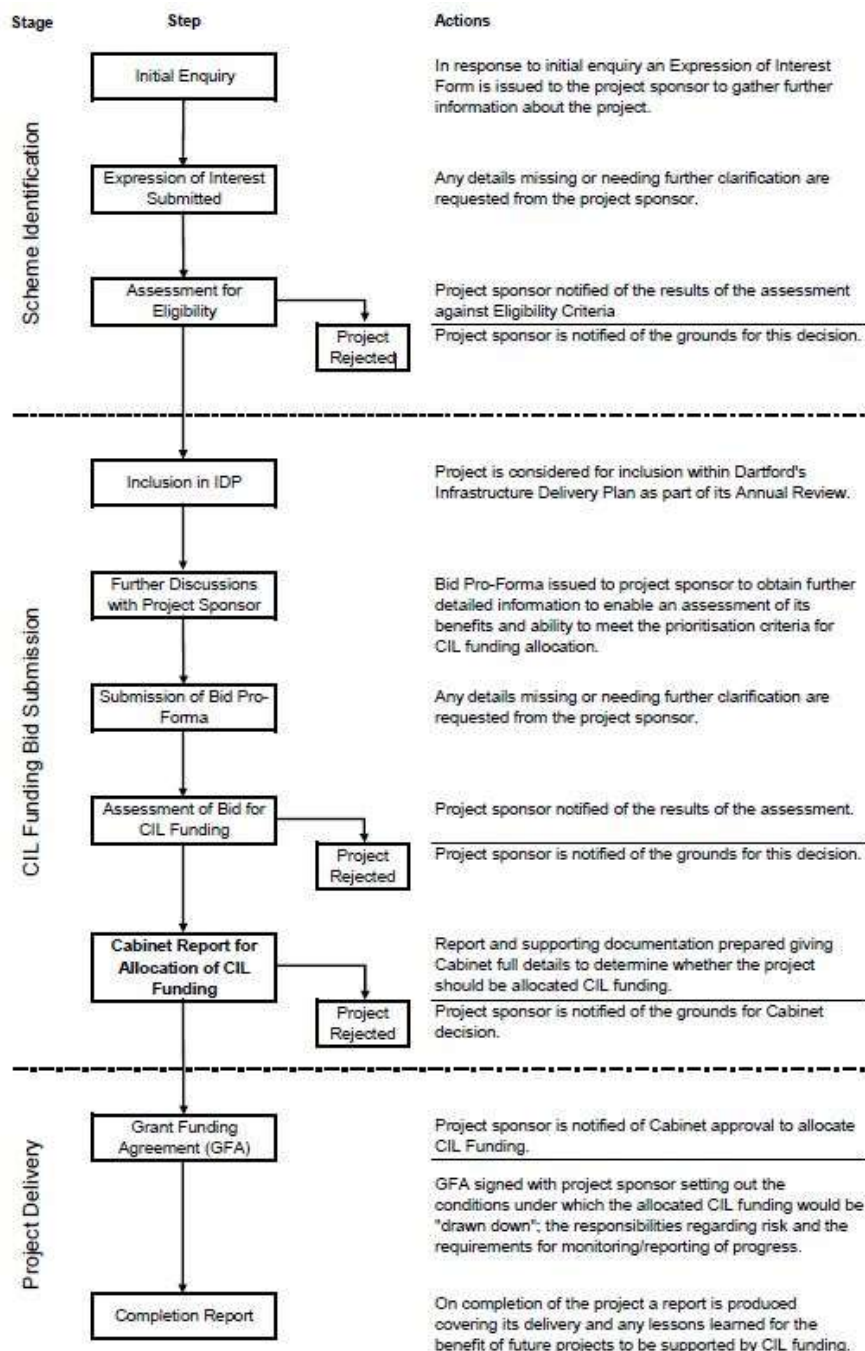
<sup>2</sup> See Community Infrastructure Levy (Amendment) (No.2) Regulations 2019 (SI 2019 No.1103)

**3) Projects that may be needed to support development but currently need to be further defined in terms of delivery timescale, which may be beyond the next five years, and potential funding.**

This section covers additional projects that are emerging but which have not yet been clearly defined and strategies that are expected to identify infrastructure projects. The specifics of the projects such as need, delivery and timing, clarity of funding sources, and whether CIL funding would help to unlock delivery all require further consideration. The Borough Council will continue to work with the relevant delivery partners to further develop these projects/strategies and identify funding opportunities to enable delivery.

The revised governance arrangements for Dartford’s CIL Charging Scheme approved in September 2022, established a process for the identification of infrastructure projects and the allocation of CIL funding (see Figure 1).

**Figure 1: Procedure for Identification of Projects and Allocation of CIL Funding**



The first stage in this process requires the submission of an Expression of Interest which should provide sufficient details of a project to determine its eligibility for CIL funding. An eligible project that is expected to be delivered within the next five years is then included within Part 2. For the allocation of CIL funding towards a project a more detailed Bid Pro-Forma is submitted. As projects are identified for inclusion within Part 2 the principle will be maintained that there will need to be sufficient CIL funding already retained or funding will be available within the estimated forecast CIL receipts for the next five years.

The IDP addresses strategic infrastructure, whereas the small proportion of CIL funds reserved for local neighbourhood projects are addressed separately by parish/town councils or the Dartford Unparished CIL Fund arrangements.

### Projects Completed Since November 2012

The following projects that were featured in previous versions of Dartford's infrastructure Delivery Plan have been completed.

Location	Project	Delivery Agent	Funding Source(s)	When	Cost
Dartford Town Centre	Pool refurbished and health and poolside facilities expanded at Fairfield Leisure Centre	DBC	DBC	Opened 2016	tbc
Castle Hill, Ebbsfleet Garden City	New 2FE Primary School (Cherry Orchard Primary Academy))	Developer	s106	Opened Sept 2017	£7.0m
Castle Hill, Ebbsfleet Garden City	New Community Centre	Developer	s106	Opened 2017	tbc
Stone/Greenhithe	Improvement of A226 London Road/St Clements Way Jnc.	KCC	LGF, s106	Completed 2019	£8.5m
Ebbsfleet Garden City	Springhead Bridge	EDC	EDC	Completed 2020	tbc
Dartford Northern Gateway	New 2FE Primary School on Central Road, Dartford (Rivermill)	ESFA	ESFA, s106	Opened Sept 2020	£7.0m
Dartford Town Centre	Dartford TC Regeneration Project Phase 1	DBC	Homes England, LGF	Completed December 2020	£6.7m
Borough-wide	Fastrack AZ (New Fastrack service between Gravesend and Dartford principally serving Amazon development but available for use by the public)	Developer	s106	Operational August 2021	tbc
Ebbsfleet Garden City	New 2FE primary school at Ebbsfleet.	KCC	s106, KCC	Opened Sept 2021 (as a 1FE) 1FE Expansion in 2022/23	£10m
Stone	8FE Secondary School (Stone Lodge)	ESFA	ESFA, s106	April 2022	£32m
A2 Bean & Ebbsfleet Junctions	Major improvement of junctions to improve capacity and ease congestion in response to planned development in the area.	NH	NH, EDC, s106	Opened to traffic June 2022	£112m
Dartford Town Centre	Dartford TC Regeneration Project Phase 1a (High Street) public realm improvements.	DBC	DBC, s106,	Summer 2022	£2.6m
A282 (M25) junction 1a	Implementation of a short-term improvement involving the widening of the westbound carriageway of the A206 where it crosses the A282.	NH	s106	March 2023	£1.2m
Urban Traffic Management & Control (UTMC)	Upgrade of traffic signals to provide integrated/responsive traffic control systems. To minimise delay/congestion for all vehicles and support the smooth	KCC	EDC, s106	May 2024	£4.2m

	running of buses, particularly Fastrack.				
Dartford Town Centre	Dartford TC Regeneration Project Phase 2a (Lowfield Street/Instone Road) public realm improvements.	DBC	DBC, s106, CIL	Completed 2024	tbc

Specific projects are identified in this IDP which means that this does not include the identification of other potential development funding requirements for items such as additional library book stock, youth outreach programmes, community learning services and police, and other emergency services, resources. The Council will continue to discuss the appropriate resource requirements needed to support development and, where possible, agree funding mechanisms for these and other types of social/community infrastructure. This may be through a combination of CIL, s106 and third party funding and will depend on the geographic coverage of the service requirement and the ability to meet need generated by development.

The IDP also does not cover any mitigation associated with the Lower Thames Crossing (LTC). Whilst this Nationally Significant Infrastructure Project is outside the Borough it could potentially have a significant impact on traffic movements through the Borough on both the strategic and local road network. National Highways has submitted its application for a Development Consent Order (DCO) and the project is awaiting the secretary of State’s decision. As part of the DCO process the scope for improvements outside the limit of the scheme itself that may be needed to mitigate its wider impacts will be determined. These improvements will then be delivered as part of the scheme or through designated funds.

Further updates of the IDP are expected to be published, at least on an annual basis, to coincide with the Council’s consideration of Dartford’s Annual CIL Monitoring.

**1. Fully Funded Projects**

	Location	Project	Description & Need	Lead Delivery Agent	Funding Source(s)	Delivery Issues/Comments	When
<b>Green infrastructure</b>	Ebbsfleet Garden City	Green Corridors Phase 3	Series of improvements to public rights of way within and adjacent to Ebbsfleet Garden City to provide a cohesive network linking pedestrian and cycling infrastructure provided as part of development with the wider network giving access to key locations outside the Garden City.	KCC	EDC	Works started in 2021. The following schemes are being progressed within Dartford: Site 3a – Greenhithe Station (completed) Site 3b – London Road to Greenhithe Station (scheme currently paused) Site 4 – Ebbsfleet Academy (completion due Autumn 2025) Site 5 – Bean Road (completed)	2025/26
<b>Health</b>	Dartford, East Hill	Livingstone Hospital Community Diagnostics Centre (CDC)	Provision of additional capacity for diagnostic services that are more easily accessible to the local community. The CDC would relieve pressure on Darent Valley Hospital allowing areas to be re-purposed.	DGSHCP	NHS	The proposal for Livingstone Hospital CDC has been developed in response to a Government initiative. The CTC would provide: Imaging (X-ray, CT, MRI, Ultrasound) Physiological measurements Pathology Government funding for the CDC was confirmed earlier this year. The interim facility is fully up and running with all planned services in operation. Planning permission for the permanent CDC facility has been approved and the contract has been awarded. Demolition of the derelict buildings on the site has been completed and the ground works are underway. The modular units are in construction with the supplier and the project remains on track for completion and opening of the permanent facility by Spring 2025	Temporary provision 2024/25  New CDC 2025/26

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Transport	Ebbsfleet Garden City	Whitecliffe Fastrack Route	Provision of a dedicated route through the Whitecliffe (Eastern Quarry) development site supporting the expansion of the Fastrack network and provide opportunities for more sustainable transport journeys.	Developer	s106	Route through Castle Hill and Alkerden has been constructed and Fastrack is currently serving these developments. The final section through Ashmere is under construction and a route for Fastrack services through Whitecliffe will utilise Hedge Place Roundabout towards the end of 2025 whilst awaiting the completion of the tunnels under Bean Road.	2025/26
	Ebbsfleet Garden City	Alkerden 8FE Secondary School	Phased opening of new secondary school on Whitecliffe (Eastern Quarry) development site to meet demand generated by Ebbsfleet Garden City and potential demand from outside the Garden City area.	Developer	s106	Planning permission for and Education Campus at Alkerden was granted in November 2021. This will comprise an 8FE non-selective secondary school, a 2FE primary school, dual use sports pitches and sports hall for use by the school and local community.  Aletheia Anglican Communities Trust has been selected to operate the primary and secondary schools as an “all through school”. Design is completed and construction to provide temporary provision for the secondary school is in progress whilst the permanent school is being constructed.	Sept 2025 (Temporary 5FE for Year 7)  Sept 2026 (Permanent 5FE)  8FE by 2027/28
Education	Ebbsfleet Garden City	Alkerden 2FE Primary School	Phased opening of new primary school on Whitecliffe (Eastern Quarry) development site to meet demand generated by development within the Ebbsfleet Garden City.	Developer	s106		1 FE by 2026/27  2FE by 2027/28
Transport	Ebbsfleet Garden City	Whitecliffe - Bluewater Tunnels	Tunnels constructed under B255 Bean Road linking Bluewater with Whitecliffe (Eastern Quarry) providing dedicated Fastrack and pedestrian/cycle routes through Whitecliffe and onward to Ebbsfleet International Station.  Project supports expansion of Fastrack network and more sustainable transport provision.	KCC	DfT, EDC	KCC is working on the delivery of the tunnels. Issues relating to the presence of Thames Water assets under Bean Road and a general increase in construction costs have impacted on the timescale for delivery. KCC is working with the EDC on resolving these issues and the submission of a Full Business Case to secure funding.  In the interim Fastrack services will be routed via Hedge Place Roundabout in November 2025 with the tunnel connection to Bluewater to follow.	2026/27
	Education	Borough-wide	Provision of a Special School (SEND)		KCC	KCC, ESFA	Provision would cover demand from North Kent covering Dartford, Swanley and Gravesham supplementing existing provision at Milestone Academy, New Ash Green and The Ifield School, Gravesham.

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		Education Provision in Kent as existing provision in Swanley and Gravesham has already exceeded their capacity.			<p>A site has been identified within the Swanley/Hextable area of Sevenoaks District for the provision of a new school providing 250 places that would address a geographical gap in provision across the wider North Kent.</p> <p>KCC submitted a bid to the Department for Education in July 2023 and funding for the new school was confirmed by Government on 23 August 2023. DfE is progressing work on the design of the school and the submission of a planning application.</p>		
Community	Ebbsfleet Garden City	Alkerden Community Hub	Provision of a community facility incorporating library, community learning, youth, social care and other community services to meet demand arising from new development in Ebbsfleet Garden City.	EDC, Developer	EDC, s106	<p>The EDC is looking at the delivery of this facility within the broader context of community services across the Garden City and long-term stewardship arrangements.</p> <p>Planning permission was granted by the EDC for this new community facility on 31 October 2024. Construction is expected to commence in 2025 and scheduled to open to the public in 2027.</p> <p>The Community Hub is identified within the Area Masterplan for Alkerden.</p>	2026/27
	Ebbsfleet Garden City	Ashmere 2FE Primary School	Phased opening of new primary school on Whitecliffe (Eastern Quarry) development site to meet demand generated by development within the Ebbsfleet Garden City.	Developer	s106	<p>Delivery of this new primary school will be determined by KCC and the developer, in conjunction with the EDC, in line with the progress of the housing delivery on the Whitecliffe development site and the triggers set out in the s106 Agreement. A site has been identified in the Area Masterplan for Ashmere and is to be delivered by the developer with KCC securing the school operator.</p>	Within period 2028-2031
Health/Educational	Ebbsfleet Garden City	Ebbsfleet Central Health & Wellbeing Hub	Provision of a health facility incorporating primary care provision, a diagnostics centre and other health & wellbeing services to meet demand arising from new development in Ebbsfleet Garden City.	EDC, Developer	EDC, NHS	<p>Planning application submitted for mixed-use development at Ebbsfleet Central East in September 2022. The application allows for up to 35,000m<sup>2</sup> of floor space for healthcare facilities/services.</p> <p>The EDC has on-going discussions with DGSHP and other healthcare providers to</p>	Within period 2029-2034

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		The provision of diagnostic testing could help reduce pressure on existing hospitals.			determine the facilities to be encompassed within this Hub. DGSHCP is focused on the provision of a primary care health centre of at least 984m <sup>2</sup> floor space. Other facilities within the Hub could include other healthcare/wellbeing services, education/research and related commercial space such as pharmacy, opticians, etc. The outline planning application commits to the delivery of the Health & Wellbeing Hub which is currently identified within Phase 1 of the Ebbsfleet Central East development.		
Transport	Ebbsfleet Garden City	Ebbsfleet Central Fastrack	Provision of a dedicated routes between Whitecliffe (Eastern Quarry) development site and Ebbsfleet International Station serving Ebbsfleet Central development. Route would support the expansion of the Fastrack network and provide opportunities for more sustainable transport journeys.	EDC	s106	A route for Fastrack is identified on the Masterplan for Ebbsfleet Central East the subject of the planning application to be determined by the EDC. This additional Fastrack infrastructure is expected to be delivered by the EDC.	Within period 2029-2034
	Ebbsfleet Garden City	Ebbsfleet Central 2FE Primary School	To meet demand for school places generated by longer term growth and planned development in the Garden City.	KCC, Developer	EDC, Developer	Planning application submitted for mixed-use development at Ebbsfleet Central East in September 2022. The planning statement submitted in support of this application acknowledges that the provision of a new 2FE primary school could be delivered within the boundary of the application unless an alternative off-site location is agreed by all parties.	Within period 2031-2035

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**2. Projects with the Potential to be Unlocked by CIL**

a) Projects Allocated CIL Funding

Transport/Public Realm	Dartford Town Centre	Dartford TC Regeneration Project Phases 2a, 2b, 3, 3a, 4 and 5	Measures to transform the town centres highway and public realm to support its regeneration, improve access (particularly for non-motorised users), reduce severance and support sustainable travel to encourage modal shift.	DBC	HE Grant (£7.7m)  LGF (£4.3m)  s106 (£1.611m)	CIL allocation approved by Cabinet in October 2021. Phasing of project will see:  <b>Phase 1</b> – Market Street/Market Place (completed) <b>Phase 1a</b> – High Street (completed) <b>Phase 2a</b> – Lowfield Street/Instone Road (completed) <b>Phase 2b</b> – West Hill/Highfield Road Junction and Spital Street. Contract awarded with works starting on 26 September 2024. Completion scheduled for mid-March 2025. Scheme incorporates improvement of adjacent Essex Road Toucan funded through Unparished CIL Pilot Programme. <b>Phase 3a</b> – Hythe Street. Currently on hold subject to development coming forward on the adjacent former Co-Op site. Design completed but a review may be needed. <b>Phase 4</b> – Westgate Road/Hythe Street/Home Gardens/Kent Road. Concept designs completed and subject to review. Further traffic modelling is ongoing with update from consultants awaited. Consideration is being given to extending the scheme north to Victoria Road/Mill Pond Road roundabout to improve pedestrian/cycle links with new development north of the railway line. <b>Phase 5</b> – Home Gardens/East Hill/Overy Liberty. Traffic modelling has indicated that works at this junction could have significant	£18.761m	£4.152m
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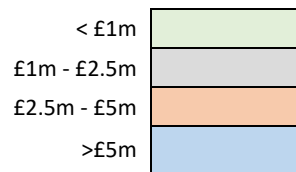
Indicative Funding Levels:

< £1m	
£1m - £2.5m	
£2.5m - £5m	
>£5m	

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Community					impacts on traffic congestion in the town centre. Improvements may be limited to traffic signal timings utilising the funding allocated to UTMC project. Junction and other improvements to Home Gardens are being considered as a stand-alone project subject to feasibility and additional funding.		
	Stone	Stone Recreation Ground	Upgrade of existing recreation ground to enhance existing facilities and improve the natural environment and accessibility particularly for those with impaired mobility. Increased opportunities for a wider range of activities to meet the needs of a growing community.	Stone PC	Stone PC (£650,000)  Urban Tree Challenge Fund (£29,730)	<p>Planning consent for the improvement of the recreation ground was granted in March 2022. The key elements of the proposed works being:</p> <ul style="list-style-type: none"> <li>• Improved landscaping creating community orchards, nature trail and new footpaths / cycleways,</li> <li>• A new cafe/community hub with Changing Places facilities,</li> <li>• A new and enlarged multi-use games area (MUGA),</li> <li>• Better seating, sheltered areas and picnic areas,</li> <li>• Improved security, lighting, boundary fencing and access points.</li> </ul> <p>CIL allocation approved by Cabinet in September 2023 a proportion of the CIL funding to be reimbursed from future CIL receipts transferred to the parish council. Contractor appointed by Stone PC and Grant Funding Agreement completed in April 2024. <b>Works commenced in May 2024 with completion scheduled for March 2026.</b></p>	£4.475m

Indicative Funding Levels:



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<b>Green Infrastructure</b>	Bean Parish	Beacon Wood Country Park	<p>Project will involve several specific improvements to enhance accessibility and safety in the area, focusing on the needs of disabled individuals, wheelchair users, and families with prams and buggies. The aim is to maintain a valuable asset that is part of the Council's Green Grid Network and increase its use by making it accessible throughout the year.</p> <p>The planned works to include:</p> <ul style="list-style-type: none"> <li>- Improvements to hardstanding pathways.</li> <li>- Remedial work to stepped access.</li> <li>- Drainage work to the Lower Woodland Track.</li> <li>- Rebuild of the Dipping Platform and Boardwalk.</li> <li>- New interpretation boards, way markers and QR marker posts</li> </ul>	Bean PC	Friends of Beacon Wood (£12,000)	<p>Initial enquiry received regarding the suitability of the project for CIL funding and an Expression of Interest supplied. Site visit arranged and an Expression of Interest submitted on 15 July 2024.</p> <p>Project was assessed and further information requested regarding the wider strategic benefits of the project, management of risks associated with the project and its longer term sustainability.</p> <p>CIL allocation approved by Cabinet on 24 October 2024 and, subject to the completion and issuing of a Grant Funding Letter, the work can be started immediately with completion of works expected within 2-3 months.</p>	£66,600	£54,600
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b) Projects Identified as Potentially Requiring CIL Funding

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Indicative Funding Levels:

	< £1m
	£1m - £2.5m
	£2.5m - £5m
	>£5m

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Health	Stone/Greenhithe	Greenhithe Medical Centre	Provision of a new healthcare centre to replace existing GP facilities in the area to allow additional services to be provided and meet rising demand from both existing communities and new development.	DGSHCP, Developer	NHS	<p>Agreement reached with KCC regarding the transfer of land at Steele Ave in Greenhithe for the provision of this new health facility. And a specialist developer has been appointed to deliver.</p> <p>Planning permission was granted on 25 May 2024. Discussions with the GP practices that are planned to move into the new facility have been concluded.</p> <p>District Valuer has audited the project and the Kent &amp; Medway ICB has approved the project.</p> <p>DGSHCP is in the process of preparing a Business Case to NHS. Bid Pro-Forma to submit for the allocation CIL funding on 11 November 2024.</p>	2025/26	£8.2m (TBC)	
Sport/Leisure	Dartford West	Fleetdown Utd FC	<p>Proposal is to increase the size of the current enclosed 3G playing surface, upgrade the playing surface itself, reconfigure the grass pitches and improve the changing facilities to make them suitable for use by females and those with mobility issues.</p> <p>The larger 3G pitch and other improved facilities would allow:</p> <ul style="list-style-type: none"> <li>the club to grow its offering to the wider community including demand for girls football;</li> </ul>	Fleetdown Utd FC	Football Foundation, Veolia, Local Businesses, Fund raising activities	<p>An Expression of Interest was submitted on 21 July 2023 and a Bid Pro-Forma has been supplied which is in the process of being completed. It is expected that this will be submitted in the new year.</p> <p>Project has the backing the Football Foundation who have access to funding from the Football Association. They would be the main funder and a decision by their Board is scheduled for April 2025.</p> <p>The proposal requires planning permission and a planning application is likely to be consulted on by the end of 2024.</p>	2025/26	£1.85m (TBC)	

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< £1m	
£1m - £2.5m	
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>£5m	

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		<ul style="list-style-type: none"> <li>• .transition youth teams to adult football on site;</li> <li>• free up space to provide opportunities for community use.</li> </ul>						
Education	Dartford West	Dartford Grammar School Expansion	<p>Expansion of existing secondary school as part of plans to upgrade the facilities at the school through the provision of larger classrooms and non-teaching spaces.</p> <p>The plans would also provide an additional 75 places (0.5FE) across all year groups helping to alleviate some of the pressure on demand for selective school provision across the Borough.</p>	Dartford Grammar KCC	<p>KCC (£3.0m)</p> <p>School (£2.2m)</p>	<p>Expansion has been identified within the Commissioning Plan for Education Provision in Kent.</p> <p>Architects and builders will be appointed by school who will also seek the required planning permission. A planning application has yet to be submitted.</p>	2026/27	£7.0m (tbc)
Education	Dartford	Sir Geoffrey Leigh Academy	<p>Expansion of existing secondary school from 8FE to 10FE with the creation of a new standalone sixth form block freeing up space within the main building of the school.</p> <p>Demand for secondary school places in Dartford remains very high and this project will help to mitigate this demand by increasing the provision at the school from 1200 places to 1500.</p>	KCC	KCC	<p>An Expression of Interest was submitted on 31 October 2024 for this project.</p> <p>KCC has already provided funding of £425,000 for initial alterations to the existing school building and sports areas. A further £925,000 was allocated to undertake feasibility studies and design work for this project.</p> <p>A planning application is to be submitted by the Leigh Academy Trust.</p>	2026/27	£10.9m

Indicative Funding Levels:

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£1m - £2.5m	
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>£5m	

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<b>Education</b>	<p>Ebbsfleet Garden City</p>	<p>Ebbsfleet Green Primary School</p>	<p>Expansion of existing primary school by 1FE from its current capacity for 420 pupils (2FE) to 630 pupils. The project is to meet the demand for primary school places in the Ebbsfleet area of Dartford which remains high. The project will involve two separate expansions to the school providing the additional 7 classrooms.</p>	<p>KCC</p>	<p>KCC</p>	<p>An Expression of Interest was submitted on 31 October 2024 for this project.</p> <p>A planning application is schedule for submission in April 2025. This will be determined by Ebbsfleet Development Corporation.</p> <p>Funding by KCC is to be agreed through their statutory democratic processes of KCC Children, Young People &amp; Education Cabinet meeting and subsequent Cabinet Member decision in 2025.</p>	<p>2026/27</p>	<p>£5.458m</p>	
<b>Health</b>	<p>Borough-wide</p>	<p>Darent Valley Hospital Intensive Therapy Unit (ITU)</p>	<p>Provision of a new Intensive Therapy Unit (ITU) to meet rising demand with the Trust already being in a position where demand outweighs capacity. The Trust serves an area wider than Dartford Borough alone.</p> <p>The proposal is for a modular 15-bed unit to be constructed that would improve ITU capacity and free up space within the hospital.</p> <p>The increased number of ITU beds would allow the admission of patients that would benefit from increased post-operative observation and management contributing to a reduction in morbidity and mortality.</p>	<p>D&amp;G NHS Trust</p>	<p>NHS</p>	<p>Prior to Covid, the Trust was in the process of reviewing ITU requirements in respect of the existing 10-bed unit and the need for its refurbishment. Original architect plans were drawn up in 2022.</p> <p>The issue, proposed project and possibility of CIL funding support was raised at the Leaders Advisory Group on 23 October 2023.</p> <p>An Expression of Interest was submitted on 5 June 2024 and after considering this the project was determined as Eligible and a more detailed Bid Pro-Forma supplied.</p> <p>A full business case has been completed and approved by D&amp;GNHS Trust and the Kent &amp; Medway Integrated Care Board.</p> <p>This business case has been submitted to NHS England for consideration but current NHS capital</p>	<p>2026/27</p>	<p>£25m (tbc)</p>	

Indicative Funding Levels:

< £1m	
£1m - £2.5m	
£2.5m - £5m	
>£5m	

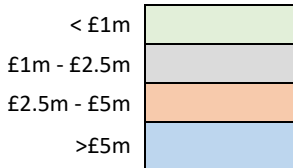
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Transport/Active Travel		The additional beds would also provide greater flexibility for the hospital in terms of surge-capacity should the need to respond to a further pandemic arise.			constraints mean that there is no identified funding source at this time. It is uncertain if development contributions have been sought from other local authorities/organisations in the Trust's area which would benefit from this project. A planning application for the proposal has yet to be submitted and the appointment of a contractor needs to be confirmed.			
	Stone/Greenhithe	A226 London Road Sustainable Transport Corridor	Improved bus priority and active travel infrastructure along the A226 London Road between Watling Street and A206/St Clements Way to improve safety and encourage local journeys by more sustainable forms of travel reducing reliance on private car.	KCC	KCC	Dartford's Local Cycling & Walking Infrastructure Plan was adopted by the Council in July 2023. In analysing the network corridors and routes the section of the A226 London Road between Cotton Lane and Horns Cross scored the highest and enabled Dartford BC to successfully apply for funding from KCC to carry out a feasibility study to identify improvements to walking and cycling provision along this route. A first public consultation including on concept design, and the principals for improved active travel that influenced this, was approved by Cabinet on 26 September 2024. This consultation is due to close on 20 December 2024.	2027/28	£5m (tbc)

Indicative Funding Levels:



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### 3. Further Projects to be Defined and Strategies Generating Future Infrastructure Projects

#### a) Projects to be Defined Through Ongoing Feasibility Work

	Project/Strategy	Need	Lead Delivery Agent(s)	Potential Funding Source(s)	Delivery Issues/Comments
<b>Transport/Active Travel</b>	A282 (M25) junction 1a	<p>Long-term improvement of junction and approach to Dartford tunnels to overcome congestion on A282 and meet demand from development sites coming forward.</p> <p>Congestion on this strategic route has significant implications on adjacent road network including A206 Bob Dunn Way, A225 Princes Road and routes through Dartford town centre (A226/A2026).</p>	NH, KCC	NH (RIS), s106, CIL	<p>Conflict between local traffic crossing the A282 Dartford Approach Road and strategic traffic seeking access/egress with it. A Steering Group involving DBC, KCC, NH and LB Bexley has been formed to guide work on identifying a long-term solution to the problems associated with this junction.</p> <p>Consultants were appointed in December 2021 to carry out a feasibility study of potential options to relieve the congestion. Traffic modelling is taking place with traffic surveys having been carried out. The study is scheduled to be completed in March 2025.</p> <p>KCC is managing the feasibility study work, with input from partners, funded by s106 developer contributions. Depending on the outcome of the Stage 2 Study, the aim is to put forward an improvement scheme that could be considered for future funding such as the National Highways Road Investment Strategy or other funding opportunities available at the time.</p>
<b>Active Travel</b>	River Darent Bridge	The footbridge across the river Darent (at Station Approach) is a timber bridge and does not offer step free access to the western bank. The bridge is heavily used by residents accessing the station on a daily basis.	DBC	KCC, CIL, Network Rail	Part of the land, where the proposed footbridge ramps are likely to be constructed, is owned by Network Rail, if the new access is provided on a slightly different alignment. Initial communication has taken place with no objections raised, but before delivery a basic asset protection agreement will have to be signed. Some funding is available from s106 contributions from nearby developments but, as the feasibility study is still underway, it is unknown whether this will cover the whole costs of the proposal.

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<b>Health</b>	<p>Alkerden Health Hub</p> <p>To provide additional capacity for acute and primary healthcare provision for the additional population occupying new housing.</p> <p>Provide benefits for patients and the public including easier access to appointments, reduced waiting times and less congestion at Darent Valley Hospital by bringing services closer to where people live and work.</p>	DGSHCP	NHS	<p>The provision of a new health facility within Whitecliffe (formerly Eastern Quarry) is a requirement of the s106 Agreement.</p> <p>Dartford &amp; Gravesham NHS Trust is considering options to move some of its outpatient services from Darent Valley Hospital to the proposed Alkerden Health Hub making it more accessible and efficient to everyone. D&amp;G NHS Trust will be involving patients and the public in the development of these plans.</p> <p>Space within the Alkerden Health Hub will be available on a “flexible” basis for use by other health services. This may include the broader services provided as part of Primary Care Network’s Additional Roles Reimbursement Scheme (PCN ARRS) teams or other services that form part of integrated neighbourhood teams. These enhance the capacity of general practice (GP) services with a wider range of healthcare professionals.</p> <p>Discussions between NHS, developer and EDC are on-going regarding delivery the delivery of this project with continued NHS involvement being subject to approvals on affordability for the local NHS Trust.</p>
<b>Sport/Leisure</b>	<p>Central Park Athletics Pavilion</p> <p>Outline business case for either the refurbishment of the existing pavilion or its demolition and replacement with a new pavilion.</p> <p>The Athletic Club, which has a lease on the land and manages the day-to-day activities, has record numbers of members but the pavilion is deteriorating and the facilities it provides no longer meet the needs of the club.</p> <p>The existing pavilion prevents further growth of the Athletics Club and lacks sufficient storage, changing facilities and space for community activities</p>	Central Park Athletics Club	DBC	<p>Specific project needs to be more clearly defined before a submission for CIL funding can be made. Work has been progressing on this with the various users of the pavilion coming together to discuss the needs for the new/refurbished pavilion.</p> <p>Planning permission would be needed and the submission of a planning application is awaited.</p> <p>Confirmation is also needed regarding the availability of funding and clarification provided on the elements identified within the outline business case that can’t be funded through CIL.</p>

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<b>Community</b>	3 <sup>rd</sup> Dartford Scouts Group	Redevelopment of existing scout hall (Lutonia Hall) to offer further opportunities for young people and families.	3 <sup>rd</sup> Dartford Scout Group	Scout Group	Demolition of the existing building and its replacement require planning permission and an application has yet to be submitted. Limited level of other funding currently available. Some items identified within overall cost that would not be covered by CIL. Potential to be explored of adjacent Dartford District Scout Council building and open land between this and Lutonia Hall. Further discussions with 3 <sup>rd</sup> Dartford Scout Group to clarify project and funding.
<b>Leisure</b>	Orchard Theatre	Major works are being carried out to the theatre to remove RAAC and reinstate a new roof system. These works presented the opportunity to improve access and facilities for those with mobility issues through: <ul style="list-style-type: none"> <li>the installation of lift allowing disabled access to all floors;</li> <li>the installation of disabled toilets at the upper level front of house; and</li> <li>installation of disabled seating at balcony level of the auditorium.</li> </ul>	DBC	DBC	Legal Opinion required on whether the use of CIL funding for improvements to a building owned by DBC but operated by a private concern would be classed as State Aid (now Subsidy Control). An outline of the costs associated with the items identified for improved disabled access has been produced but these need to be in a form such as an Expression of Interest to be able to determine if a CIL bid would be Eligible. Further discussions needed to define project, costs, other sources of funding and timescales before a bid for CIL funding can be submitted.

b) Strategies Generating Future Infrastructure Projects

Project/Strategy	Need	Lead Delivery Agent(s)	Potential Funding Source(s)	Delivery Issues/Comments
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Active Travel	<p>Active Travel Measures (Dartford's Local Cycling &amp; Walking Improvement Plan - LCWIP)</p> <p>To create a coherent network of safe cycle and pedestrian routes across the Borough to support non-motorised travel as a preferred choice for local journeys.</p> <p>Need to resolve missing links between existing network and infrastructure provided by development.</p> <p>Increase awareness ("soft measures") to influence travel behaviour.</p>	<p>DBC, KCC, EDC</p>	<p>KCC, EDC, Developer, CIL</p>	<p>Government published technical guidance for local authorities on the production of LCWIP's in 2017. Whilst these were not mandatory it was emphasised that local authorities that had such plans would be well placed in making a case for future investment. Work on Dartford's LCWIP began in Spring 2022 and was formally adopted by Cabinet on 20 July 2023 (Minute No.24).</p> <p>The LCWIP helps guide the approach to improving conditions for cycling and walking in a joined-up way and will inform working with KCC, as the local highway authority, to ensure that adequate consideration is given to cycling and walking in Dartford. The LCWIP provides:</p> <ul style="list-style-type: none"> <li>▪ An understanding of existing and future travel patterns in the Borough, local constraints and opportunities to increase cycling and walking.</li> <li>▪ Identification and mapping of the cycling network and walking zones that can become the primary focus for infrastructure improvements.</li> <li>▪ A pipeline of potential enhancement locations, drawing from routes scored against consistent criteria, to ensure the delivery of infrastructure and an environment that effectively supports walking and cycling.</li> </ul> <p>The initial focus has been on routes where demand is high and, therefore, the majority of the cycling corridors and walking zones identified are within the urban areas of the Borough. These being:</p> <p>Cycling Corridors A, B, C and E all leading to/from the town centre</p> <p>Cycling Corridor D continuing east from Corridor C to link up with Ebbsfleet Garden City.</p> <p>Walking Zone 1 – located around the town centre</p> <p>Walking Zone 2 – encompassing Stone, Greenhithe and Bluewater</p> <p>Walking Zone 3 – centred around Swanscombe</p> <p>It is envisaged that more detailed engagement and consultation with the wider public, residents and businesses will take place as and when sections of the network are identified for infrastructure improvements and funding has been secured.</p>
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				The potential for CIL to complement other sources of funding to ensure the delivery of a comprehensive cycling and walking network will be considered as the need arises.	
<b>Community</b>	New/Improved Community Facilities.	To provide additional capacity for community facilities and services both in terms of provision as part of developments or as separate identified projects serving the needs generated by new development.  Such facilities would deliver enhanced or additional services and could include: <ul style="list-style-type: none"> <li>• leisure and recreation;</li> <li>• sporting facilities meeting a wider community need;</li> <li>• community buildings and places of worship providing community facilities;</li> <li>• open space; and</li> <li>• formal/informal play areas</li> </ul>	DBC, Developer	CIL, s106, Developer, KCC	<p>New development creates the need for community meeting places, community recreational and leisure facilities, sports facilities and infrastructure such as public toilets and changing facilities.</p> <p>Development also creates the need for additional services such as adult social care, library services, community learning and youth services.</p> <p>These can be accommodated through the provision of new facilities, where there is sufficient scale of development, or the improvement/enhancement of existing facilities. Services can also be provided through the shared use of flexible space within a facility.</p> <p>Funding support for such infrastructure through CIL would be dependent upon the criteria being met, the ability of the proposed infrastructure to meet the needs of development and the availability of any other sources of funding.</p>
<b>Education</b>	Commissioning Plan for Education Provision in Kent	Kent County Council publishes its Commissioning Plan on an annual basis identifying trends in demand for education provision and the ability of existing educational facilities to meet this demand. The Commissioning Plan covers primary and secondary education, early years and childcare, special needs and post-16 education and training.	KCC	DfE/ESFA, KCC, Developer, CIL	<p>The Commissioning Plan provides a breakdown of the key issues affecting education provision across Dartford Borough and the wider North Kent Area. The plan is the principal source for identifying the provision of new schools or the expansion of existing schools. This takes into account education provision that has already been secured on major development sites through s106 Agreements such as those identified in Part 1 of the IDP related to the Whitecliffe (Eastern Quarry) development site.</p> <p>Where provision, in addition to that already secured, is identified the Council works with KCC Education to identify suitable sites for new schools and other educational facilities, the timescales for delivery and the opportunities where CIL is needed, as part of an overall package funding, to support delivery.</p>

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<b>Flood Defence</b>	Thames Estuary 2100 (TE2100) Plan	To ensure that existing tidal defences are resilient to future climate change as part of the Thames Estuary 2100 Project.	EA	EA	<p>The 10-Year Review of the TE2100 Plan has reached its conclusion and a revised Plan has been published. This has looked at the need for a new Thames Barrier and identified 4 options. A decision on these options needs to be made by 2040 with implementation needed by 2070.</p> <p>An Asset Management Plan (AMP) is also being developed to quantify the residual life of existing assets in the Dartford and Erith area. The following assets have been considered:</p> <p><b>Dartford Creek Barrier</b> – No immediate physical works are required.</p> <p><b>Welcome Sluice</b> – A condition assessment is to be carried out but significant expenditure is not expected on this structure until pending this assessment.</p> <p>The Environment Agency is encouraging local authorities to produce Riverside Strategies in response to flood defence. In response the Council has worked with EA and produced the Lower Darent Riverside Strategy which is discussed separately below.</p>
<b>Flood Defence</b>	Lower Darent Riverside Strategy	Identification of new flood risk management works along the river Darent likely to be required as a result of climate change. Opportunities to deliver flood defence improvements through planned development along the river identified in Dartford's Local Plan and increase flood attenuation within the marshes. Environmental enhancements along the river and improvements to accessibility both along and across the river	DBC	DBC, EA	<p>The development of a Riverside Strategy for the Lower Darent fulfils the Council's ambition to shape an attractive, accessible and more sustainable place along the riverside as well as managing increasing flood risk as a result of climate change. The riverside strategy approach is promoted within the Thames Estuary 2100 (TE2100) Plan and the Council's work is supported by the Environment Agency (EA) who, in addition to funding support, provide technical advice on matters within their remit.</p> <p>Development of the Strategy is being funded through the Local Levy grant funding from EA's Southern Regional Flood &amp; Coast Committee and Dartford Flood Risk Management Fund held buy EA.</p> <p>The Lower Darent Riverside Strategy was approved by Cabinet in February 2024. Consideration is to be given on how to take the recommendations forward including any specific infrastructure improvements proposed.</p>

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<b>Health</b>	<p>Kent &amp; Medway Integrated Care Partnership</p>	<p>To provide additional capacity for acute and primary healthcare provision that serves planned development within Dartford Borough through the NHS Estates Strategy, Darent Valley Hospital Development Plan and other community based services strategies.</p>	<p>DGSHCP</p>	<p>NHS, CIL</p>	<p>The Kent &amp; Medway Integrated Care Board (ICB) came into effect in April 2022 bringing together the different arms of healthcare services under one umbrella group. Within this framework the Dartford, Gravesham &amp; Swanley Health &amp; Care Partnership (DGSHCP) was formed to provide a holistic approach to health care provision across North Kent.</p> <p>Extensive work has been completed by DGSHCP to determine the future demand for healthcare services based on the plans for growth set in the Local Plans of the relevant local authorities. The Council was engaged to input as required.</p> <p>The aim of the work carried out by DGSHCP was to review and update the Estates Strategy that determines what additional facilities and improvements to existing facilities are needed to meet future demand.</p> <p>DGSHCP, ICB, and DGT will continue to engage with the Council to continue to discuss improvements and infrastructure requirements that are needed to mitigate issues relating to healthcare provision within the Borough in response to the priority work streams in the HCP estates strategy.</p>
<b>Transport</b>	<p>Bus Service Improvement Plan</p>	<p>To improve the reliability of and access to bus services across the Borough serving the wider community not served directly by Fastrack services.</p> <p>Encourage greater use of buses for local journeys through service improvements contributing to modal shift.</p>	<p>DBC, KCC, Bus Operators</p>	<p>KCC, CIL, s106</p>	<p>As a result of the National Bus Strategy published by Government in March 2021, KCC published its Bus Service Improvement Plan (BSIP) in October 2021 and a Kent Thameside Enhanced Partnership, covering both Dartford and Gravesham, came into effect in April 2022. An update to the BSIP was produced by KCC in July 2024 at the request of Government and the Kent Enhanced Partnership Plan &amp; Kent Thameside Enhanced Partnership Scheme (KTEPS) was also published in July 2024.</p> <p>Working with KCC, actions and projects targeted at improving bus services within Dartford are escalated through the governance structure that has been set up by KCC for funding through the BSIP allocations given to KCC.</p> <p>The potential for CIL to complement the funding that KCC receives through BSIP to ensure the delivery of improvements to the bus network and services within Dartford will be considered as the need arises.</p>

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<b>Transport</b>	<p>Fastrack Expansion/Enhancement</p>	<p>To ensure a good quality, reliable and frequent Fastrack service that would encourage local journeys by public transport reducing reliance on the private car.</p> <p>Strategic initiatives to complement on site provision being provided by major development sites</p>	KCC, EDC	KCC, EDC, s106, CIL	<p>Work streams generating projects that both improve the reliability of Fastrack services and enhance/expand services are identified and progressed through the Fastrack Advisory Board. Projects that have implemented or are in the process of being delivered include:</p> <ul style="list-style-type: none"> <li>▪ Adoption of Route A (through The Bridge development)</li> <li>▪ Upgrade of the Rennie Drive/Fastrack junction</li> <li>▪ Procurement of a new operator for Fastrack services.</li> <li>▪ Introduction of zero-emission vehicles.</li> <li>▪ Acacia Hall Bus Hub (charging point for zero-emission vehicles)</li> </ul> <p>The above has not required any call on CIL funding for their delivery. For the longer term:</p> <ul style="list-style-type: none"> <li>▪ Phased plan for additional routes and services as dedicated Fastrack routes through major development sites become available.</li> <li>▪ Assessment of the Local Road Network to identify locations where additional bus priority measures could be introduced.</li> <li>▪ Improved segregation of Fastrack through A282 Junction 1b.</li> </ul> <p>The potential for CIL to complement other sources of funding to ensure the delivery of a comprehensive and reliable Fastrack network will be considered as the need arises.</p>
<b>Transport</b>	<p>Railway Station Improvements/Enhancement</p>	<p>To ensure that rail stations within the Borough are accessible for all users and provide facilities that encourage better integration between different modes of transport particularly more sustainable forms of transport.</p> <p>Enhancement of stations to meet growth in demand from planned development.</p>	Network Rail	Network Rail, CIL, s106	<p>Discussions with Network Rail through work on the extension of the Elizabeth Line services from Abbey Wood and the North &amp; East Kent Connectivity Study raised awareness of the deficiencies at Dartford's rail stations in relation to the planned growth set out in Dartford's Local Plan. On-going discussions are focusing on:</p> <p><b>Dartford</b></p> <p>The Local Plan identifies the relocation of Dartford station to the west of its current location as a long-term option. Limited opportunities to improve current station due to constraints but some improvements could be done related to access to the platforms that could ease passenger flows.</p> <p>Scope for improvement/rationalisation of cycle storage and provision adjacent to the station and wayfinding between the station and the High Street/main shopping areas. Further</p>

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				<p>improvements around the station are dependent on the future development of Station Mound.</p> <p><b>Stone Crossing</b> Access to the station platforms require ramps to replace the remaining steps, additional shelters could be provided for waiting passengers and wayfinding could be improved to highlight the location of and access to the station.</p> <p><b>Swanscombe</b> Improvements to station access with either roadside improvements to enable passengers to safely negotiate the existing road giving access to platforms. Alternatively a separate footbridge linking the platforms could be provided with ramps connecting the platforms to street level.</p> <p><b>Greenhithe</b> Station building and over-bridge are relatively new with good connections to Fastrack and local bus services. Request for a taxi rank at the station is being explored in relation to the forecourt layout and adjacent land.</p>
<p><b>Waste</b></p>	<p>Kent County Council Waste Strategy</p> <p>To provide additional capacity for household waste recycling and waste transfer facilities for the Borough in response to growing demand from housing development within Ebbsfleet Garden City in particular and planned growth across North Kent.</p>	<p>KCC</p>	<p>KCC, EDC, s106, CIL</p>	<p>KCC Waste has produced a Technical Appendix with the KCC Developer Contributions Guide that sets out the need for additional waste processing capacity across the County. This identifies a capacity issue with the existing Household Waste Recycling Centre (HWRC) in the medium term and a more urgent capacity issues with the Waste Transfer Station (WTS) at Pepperhill where the ability for further expansion is limited.</p> <p>KCC is actively working on a project to provide additional WTS capacity to serve North Kent and a site to the south of the existing Pepperhill facility is being explored. Funding support through CIL would be dependent upon the criteria being met and the ability of the proposed infrastructure to meet the needs of new development. As the facility would serve North Kent it is envisaged that at this stage any need for CIL funding would be part of an overall package of funding for the project.</p>

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