

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 2023

Update December
2023

DARTFORD
BOROUGH COUNCIL

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 infrastructure¹ 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 1st 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 deleted².

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 January 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.

¹For 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)

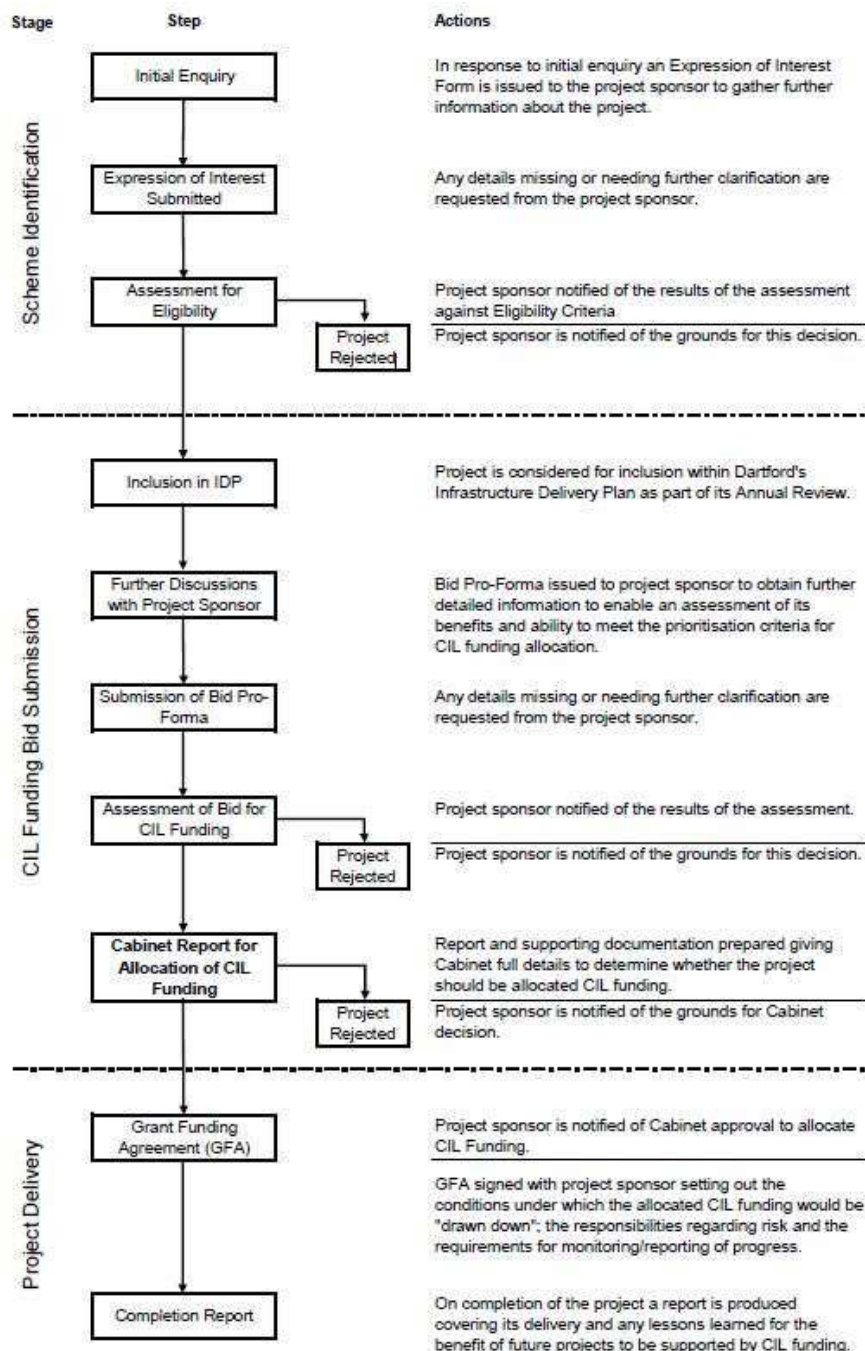
² See Community Infrastructure Levy (Amendment) (No.2) Regulations 2019 (SI 2019 No.1103)

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	
Castle Hill, Ebbsfleet Garden City	2FE Primary School (Cherry Orchard)	Developer	s106	Opened Sept 2017	£7.0m
Castle Hill, Ebbsfleet Garden City	Community Centre	Developer	s106	Opened 2017	
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	
Dartford Northern Gateway	2FE Primary School (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	
Ebbsfleet Garden City	Ebbsfleet Green Primary School	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

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 currently in its Examination stage. 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
Transport	Borough-wide	Urban Traffic Management & Control (UTMC)	Upgrade of traffic signals to provide integrated and responsive traffic control systems. The primary objective is to minimise delay and congestion for all vehicles, support the smooth running of buses, particularly Fastrack, and increase capacity where possible.	KCC	EDC, s106	Implementation of a responsive traffic control system across the boroughs of Dartford and Gravesham. Upgrade implemented as part of an area-wide signal improvement programme. Total project cost of £5.6m 21 locations identified within Dartford with all but 2 having been completed. The remaining locations to be improved as part of the Dartford Town Centre Regeneration Project (Phases 4 and 5). Variable Message Signs (VMS) to be installed on B260 Green Street Green Road (northbound) and Crossways Boulevard East.	2024/25
Green infrastructure	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 Site 4a – Public Right of Way DS20 Site 5 – Bean Road Local consultation is to be carried out for each scheme.	2024/25
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	EDC, s106	KCC is working with contractor Balfour Beatty on 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 timescales for the delivery of this project. KCC is working with the EDC and Balfour Beatty on resolving the issues and the submission of a Full Business Case to secure funding. Completion of the Fastrack route through the Whitecliffe development site by the developer is being timed to coincide with the completion of the tunnels.	2025/26

Abbreviations

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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. Final section through Ashmere is under construction. Completion of this route and commencement of Fastrack services are being timed to coincide with the completion of Whitecliffe-Bluewater Tunnels.	2025/26	
	Education	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 an Education Campus at Alkerden was granted in November 2021. The Education Campus will comprise an 8FE non-selective secondary school, a 2FE primary school, dual-use sports pitches and a dual-use sports hall. The latter two facilities being primarily for the secondary school but also available for community use.	4FE by 2025/26 (temporary provision initially) 8FE by 2027/28
		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	Aletheia Anglican Academies Trust has been selected to operate the primary and secondary schools as an “all through” school. Design of the schools is complete but an increase in construction costs has resulted in a delay to the delivery of the secondary school. KCC is looking to provide secondary school places on site in a temporary capacity in the first instance whilst the school is constructed.	1FE by 2026/27 2FE by 2027/28

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Education	Borough-wide	Provision of a Special School (SEND)	The need for an additional 250 places for Profound, Severe & Complex Needs has been identified in KCC's Commissioning Plan for Education Provision in Kent as existing provision in Swanley and Gravesham have already exceeded their capacity. Further need for such provision has also been identified in response to consultations on the Local Plan.	KCC	KCC, ESFA	Provision would cover demand from North Kent covering Swanley, Gravesham and Dartford complementing existing provision at Milestone Academy, New Ash Green and The Ifield School, Gravesham. A site has been identified within Sevenoaks District in the Swanley/Hextable area for the provision of a new school providing 250 places that would address a geographical gap in provision. KCC submitted a bid to Department for Education in July 2023. Government confirmed funding for the new school on 23 August 2023. Work is now progressing on the design of the school and the submission of a planning application prior to delivery.	2026/27	
	Health	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 CTC was confirmed earlier this year. An application has been submitted to demolish an existing derelict building where the CTC is to be built. A further application is expected for temporary provision using mobile units whilst design and planning permission for the permanent facility is obtained.	Temporary provision 2024/25 New CTC 2026/27
		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	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. A consultant has been appointed to identify the space requirements and progress the design and pre-App discussions are taking place. The Community Hub is identified within the Area Master Plan for Alkerden.

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Education	<p>Ebbsfleet Garden City</p>	<p>Ebbsfleet Central 2FE Primary School</p>	<p>To meet demand for school places generated by longer term growth and planned development in the Garden City.</p>	<p>KCC, Developer</p>	<p>EDC, Developer</p>	<p>Planning application submitted for mixed-use development at Ebbsfleet Central East submitted 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 between the parties.</p>	<p>1FE by 2027/28 2FE in period 2028-31</p>
Education	<p>Ebbsfleet Garden City</p>	<p>Ashmere 2FE Primary School</p>	<p>Phased opening of new primary school on Whitecliffe (Eastern Quarry) development site to meet demand generated by development within the Ebbsfleet Garden City.</p>	<p>Developer</p>	<p>s106</p>	<p>Delivery of this new primary school will be determined by KCC and the developer, in conjunction with EDC, in line with the progress of housing delivery on the Whitecliffe development site and the triggers set out in the s106 Agreement. The site has been identified in the Area Master Plan for the Ashmere and is to be delivered by the developer with KCC securing the school operator.</p>	<p>Over period 2028-31</p>
Transport	<p>Ebbsfleet Garden City</p>	<p>Ebbsfleet Central Fastrack</p>	<p>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.</p>	<p>EDC, Developer</p>	<p>s106</p>	<p>Route for Fastrack identified on Masterplan for Ebbsfleet Central subject of planning application to be determined by Ebbsfleet Development Corporation. The delivery of this infrastructure is expected to be by either the EDC or the developer.</p>	<p>Over period 2029-2034</p>

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Health/Education	<p>Ebbsfleet Garden City</p>	<p>Ebbsfleet Central Health, Education & Innovation Quarter (HEiQ)</p>	<p>Provision of a health facility incorporating primary care provision, a diagnostics centre and health & wellbeing services to meet demand arising from new development in Ebbsfleet Garden City. The provision of diagnostic testing could help reduce pressure on existing hospitals.</p>	<p>EDC, Developer</p>	<p>EDC, NHS</p>	<p>Planning application submitted for mixed-use development at Ebbsfleet Central East submitted in September 2022. Application allows for up to 35,000m² of floor space for healthcare facilities/services. On-going discussions with DGSHCP and other healthcare providers to determine the facilities to be encompassed within HEiQ including healthcare community/training facilities and related commercial space such as pharmacy, options, etc. HEiQ to be delivered as part of Phase 1 of development.</p>	<p>Over period 2029-34</p>
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2. Projects with the Potential to be Unlocked by CIL

a) Projects Allocated CIL Funding

Location	Project	Need	Lead Delivery Agent	Additional Funding	Delivery Issues/Progress/Comments	Cost	CIL Allocation
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 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. CIL expenditure to date: £575,923 Phasing of project will see: Phase 2a – Lowfield Street/Instone Road. Works has started on this phase and is scheduled to be completed in January 2024. Phase 2b – West Hill/Highfield Road/Spital Street. Detailed design complete, award of contract/start of works expected Feb/Mar 2024, completion scheduled for March 2025. Scheme to incorporate improvement of adjacent Essex Road Toucan crossing funded through Unparished CIL Programme. Phase 3 – 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. Phase 3a – Spital Street. Detailed design completed, award of contract/start of works expected March 2025, completion scheduled for October 2026. Phase 4 – Westgate Road/Hythe Street/Home Gardens/Kent Road. Completion of feasibility design expected March 2024, preliminary design June 2024 and detailed design June 2025. 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.	£18.761m	£4.152m

Transport/Public Realm





Indicative Funding Levels:

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

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					<p>Phase 5 – Home Gardens/East Hill/Overy Liberty. Traffic modelling has indicated that works at this junction could have significant impacts on traffic congestion in the town centre. Improvements may be limited to traffic signal timings delivered under the Urban Traffic Management & Control (UTMC) project. Junction and other improvements to Home Gardens are being considered as a stand-alone project subject to feasibility and additional funding.</p>			
Community	Stone	Stone Recreation Ground	Upgrade of existing recreation ground to enhance existing facilities and improve the natural environment; improve accessibility particularly for those with impaired mobility and provide increased opportunities for a wider range of activities to meet the needs of a growing community.	Stone PC	<p>Stone PC (£650,000)</p> <p>Urban Tree Challenge Fund (£29,730)</p>	<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"> • Improved landscaping creating community orchards, nature trail and new footpaths / cycleways, • A new cafe/community hub with Changing Places facilities, • A new and enlarged multi-use games area (MUGA), • Better seating, sheltered areas and picnic areas, • Improved security, lighting, boundary fencing and access points. <p>CIL allocation approved by Cabinet in September 2023. Proportion of CIL funding to be reimbursed from future CIL receipts transferred to the parish council. Grant Funding Agreement to be completed.</p> <p>Works to be phased with a start of works on the Central and Northern area expected in January 2024 with completion scheduled for October 2024. Start of works for Southern area scheduled for May 2024 with completion March 2025.</p>	£4.475m	up to £3.8m

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< £1m	
£1m - £2.5m	
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b) Projects Identified as Potentially Requiring CIL Funding

	Location	Project	Need	Lead Delivery Agent	Additional Funding Source(s)	Delivery Issues/Comments	When	Cost	Indicative CIL Allocation
Health	Stone/Greenhithe	Primary Medical Care (GP) Facility	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	Land for the provision of a new health facility adjacent to Steele Avenue, Greenhithe has been transferred to DGSHCP who have appointed a specialist developer to deliver the facility. Developer submitted a planning application in February 2023 and has recently provided revised details. Application is still pending determination. DGSHCP has had preliminary discussions with the GP practices that are expected to move into this new facility. A business case for funding to be considered by NHS is expected soon on the understanding that the capital cost of delivery will be supported by CIL funding. The total cost of the new facility and level of CIL funding bid are still to be confirmed.	2025/26	To be confirmed	
Education	Dartford West	Dartford Grammar School Expansion	Expansion of existing school to provide improved facilities including larger classrooms and an increase in secondary selective school places	Dartford Grammar KCC	KCC (£3.0m) School (£2.2m)	Dartford Grammar School has developed a Master Plan for its site to improve facilities including larger classrooms. The school has recently started early discussions with Dartford Planning in preparation for the submission of a planning application.	2025/26	£6.7m	

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		by 0.5FE alleviating existing pressures.			KCC Education has identified in its School Commissioning Plan the need for additional secondary school places with significant pressure on Selective Secondary places. Discussions have taken place with Dartford Grammar School about accommodating a 05.FE expansion within their proposed Master Plan. Formal bid for CIL funding awaited.				
Health	Borough-wide	Darent Valley Hospital Intensive Therapy Unit (ITU)	Provision of a new Intensive Therapy Unit (ITU) to meet rising demand	DGSHCP	NHS	Through the Leader’s Advisory Group meeting on 23 October 2023, NHS representatives expressed an interest in the possibility of CIL funding supporting the provision of a new Intensive Therapy Unit at Darent Valley Hospital. An Expression of Interest Form has been supplied to obtain further details of the project to ascertain its eligibility. Further details regarding the total costs, potential level of CIL bid and timescales for delivery are anticipated when the completed form is submitted.	2026/27	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	KCC	KCC	Dartford’s Local Cycling & Walking Infrastructure Plan (LCWIP) was adopted by the Council in July 2023. In analysing the network corridors and routes the section of London Road between Cotton Lane and Horns Cross scored the highest and this enabled Dartford BC to successfully apply for funding from KCC to carry out a feasibility study	2027/28	To be confirmed	


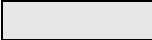


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		travel reducing reliance on private car.			to identify improvements to walking and cycling provision along this route. The conclusions of the feasibility study are awaited when details of the proposals will be submitted for public consultation.			
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< £1m	
£1m - £2.5m	
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3. Further Projects to be Defined and Strategies Generating Future Infrastructure Projects

Project/Strategy	Need	Lead Delivery Agent(s)	Potential Funding Source(s)	Delivery Issues/Comments
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Active Travel</p> <p>Active Travel Measures (Local Cycling & Walking Infrastructure Plan)</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. Need to resolve missing links between existing network and infrastructure provided through development. 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 LCWIPs in 2017. Whilst these are 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 at its meeting on 20 July 2023 (Minute No.24).</p> <p>The LCWIP will help guide the approach to improving conditions for cycling and walking in a joined-up way and will inform working with KCC, as 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"> ▪ An understanding of existing and future travel patterns in the Borough, local constraints and opportunities to increase cycling and walking. ▪ Identification and mapping of the cycling network and walking zones that can become the primary focus for infrastructure improvements. ▪ 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 <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.</p> <p>Cycling Corridors A, B, C and E all lead to/from the town centre Cycling Corridor D continues east from Corridor C to link up with the Ebbsfleet Garden City</p> <p>Walking Zone 1 is located around the town centre Walking Zone 2 encompasses Stone, Greenhithe and Bluewater Walking Zone 3 is 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>

Abbreviations

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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.	
Community	New/improved community facilities that would deliver enhanced or additional services.	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 could include: <ul style="list-style-type: none"> leisure and recreation, sporting facilities providing community need, open space, and formal/informal play areas 	DBC, Developer	CIL, s106, Developer, KCC	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. Development also creates the need for additional services such as adult social care, library services, community learning and youth services. 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. 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.
Education	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	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 new for 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. 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.
Flood Defence	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	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. An Asset Management Plan (AMP) is also being developed to quantify the residual life of existing assets in the Dartford and Erith area. As part of this the Council is developing a Lower Darent

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Flood Defence				<p>Riverside Strategy (see below). The following assets have been considered:</p> <p>Dartford Creek Barrier – No immediate physical works are required.</p> <p>Welcome Sluice – A condition assessment is to be carried out as part of the Lower Darent Riverside Strategy. Significant expenditure is not expected on this structure until the assessment has been carried out.</p>
	<p>Lower Darent Riverside Strategy</p>	<p>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. Environmental enhancements along the river and improvements to accessibility both along and across the river</p>	<p>DBC</p>	<p>DBC, EA</p> <p>The development of a Riverside Strategy for the lower River 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 who, in addition to funding support, provide technical advice on matters within their remit.</p> <p>Development of the strategy is being funded through Local Levy grant funding from EA's Southern Regional Flood & Coast Committee and Dartford Flood Risk Management Fund held by EA.</p> <p>Consultants have been commissioned and are being managed by the Council to apply specialist skills to:</p> <ul style="list-style-type: none"> ▪ establish a baseline survey; ▪ carry out an assessment of the specific need for further flood defences; ▪ identify how these might be achieved; ▪ consider the Local Plan proposals for the benefit of the town centre and the integration of new development; ▪ consider biodiversity enhancements, recreation and access opportunities; and ▪ prepare design guidance. <p>The Lower Darent Riverside Strategy is scheduled for completion in 2024 when consideration will be given on how take the recommendations forward including any specific infrastructure improvements proposed.</p>

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Health	Kent & Medway Integrated Care Partnership	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.	DGSHCP	NHS, CIL	<p>The Kent & Medway Integrated Care Partnership came into effect in April 2022 bringing together the different arms of healthcare services under one umbrella group. Within this framework the Dartford, Gravesham & Swanley Health & Care Partnership (DGSHCP) was formed to provide a holistic approach to health care provision across North Kent.</p> <p>Extensive work is now being carried out 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 has had early discussions with the consultants commissioned to model the healthcare requirements and provided available input as requested.</p> <p>The aim of the work being carried out by DGSHCP is to review and update the Estates Strategy that will determine what additional facilities and improvements to existing facilities are needed to meet future demand. Initial output from this work is not expected until 2024.</p> <p>In the meantime the Council continues to work with NHS Primary Care (GP) Services and the Darent Valley Hospital Trust to identify improvements and new facilities that are needed to meet more urgent issues relating to healthcare provision within the Borough.</p>
Transport	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 the options. Traffic modelling is taking place with traffic surveys having been carried out earlier this year. The study is scheduled to be completed in Summer 2024. KCC is managing the feasibility study work, with input from partners, funded by s106 developer contributions.</p> <p>National Highways has started formal engagement to identify a pipeline of projects through its 3rd Road Investment Strategy (RIS3) covering the period 2025-2030. The aim of the feasibility study is to put forward a scheme for consideration for inclusion in RIS3 which is due to be published in 2024.</p>

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Transport	<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. 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>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. The first Enhanced Partnership Schemes Monitoring Groups met in October 2022 and District Focus Groups are in the process of being established.</p> <p>In April 2022, KCC received notification of an indicative allocation of £35.1m (£24.2m capital, £10.9m revenue) to be used to deliver the following initiatives set out in the BSIP:</p> <ul style="list-style-type: none"> ▪ Fares initiatives, ticketing and promotions ▪ Bus priority schemes ▪ Bus focused highway interventions ▪ New/enhanced bus services ▪ Penchester Road, Dover Fastrack Scheme ▪ Mobility as a Service/Demand Responsive Transport ▪ Other bus support <p>At the end of March 2023, KCC received £18.9m of the indicative allocation which is being used to deliver the initiatives indicated above.</p> <p>Actions and projects targeted at improving bus services within Dartford are to be escalated through the governance structure that has been set up for the Kent Thameside Enhanced Partnership.</p> <p>The potential for CIL to complement the funding that KCC receives through the BSIP to ensure the delivery of improvements to the bus network and services within Dartford will be considered as the need arises.</p>
Transport	<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. Strategic initiatives to complement on site provision being provided by major development sites</p>	<p>KCC, EDC</p>	<p>KCC, EDC, s106, CIL</p>	<p>Several work streams are being progressed through the Fastrack Advisory Board including:</p> <ul style="list-style-type: none"> ▪ Adoption of Route A (through The Bridge development) ▪ Upgrade of the Rennie Drive/Fastrack junction ▪ Procurement of a new operator for Fastrack services across the network ▪ Introduction of zero-emission vehicles on all existing Fastrack routes due to be introduced in 2024 (supported by £6m secured from Zebra Fund)

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Transport				<ul style="list-style-type: none"> ▪ Acacia Hall Bus Hub providing a location where zero-emission vehicles can be re-charged <p>In the longer term:</p> <ul style="list-style-type: none"> ▪ Phased plan for additional routes and services as dedicated Fastrack routes through major development sites become available. ▪ Assessment of the Local Road Network to identify locations where additional bus priority measures could be introduced. ▪ Improved segregation of Fastrack through A282 Junction 1b. <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>
	Railway Station Improvements/Enhancement	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. Enhancement of stations to meet growth in demand from planned development.	Network Rail	Network Rail, CIL, s106

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Waste				<p>linking the platforms could be provided with ramps connecting the platforms to street level.</p> <p>Greenhithe Station is relatively new with good connections to Fastrack and local bus services. A second entrance was predicated on adjacent development and is no longer being delivered as part of this development but would significantly reduce walking times from residential areas to the south. Request for a taxi rank at the station is being explored in relation to the forecourt layout and adjacent land.</p> <p>Further engagement with Network Rail and KCC is being focused on identifying measures that can be implemented to improve facilities, accessibility and integration together with funding opportunities.</p>
	Kent County Council Waste Strategy	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.	KCC	<p>KCC, EDC, s106, CIL</p> <p>KCC Waste has produced a “Case for Waste” 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) at Pepperhill where the ability for further expansion is limited. KCC is looking to provide a new Waste Transfer Station (WTS) to serve North Kent and a site within the Bean Triangle off the A296 Watling Street has been explored. Further work is currently being carried out by KCC involving the consideration of alternative sites, in conjunction with the EDC, regarding its funding and delivery. This includes reconsideration of the existing Pepperhill site along with other locations in the area. The results of KCC’s further work is awaited.</p> <p>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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