

Appendix B

Scheme priority	Proposed scheme seeking LGF3 funding	Local Authority	LGF3 ask	Accumulative total	Description
1	Dartford Town Centre Transformation	Dartford BC + Kent CC	£4,300,000	£4,300,000	This scheme will incentivise private sector investment in major stalled development sites and improve the economic performance of Dartford Town centre through public sector funding of transportation and public realm improvements. Comprising multiple elements, the scheme will see the introduction of a market square and the creation of a shared surface space; the reconfiguration of the Hythe Street/Westgate Street junction and public realm improvements to High Street. All this will be accompanied by a programme of highway works including signal synchronisation and a new road layout to improve traffic flow. The benefits of the scheme include: Increased draw from the immediate catchment area from current 15% to 25% (provisional); 25% increased footfall in town centre (provisional); 25% increased in town centre expenditure (provisional). Over 4000 new jobs and dwelling are expected to be generated from the project.
2	Ashford Spurs	Ashford BC + Kent CC	£4,800,000	£9,100,000	The scheme invests in the new signalling infrastructure required to allow international trains to continue to stop at Ashford International Station. In doing so, the project will: safeguard approximately 1,000 jobs in Ashford which have been located in the town precisely due to its international rail service; stimulate the creation of 1000 additional jobs by encouraging business location and expansion decisions based on the existence and future guarantee of the international rail service; stimulate housing growth to match the growth in jobs; support the creation of a further education hub adjacent to the international station with courses which attract students from other European countries; support further economic growth in Ashford and in the wider East Kent region; create a town in which people want to live, work and participate in business activity; promote modal shift from road or air to rail transport, providing environmental benefits and a reduction in congestion.

3	Fort Halstead	Sevenoaks DC + Kent CC	£1,500,000	£10,600,000	This scheme allows Sevenoaks District Council to purchase and develop the Fort Halstead (ex-MOD) site for employment, housing and a hotel. If the bid is successful, the site will become Sevenoaks District Council's largest new employment site, unlocking over 1000 new jobs (especially high-tech jobs), nearly 500 residential units, an 80 bed hotel and a new village centre. The employment site will deliver: 127,000sq ft of A grade HQ style offices, 29,000 sq ft of light industrial floorspace, 5,000 sq ft of laboratories, and 18,300 sq ft of precision engineering. Demand for commercial premises is currently very strong and availability very low.
4 =	Strood Civic Centre - Flood Defences	Medway Council	£3,500,000	£14,100,000	The Civic Centre is a brownfield site in Strood, that was cleared a number of years ago and is currently used for car parking, that Medway Council wishes to develop to enable a mixed use regeneration site. The site is at considerable risk of flooding and requires protection works before it can be redeveloped, but once protected will be an area of prime, high quality residential land with potential for premium housing, offering fantastic views and access to the River Medway, Rochester Castle and Rochester Cathedral. The site will also provide valuable employment land, which will be targeted at SMEs, encouraging local cafes, restaurants and independent retailers to locate there. Regenerating the site is expected to unlock over 1,500 jobs and over 300 dwellings.
4 =	Rochester Airport Technology Park	Medway Council	£3,700,000	£17,800,000	First phase of enabling infrastructure at Rochester Airport Technology Park site to encourage private sector developers to invest in construction on the land (benefiting from Enterprise Zone tax discounts), unlocking the land for commercial use. There will be leverage funding opportunities from the public sector, BAE Systems, Sheppey Industries and the University of Greenwich, all are active stakeholders in the master plan development, in order to fully exploit the Enterprise Zone status. The site is in the ownership and control of Medway Council.

6	A2500 Lower Road Improvement	Swale BC + Kent CC	£860,000	£18,660,000	<p>The A2500 Lower Road improvements scheme will improve the A2500/Barton Hill Junction, an existing pinch point on the network and a barrier to development on the Isle of Sheppey. The limited route options for traffic wanting to enter or leave the Island places a significant demand on the A2500 Lower Road across the typical weekday periods, particularly near the junction. The Island's tourism-related economy, coupled with the significance of the prison service on the Island (the largest employer on the Isle) gives rise to further peaks in traffic demand. Unsurprisingly, the cumulative pressures being placed on the A2500 Lower Road and its junction with Barton Hill is currently resulting in significant delays and issues concerned with journey time reliability for all users, which has reached an unacceptable level. In the context of the emerging Local Plan a proportionate amount of development allocations will bring the transport network under greater strain, with increasing focus on the need for significant upgrade. The rationale for the A2500 Lower Road highway improvements is to ensure the travelling public can place a suitable level of confidence in journey time reliability.</p>
7	Kent & Medway Engineering, Design, Growth & Enterprise (EDGE) Hub	Ashford BC, Canterbury CC, Dover DC, Medway Council, Swale BC, Kent CC + North Kent	£6,000,000	£24,660,000	<p>This scheme, sponsored by CCCU, will see the construction and equipping of a Kent + Medway EDGE Hub. This will be a new 3,588m² facility in Canterbury, with satellite facilities at Discovery Park, Medway Campus + other parts of Kent, will support high value employment, growth and investment in Engineering + Technology businesses, and become a centre of excellence in this field. The Hub will be worth approx £10m per year to the Kent + Medway economy, and attract numerous learners. The expectations are there will be over 1000 additional student enrolments in Engineering, Product Design, and Technology and over 250 Degree Apprenticeships. LGF investment will take the University's existing plans to expand science at the former Canterbury Prison site to the next level by adding a whole new suite of Technical + Professional Education opportunities at the facility. The scheme has a multitude of other benefits for local scientific and engineering businesses, with expanded PhD, Masters, Undergraduate research project programmes responding to local employer and business needs in the new subject areas. The scheme will also deliver over 12,000 additional school student visits to experiential + innovative Engineering + Technology-themed careers and learning events</p>

					at the new facilities to improve the careers, advice and guidance, and building a passion for science in the region.
8	Leigh Flood Storage Area	Tonbridge & Malling BC + Kent CC	£4,545,000	£29,205,000	The scheme will increase the capacity of the Leigh Flood Storage Area and will deliver local flood mitigation works at East Peckham in order to achieve greater protection for both existing homes and businesses and to unlock new residential and commercial development. The Leigh Flood Storage works will have additional benefits in diminishing the flood risk to Yalding. A partnership has been formed between Tonbridge + Malling BC, Maidstone BC, Kent County Council, + the Environment Agency. Together they have raised £1.08 million toward developing solutions to reduce the risk of flooding to vulnerable communities in the catchment. This project is referred to as the River Medway Flood Storage Areas project, which started work in January 2015. Its objective is to identify options to reduce the risk of flooding, select preferred options and prepare a business case in line with Defra and Treasury rules by 2018. An inter-related project is also required to reduce the risk of flooding in East Peckham. For the detailed design + construction phases it is likely that both projects will be merged to seek efficiencies from capacity building and a shared cost base.
9	A2 off-slip at Wincheap, Canterbury	Canterbury CC + Kent CC	£4,400,000	£33,605,000	This scheme will fund a new A2 Coastbound off-slip road at Wincheap, Canterbury, and support the delivery of over 1,000 new houses, over 68,000sqm of gross employment floor-space, + over 1,500 new jobs through enabling new residential + commercial development in Thannington, South West Canterbury + at Wincheap Retail Estate. The project will also improve journey time reliability by reducing congestion + providing direct access to an expanded Wincheap Park + Ride site. The scheme also includes the construction of a new gyratory system through Wincheap. This forms part of wider programme of improvements which intend to keep the A28 road corridor moving through East Kent by removing key bottlenecks + impediments as well as preparing for future developments + regeneration.

10	Dartford Station Mound & Hythe Street	Dartford BC + Kent CC	£3,600,000	£37,205,000	<p>The proposed bid seeks funding for enabling works to bring forward sites for development. On Station Mound this would include the regrading of the site (it is a man-made mound) to increase the development platforms + bring it down to street level at its southern end/town centre side, with improved links to Hythe Street crossing Home Gardens. For Hythe Street this would involve site clearance, preparation + highway improvements. The Station Mound Site comprises Dartford Station, station car park + Dartford BC's offices with associated parking. The Hythe Street Site includes the site of the former Co-Op store (now demolished) + the former multi-storey car park off Kent Road (also demolished). Whilst immediately adjacent to the shopping core, the Station Mound site in its current configuration is poorly connected with the town centre. The site is not maximising its value as a station site with frequent train services to London. A joint marketing exercise for the two sites has been carried out by the three landowners working in partnership. Whilst there is some private interest the sites are not viable at current land values. The Station Mound site, in particular, lacks viability because it is a man-made mound which requires significant re-profiling to achieve an appropriate quantum of development. Development of the sites could provide for up to 500 homes + a mix of retail + leisure uses with the potential for other supporting uses. It would improve one of the key walking routes into the town centre from the station to the main shopping core.</p>
11	Swanley Town Centre	Sevenoaks DC + Kent CC	£1,900,000	£39,105,000	<p>Local Growth Funding is sought is to kick start the redevelopment of three sites in Swanley for residential development, for the provision of business incubator space and for the development of new lesiure facilities that would generate new employment in the town. All the three sites identified by the bid are at the end of their useful life, unattractive, not in economic use + create a tired and uninspiring impression to visitors as they reach this important 'gateway' to the town. By development of the sites for a mixture of housing and business use, the entrance to Swanley at a strategic location, juxtaposed with the London Road leading from the M25 junction 3 and the footpath to Swanley station will be transformed. Across the three sites, over 1000 new jobs and thousands of new dwellings will be provided. At the same time, the District Council has funding to improve the railway station, footway and cycle paths connecting the station to the</p>

					Centre. The subject sites are in very close proximity and together will transform the Town.
12 =	East Kent Spatial Dev. Company - Hurricane Way Hawkinge Project	Shepway DC + Kent CC	£500,000	£39,605,000	This scheme will see the investment of £1million in the development of 3 self-contained office buildings proving 11 individual suites totalling 1,400 sqm. The office scheme is proposed as part of a wider employment scheme. It is proposed that the investment will provide the East Kent Spatial Development Comapny (EKSDC) with a 50% interest in the 3 office buildings and land through a joint venture and with the balance held by Pentland homes. Pentland homes will be responsible for the construction of the scheme and funding the balance of the costs alongside providing the land. EKSDC will retain 50% ownership of the office buildings on completion and will be responsible for the management of the scheme which will include an incubator hub for business start-ups. The area is expected to see significant growth in housing and employment over the next ten years which will establish a significant pool of local labour and create a new local market. It is not anticipated that rental values in this location will support the development of this type of new office accommodation without support from EKSDC.
12 =	Ashford Town Centre Regeneration Project	Ashford BC + Kent CC	£969,240	£40,574,240	This scheme provides the framework for the transformational large scale regeneration and development of Ashford Town Centre, with over 1,000 homes and 1,000 jobs. The 5 key developments include the major new Commercial Quarter office development in Ashford, only 38 minutes from London St Pancras, and an emerging major office location within Kent and the South East. These developments are regenerating town centre brownfield sites that have been vacant for approximately 20 years, with this project providing the investment in highways and pedestrian infrastructure that unlocks these pioneering high risk developments, and helps create a new more dynamic property market in Ashford and East Kent. This project delivers improvements to existing junctions within the town centre to support increased activity and traffic flow throughout the area, improvements to parking to accommodate new capacity to facilitate the developments, but also improvements to the public realm and pedestrian movement between Ashford International Station, the town centre and surrounding developments.

14	Chatham Place-making	Medway Council	£4,000,000	£44,574,240	<p>This scheme will see the transformation of Central Chatham to create a City Centre environment, attracting inward investment, raising local aspirations and core destination for Medway, an area that aspires to become a Waterfront City with a population of 330,000 by 2035. The re-imagined city centre will create a high quality public space that highlights and enhances access to, and connections between world class heritage at Fort Amherst and Barrier Ditch, Old Town Hall, proposed Chatham Waterfront Marina, Chatham Bus Hub, Pentagon Centre, Chatham High Street, Chatham Waterfront mixed use regeneration, Medway Creative Quarter and the proposed Medway Street regeneration. The private sector operated Chatham Waterfront Marina adjacent to the public space will bring an active leisure activity to the area. Place-making and public realm improvements of city centre include redesigning Military Square, landscaping of The Paddock and Chatham Waterfront, development of Chatham Marina, mixed use regeneration development of adjacent areas such as Medway Street. Areas of improved landscaping will create an informal amphitheatre for viewing significant events on the existing big screen. The improved public space will raise residential and investor aspirations to activate land redevelopment and mixed use regeneration of the Medway Street area, adjacent to the city centre. Investment follows development of Strategic Route and improved wayfinding into Chatham, improvements at Chatham train station, and development of Chatham Bus Hub.</p>
----	----------------------	----------------	------------	-------------	--

15	Woodsgate Corner roundabout	Tunbridge Wells BC + Kent CC	£550,000	£45,124,240	<p>This scheme delivers a roundabout to replace existing traffic signalised junction on key route into/out of Tunbridge Wells town centre. The A264/A228 is already a congested route into and out of Tunbridge Wells town centre already and one which TWBC received lots of complaints about from businesses and residents. A corridor study recently commissioned by KCC and TWBC identified that both the Woodsgate Corner junction and the Halls Hole Road junction could be improved significantly through the replacement of the existing signalised junctions with roundabout schemes. Improving the flow of traffic on the A264/A228 will support economic growth in the town centre of Royal Tunbridge Wells (homes and jobs). It will help to support the delivery of the Tunbridge Wells Site Allocations DPD, which proposes approximately 4500 new dwellings in and around the Tunbridge Wells Urban Area by 2026. The Site Allocations SPS also proposes approx. 30,000 m2 net comparison floorspace and 1,700 m2 net convenience floorspace in and around Tunbridge Wells town centre. This project will support this delivery.</p>
16	Paddock Wood junction improvements	Tunbridge Wells BC + Kent CC	£3,000,000	£48,124,240	<p>The scheme involves improvements to two key junctions along the B2017 Badsell Road with the aim to increase vehicular capacity in support of housing delivery in Paddock Wood. The existing junctions with the B2160 and the A228 do not have sufficient capacity for additional traffic associated with forthcoming development sites. The improvements are imperative to ensuring the highway infrastructure does not hinder the delivery of housing provision within the district. There are three housing sites coming forward in the Paddock Wood area with a total delivery of nearly 1,000 homes; Church Farm, Mascalls Court Farm and Mascalls Farm. These developments would in turn support local businesses including retail in Paddock Wood town centre. Paddock Wood is already a key employment area and the proposed developments include a Primary School which will be a new employer in the area. The necessary improvements to existing junctions are vital to ensure the wider economic benefits are realised. The three development sites are directly dependant on the delivery of the two junctions. However, it is unviable for the</p>

					developers to fund the full cost of the project. Without Local Growth Fund investment, the requirement for the delivery of these highway improvements will become a delivery constraint and barrier to the completion of the planned new houses.
17 =	Duke of York's roundabout	Dover DC + Kent CC	£3,000,000	£51,124,240	The Duke of York's Roundabout is a key junction on the A2 Strategic Transport Route serving not only a major role in the Trans Continental Route accessing the Port of Dover but also fulfilling a unique local role as a primary junction serving both Dover and Deal. Locally, it also the major junction serving the principle housing allocation in Dover District at Whitfield along with the one of the major East Kent employment and business allocations at White Cliffs Business Park. The junction serves the adjacent Connaught Barracks Site owned by the Homes and Communities Agency (being one of four sites announced by the Prime Minister on 4 January for Accelerated Delivery). In addition, the junction will face significant increase in additional traffic generated by the implementation of the Lower Thames Crossing. It will provide much needed resilience to the Trans European Network in the event of interruptions of service on the M20/A20 Route.
17 =	Westwood Relief Strategy	Thanet DC + Kent CC	£4,900,000	£56,024,240	Westwood Relief Strategy addresses severe congestion at the main intersection of roads across Thanet District. This pinch-point is also the access to the extremely successful Westwood Cross Shopping Centre. The bottleneck has an adverse impact on accessibility in Thanet and directly impedes growth in Westwood itself. The initial phases of the Westwood Relief Strategy have been delivered through a combination of private sector and Department for Transport Local Pinch Point Funding. LGF3 is now required to deliver the final stage of the Westwood Relief Strategy, known as Tesco's Link Road, to achieve all the economic and transport benefits associated with the project. These include: Safeguarding existing jobs due to better business; Creating new jobs due to potential expansion; Improving journey time for shopping and business trips; Enabling the delivery of new residential development in Westwood; Additional and Indirect Jobs created through construction works.

17 =	Maidstone Medical Campus Highway Works	Maidstone BC + Kent CC	£7,466,340	£63,490,580	<p>The scheme involves the reconfiguration and signalisation of the M20 Junction 7 grade separated gyratory, the A249 / Bearsted Road roundabout junction and the enlargement of the Bearsted Road / New Cut Road roundabout junction to improve junction capacity and traffic flow in order to accommodate the traffic associated with the Maidstone Medical Campus (MMC) development, which is part of the North Kent Innovation/Enterprise Zone. The scheme includes the construction of the on-site access road required to service the development plots, and provision of new pedestrian crossing facilities. The purpose of this funding bid is to attract businesses to locate at the Enterprise Zone and to assist in the delivery of the Maidstone Medical Campus. The scheme will deliver over 2,500 jobs and nearly 500 houses.</p>
20	Investment in NIAB EMR Biotech Hub	Tonbridge & Malling BC + Kent CC	£6,037,000	£69,527,580	<p>This scheme will support the further development of the NIAB EMR biotech hub that will support innovation, research and spin-out businesses. The proposed development includes the purchase of an Industry Standard Glasshouse and energy centre; three laboratories (for genetics service, fruit processing; and fruit analysis); IT infrastructure; and farming infrastructure. This investment will: accelerate the commercialisation of existing and new UK developed plant-based intellectual property; help to develop new UK varieties and crops, for export and including added value uses in food and health; help to develop new and improved tools for agricultural production including application of engineering and bio-tech solutions by UK SMEs with the potential for international export; and create supply chain resilience for UK fresh produce. There are a number of other wider industry benefits to this scheme, most notably as a consequence of re-enforcing the strong role that Kent has to play in the UK horticultural industry by creating nearly 1,000 jobs, and safeguarding over 14,000 jobs in the SELEP area in the horticultural sector and in downstream industries associated with horticulture.</p>

21	Port of Ramgate	Thanet DC + Kent CC	£4,000,000	£73,527,580	<p>This scheme funds phase 1 of a 3 phase expansion strategy to increase the Port's capacity and resilience. Phase 1 delivers the construction of a new double-deck ro-ro berth at the Port of Ramsgate, that will improve the Port's handling capacity, particularly for unaccompanied freight vehicles. The Port is a municipal port owned and operated by Thanet District Council. Ramsgate Port currently has the capacity to accommodate up to 500,000 HGV's per annum. This investment will increase that capacity to 1 million HGV's per annum. At 58 miles, Ramsgate is the same distance via the M2 from the QE2 Bridge as Dover and offers an opportunity to meet future freight demand by linking with the continental road and rail network via the Port of Calais. The port also offers cost effective routes to Northern Europe via Ostend, Dunkirk and Vlissingen.</p>
----	-----------------	---------------------	------------	-------------	---