

This report sets out the developer contributions that have been received by Dartford Borough Council during the 2020/21 financial year and the developer contributions spent in that same year. The report also provides information on the contributions received prior to 2020/21 which remained unspent as of 31st March 2021.

Dartford Infrastructure Funding Statement 2020/21

December 2021

DARTFORD
BOROUGH COUNCIL

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Figure 1: Dartford CIL Charging Zones

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1. Introduction & Headline Figures

In accordance with CIL Regulations councils are required to publish an annual report on the contributions they receive in connection with new development and how developer contributions have been used. These Infrastructure Funding Statements (IFS) cover the contributions received and spent in the previous financial year and also report on the contributions that have been received prior to the reporting year but which remain unspent. For the retained contributions the IFS should also provide an indication of the infrastructure that the contributions are intended to fund.

This IFS provides a summary of the contributions that Dartford Borough Council ('the Council') has either received or secured from development during the 2020/21 financial year (the 'reporting year'). The report covers both monetary and non-monetary contributions and the amount of contributions that are held by the Council which remain unspent as of 31st March 2021.

Headline Figures	
CIL Income & Expenditure	
Total CIL Receipts for 2020/21.	£7,089,802
CIL Neighbourhood Portion transferred to town/parish councils in 2020/21.	£203,293
CIL Neighbourhood Portion retained for unparished areas in 2020/21.	£860,177
CIL applied to administrative expenses in 2020/21. (Proportion of Total CIL Receipts for 2020/21)	£96,520 (1.36%)
CIL retained for strategic infrastructure projects in 2020/21.	£5,929,811
CIL Expenditure on Strategic Infrastructure in 2020/21.	£0
Total CIL Receipts 2014/15 to 2020/21.	£16,484,004
Total CIL Expenditure on Strategic Infrastructure 2014/15 to 2020/21.	£0
Total CIL Retained by the Council and Available for Strategic Infrastructure Projects as of 31 st March 2021.	£13,564,514
S106 Income & Expenditure	
S106 Retained at End of 2019/20.	£5,674,760
S106 Income for 2020/21.	£2,325,000
S106 Expenditure for 2020/21.	£634,908
S106 Income Remaining Unspent as of 31 st March 2021.	£7,408,495

Section 2 provides some further explanation on the means by which development contributions are secured. These essentially come from two sources Dartford's Community Infrastructure Levy (CIL) and planning obligations secured through s106 Agreements. Sections 3 and 4 provide further details of the income and expenditure related to each of these sources. Section 5 sets out the Council's priorities for infrastructure and Section 6 explains the procedure the Council follows for allocating contributions obtained through its CIL Charging Scheme to infrastructure projects.

The report is published on the Council's website and the information contained within it will be monitored throughout the year to ensure that the most up to date information is readily available. The report does not include information on infrastructure that is delivered directly on site by the developer, as part of new development.

It should also be noted that data on developer contributions is imperfect because it can represent estimates at a given point in time and these can be subject to change. This is particularly the case where contributions may have been secured from development sites but these sites have yet to start construction. The information contained within this report is the most robust available at the time of publication.

2. Developer Contributions

2.1 Community Infrastructure Levy (CIL)

The Community Infrastructure Levy (CIL) is a charge on development that allows the Council to raise and pool contributions from developers towards the funding of a wide range of infrastructure. It can help to pay for things such as schools, health facilities and transport improvements – all things that are necessary to support new development. Affordable housing is not included within a CIL charging scheme and is still provided by the developer in accordance with adopted Local Plan policy.

The Council introduced its CIL charging scheme on 1st April 2014. Since then all developments granted planning permission may be subject to CIL charges. CIL does not apply to any Reserved Matters Applications linked to outline planning consents approved prior to its introduction. Where a planning permission granted prior to 1st April 2014 is varied, CIL will only apply to proposed floor space that is in addition to that previously granted.

CIL applies to most new development where the proposed new floor space created is 100m² or more or where a new dwelling is created. The CIL charge rates are subject to indexation to reflect the cumulative increases in construction costs since the Council adopted a CIL charging scheme in 2014. These rates are shown in Table 2.2 below with the zones shown in Figure 1. Further details of Dartford's CIL Charging Scheme can be found via the following link <https://www.dartford.gov.uk/by-category/environment-and-planning2/new-planning-homepage/community-infrastructure-levy>.

CIL has largely replaced the payment of developer contributions for most types of infrastructure such as schools, road improvements, health facilities and community facilities that were previously funded through site specific s106 Agreements (see below). However, in addition to paying CIL developers may need to make provision for infrastructure that is not CIL funded such as affordable housing through a planning condition or s106 agreement.

CIL contributions can be made as a single payment or, depending on the level of CIL contributions due, by instalments. This has an impact on the receipt of CIL contributions and for larger sites payments can spread over two financial periods. Phased developments will also pay CIL as the phases come forward. The Council allows the payment of a CIL liability by instalments as shown in Table 2.1.

Table 2.1: Payment of CIL Liability

For CIL liability up to £99,999	Single payment 60 days after commencement
For CIL liability between £100,000 and £999,999	Payment over 3 instalments: 25% paid 60 days after commencement 25% paid 120 days after commencement 50% paid 360 days after commencement
For CIL liability £1,000,000 and over	Payment over 4 instalments: 25% paid 60 days after commencement 25% paid 120 days after commencement 25% paid 360 days after commencement 25% paid 540 days after commencement

In some limited circumstances, and on some of the larger developments in the Borough, developers may be required to meet specific obligations through s106 Agreements to mitigate the impacts of the proposals. This could be for non-CIL funded site specific infrastructure such as highways safety works, play equipment, management/maintenance of open spaces, flood defences or drainage works.

From 1st January 2020, councils with an adopted CIL Charging Scheme are required to adjust the rates each year to keep the charge responsive to market conditions. An index, developed by the Royal Institution of Chartered Surveyors (RICS) with the support of the Ministry of Housing Communities & Local Government, is published at the end of October and applied to CIL rates from 1st January. The rates for Dartford's CIL Charging Scheme in 2021 after applying this indexation are shown in Table 2.2.

Table 2.2: Dartford CIL Rates for 2021

Zone	Development Type	2014 CIL Rate (per m ²)	Index for 2014	Index for 2021	2021 CIL Rate (per m ²)
A	All residential development.	£200	239	333	£278.66
B	Residential development of less than 15 homes, providing solely market housing.	£200	239	333	£278.66
B	Residential development of 15 homes or more, providing a housing mix which includes a proportion of affordable housing.	£100	239	333	£139.33
C	Supermarkets/superstores above 500m ² .	£65	239	333	£90.56
D	All retail development above 500m ² .	£125	239	333	£174.16
C and D	All other retail development.	£0	n/a	n/a	£0
All Zones	Office Industrial Hotel Leisure	£25	239	333	£34.83
All Zones	Any development types not identified elsewhere in this schedule.	£0	n/a	n/a	£0

Note: CIL Index from Royal Institution of Chartered Surveyors <https://www.rics.org/uk/products/data-products/rics-community-infrastructure-levy-index/>.

2.2 Section 106 Obligations

In addition to CIL a Local Planning Authority can seek contributions from development towards infrastructure provision through planning obligations contained within a legal agreement under Section 106 of the Town & Country Planning Act 1990. These can cover both physical on-site provision, management of infrastructure on site and contributions for off-site provision. Planning obligations may only constitute a reason for granting planning permission for the development if the obligation is:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

The obligations may be provided by the developer as “In-Kind” contributions – that is, where the developer builds or provides directly the matters necessary to fulfil the obligation. For example, the developer may build a certain number of affordable homes on site or construct a community centre. Alternatively, planning obligations can be met in the form financial contributions to the Council to provide off-site infrastructure works. For example, the provision of open space off-site. Planning obligations can also be used to secure land within the development for the provision of infrastructure. For example, the provision of a new primary or secondary school. In some cases, the s106 Agreement can involve a combination of these obligations.

3. CIL Income & Expenditure

3.1 Income

In the 2020/21 financial year the Council received a total of £7,089,802 in CIL payments from 15 development sites. This sum included the payment of further instalments from three larger development sites that had also made payments in 2019/20.

The total CIL receipts paid to the Council since it adopted its CIL Charging Scheme in 2014 amount to £16,484,004

The Council also issued Notices for the payment of a further £1,246,118 in CIL contributions in 2020/21 which had not been received by the end of the financial year. This, however, includes two further instalments from the development at the former Dartford International Ferry Terminal that are due to be paid in 2021 and 2022 with

Table 3.1.1: 2020/21 CIL Receipts by Development

Planning Ref.	Site	CIL Received
DA/16/00167	Data House, 2 Waldeck Road	£17,575.31
DA/16/01601	Abbott Murex & Mill Pond	£473,489.50
DA/16/01919	Land East of Lowfield Street	£933,065.40
DA/17/00317	281 Lowfield Street	£14,967.03
DA/17/00798	Land at Eusmere	£38,339.05
DA/17/01477	Former Unwin's Site	£179,330.89
DA/18/00202 (EDC/18/0033)	Land at London Road/Craylands Lane	£411,812.14
DA/18/01653	28 Wilmot Road	£41,127.59
DA/19/00519	Instone House	£129,199.31
DA/19/00613	Block F, Mill Pond	£55,620.08
DA/19/01240	20 Wood Lane, Darenth	£69,247.28
DA/19/01296	MSU7 West Village, Bluewater	£117,121.60
DA/19/01515	Littlebrook Power Station	£3,841,681.28
DA/19/01701	Dartford International Ferry Terminal	£757,107.42
DA/19/01720	Longreach Sewage Treatment Works	£10,117.80
Total		£7,089,801.68

the former having been received which will be reported in the IFS for 2021/22. A further £317,644 of CIL contributions that were identified as outstanding in the 2019/20 IFS remained outstanding at the end of 2020/21. Payments of £252,728 have been received in 2021/22 related to these which again will be reported in the 2021/22 IFS. The Council will continue to pursue payment of the remaining outstanding contributions.

Regulation 59E relates to CIL monies received by a local council (parish or town council) that have either not been spent within 5 years of receipt from the Council or have been spent but not in accordance with the regulations. Under this regulation the Council may serve a notice on a local council for repayment of CIL monies. The Council did not serve any such notices on local councils in 2020/21.

3.2 Neighbourhood Portion

CIL Regulations require that 15% of CIL receipts received from development within a local parish/town council area is transferred by the Council to those parish/town councils. This amount can rise to 25% where a Neighbourhood Plan covering the parish or town council has been adopted. There are seven parish councils and one town council within the Borough as listed below.

Town & Parish Councils within Dartford Borough

Bean PC
Darenth PC
Longfield & New Barn PC
Southfleet PC
Stone PC
Sutton-at-Hone & Hawley PC
Swanscombe & Greenhithe TC
Wilmington PC

At present none of the parish/town councils within the Borough have an adopted Neighbourhood Plan although Stone PC submitted one which is currently being examined by an independent Inspector. The spending of the parish/town council neighbourhood portion should be used on local priorities and can be used more flexibly in addressing the demands that development places on their areas.

In 2020/21 a total of £203,293 was transferred to parish/town councils within the Borough. The total CIL receipts transferred to parish/town councils over the period 2014/15 to 2020/21 amounts to £803,900.

Table 3.2.1: Breakdown of 2020/21 CIL Payment to Parish/Town Councils in the Borough.

Town/Parish Council	CIL Transferred
Darenth PC	£10,387.09
Stone PC	£131,134.35
Swanscombe & Greenhithe TC	£61,771.82
Total	£203,293.26

There were no development sites within either Bean PC, Longfield & New Barn PC, Southfleet PC or Wilmington PC that yielded CIL receipts in 2020/21.

The same proportion applies to unparished areas of the Borough and this funding is currently retained by the Council with the additional responsibility for putting arrangements in place to determine how this funding is spent. These arrangements have yet to be finalised and will involve engagement with local communities to identify local priorities and potential projects.

A total of £860,177 of CIL receipts in 2020/21 was retained by the Council to be spent on local projects within the unparished areas of the Borough. Prior to 2020/21 the Council had retained a total of £808,523 of CIL receipts for the unparished areas of the Borough. The total CIL receipts retained by the Council for the unparished areas of the Borough over the period 2014/15 to 2020/21 now amounts to £1,668,700.

3.3 Income for Strategic Infrastructure Projects.

After taking into account the Neighbourhood Portion for local councils and the unparished areas and the money retained for administration expenses (see 3.4 below) the CIL receipts retained by the Council in 2020/21 to support the delivery of strategic infrastructure projects was £5,929,811.

Prior to 2020/21 the Council has retained CIL receipts of around £7,634,703 to support the delivery of strategic infrastructure projects having neither spent nor committed CIL funding to any projects since adopting its CIL Charging Scheme. With the CIL retained in 2020/21 this figure has now increased to £13,564,514. The Council has identified its priorities for investment in strategic infrastructure and projects that are expected to come forward where CIL funding may be required to support their delivery. Further details are set out in Chapter 5 below.

3.4 Expenditure

Under the CIL regulations the Council can retain up to 5% of the CIL receipts in any financial year to cover its costs in administering its CIL Charging Scheme. For 2020/21 this would have amounted to £354,490. However, the Council has applied only £96,520 (1.36% of total CIL receipts for the year) to administrative expenses with the remainder being returned to the CIL receipts retained for strategic infrastructure improvements.

Parking pressures on residential streets arising from new development have been identified as a significant local concern particularly in the unparished area in the north-west of the Borough, encompassing Dartford town centre, where significant development is taking place. A project is being developed by the Council to investigate the potential for an area-wide parking management scheme that will be progressed in consultation with local residents. This project is to be part-funded through the CIL receipts retained for the unparished areas of the Borough which is an appropriate use of the Neighbourhood Portion in an area impacted by new development. Expenditure on this project in 2020/21 was covered through the administrative costs but CIL funding of £58,000 has been allocated in 2021/22. This expenditure of the Neighbourhood Portion for unparished areas will be reported in subsequent Infrastructure Funding Statements.

The Council has neither spent nor allocated any of the 2020/21 CIL receipts retained to support the delivery of strategic infrastructure projects within the Borough. As previously stated this funding has been added to the CIL receipts retained prior to 2019/20 and its intended use is explained further in Chapter 5.

4. S106 Income & Expenditure

4.1 Income

Since the introduction of Dartford's CIL Charging Scheme the level of contributions received from development sites through s106 Agreements has reduced. The Council will continue to use s106 Agreements in addition to CIL where infrastructure provision is needed to mitigate an impact that is specific to a development.

The Council continues to benefit through both contributions and the direct delivery of infrastructure from historic s106 Agreements that were generally granted for planning permission prior to April 2014. It should also be noted that these s106 Agreements also require contributions to other authorities such as the Ebbsfleet Development Corporation (as local planning authority) and Kent County Council. These contributions are not recorded in this IFS as they are not made to the Council but the delivery of infrastructure is covered in Dartford's Infrastructure Delivery Plan.

In 2020/21, income the Council received through s106 Agreements was £2,325,000. This came from a single development site (DA/19/01515 - Littlebrook Power Station) and comprised:

£2,300,000 for works that would lead to improvements to the capacity of the A282 (M25) Junction 1a, and

£25,000 for the monitoring of vehicle movements related to the development.

Further obligations were secured through the s106 Agreement attached to the planning consent for this site which was completed on 12th June 2020. These are set out further in section 4.4

4.2 Expenditure

Expenditure of developer contributions secured through s106 Agreements are governed by the terms of the agreement which define the use of each individual contribution. In 2020/21, Council expenditure of s106 contributions came to a total of £634,908. These contributions came from the developments shown in Table 4.2.1 and were used for the following projects:

- £593,986 of contributions towards STIP from four development sites was transferred to KCC to be used on the Urban Traffic Management & Control (UTMC) Project. A summary of this project can be found in section 5.1 and details of expenditure of the contributions transferred should be contained within KCC's Infrastructure Funding Statement.

Table 4.2.1: 2020/21 Expenditure of s106 Contributions.

Planning Ref.	Site	Use	Contribution
DA/07/00536	Bellgrove Ceramics	STIP	£128,000
DA/08/00790	389-397 Princes Road	STIP	£128,500
DA/12/00424	Former Arjo Wiggins Papermill	Transport	£10,420
DA/12/01404	St Clements Valley	STIP	£304,486
DA/13/00399	Hook Place Farm	STIP	£33,000
DA/13/01127	Matrix Business Centre	STIP	£30,502
Total			£634,908

- A further £30,502 of contributions towards STIP was also transferred to KCC to be used for the completion of the A226 London Road/St Clements Way junction improvement. A summary of this project, which has been completed, can be found in section 5.1 and details of expenditure of the contributions transferred should be contained within KCC's Infrastructure Funding Statement.
- £10,420 was spent by the Council on a feasibility study for a new pedestrian/cycle bridge over the River Darent. This completed the feasibility study started in 2019/20. Further details of this project are contained in section 5.2.

4.3 Retained s106 Contributions

At the end of March 2020, the Council held contributions received through s106 Agreements totalling £5,674,760. Taking into account the income and expenditure covered under sections 4.1 and 4.2 above, by the end of March 2021 this figure had increased to £7,408,495. Table 4.3.1 shows an itemised list of the s106 contributions held broken down by development whilst Table 4.3.2 provides a further breakdown of these contributions according to their use.

Table 4.3.1: Retained s106 Contributions at end of 2020/21 by Development

Planning Ref.	Site	Contribution
DA/02/00086	Littlebrook, Manor Way	£163,895
DA/02/00617	Former TA Centre, Stone Place Road	£17,123
DA/03/01134 (EDC/17/0048)	Whitecliffe (formerly Eastern Quarry)	£95,660
DA/07/00536	Bellgrove Ceramics	£4,354
DA/08/00220	92-106 Havelock Road	£20,000
DA/08/00310	15 Newton Court, Crossways	£21,000
DA/08/00485	Dartford Technical College	£227,451
DA/08/00790	389-397 Princes Road	£4,371
DA/08/00987	Cobham House	£30,000
DA/08/01601	Ingress Park, Phase 4 Waterfront	£520,250
DA/10/00407	Colyers Arms	£199,829
DA/10/01605	Stone House Hospital	£230,000
DA/11/00096	Former Swanscombe Clinic	£5,000
DA/11/00295	Northern Gateway East & Mill Pond	£2,384,968
DA/11/00766	Fantaseas Site	£94,657
DA/11/01464	Northfleet Industrial Estate	£24,000
DA/12/00424	Former Arjo Wiggins Papermill	£396,253
DA/12/00713	72-80 East Hill & 2-12 St Alban's Road	£3,000
DA/12/01404	Land at St Clements Way	£2,000
DA/13/00213	Darenth Mill	£105,000
DA/13/00399	Hook Place Farm	£5,707
DA/13/00500	Northern Gateway North	£25,000
DA/13/01019	Ingress Lodge	£18,849
DA/15/00550	Lidl, Instone Road	£33,459
DA/15/01508	Northern Gateway NE Parcel	£3,000
DA/16/01207	MSU7 West Village & Service Yards, Bluewater	£356,076
EDC/16/0045	Ebbsfleet Green (formerly Northfleet West Sub-Station)	£92,593
DA/19/01515	Littlebrook Power Station	£2,325,000
Total		£7,408,495

Table 4.3.2: Retained s106 Contributions at end of 2020/21 by Use

Use	Contributions
A282(M25) Junction 1a Improvements	£2,300,000
Strategic Transport Improvement Programme (STIP) – Dartford Town Centre Regeneration Project	£1,587,946
STIP – Urban Traffic Management & Control (UTMC)	£877,736
Primary Care Services & Facilities	£636,400
Off-Site Affordable Housing Provision	£403,024
Dartford Town Centre Retail Improvements	£306,076
Transport Improvements (including River Darent Bridge)	£301,052
STIP - Unallocated	£294,403
Local Park Improvements (including Central Park)	£174,122
Fastrack Bus Service & Infrastructure Improvements	£163,895
Green Grid (improvements to footpaths and cycleway)	£118,201
Monitoring Fees	£140,000
Air Quality Monitoring	£57,181
CCTV (to improve security at selected locations)	£20,278
Traffic Regulation Orders (TRO's) (specific measures targeted at restrictions on highways)	£15,000
Wayfinding (improvements to signs providing information and directions to pedestrians/cyclists)	£8,111
Parking Management	£5,070
Total	£7,408,495

4.4 Agreements Completed in 2020/21

During 2020/21, a total of 496 outline, full and reserved matter planning applications were determined by the Council. The majority of these involved relatively small scale development covering residential extensions; conversions of garages/lofts to habitable space; replacement dwellings; conservatories/outbuildings and developments of less than 5 dwellings or less than 100m² of non-residential development. For the larger development sites approved in 2020/21, only one resulted in the completion of a s106 Agreement. A summary of this application and the main provisions within the s106 Agreement is set out below:

DA/19/01515 – Littlebrook Power Station

Redevelopment of site to provide Class B8 (storage and distribution) uses with ancillary B1 uses with associated access, servicing, parking, landscaping, works to flood defence and riverside enhancements.

Approved – 12th June 2020

s106 Agreement completed on 12th June 2020

Provisions within s106:

Public Highway contribution (paid to DBC)	£2,300,000
Public Footpath DR1 contribution (paid to KCC)	£109,200
Restricted Byway DB8 contribution (paid to KCC)	£120,000
General Monitoring contribution (paid to DBC)	£25,000

Vehicle Monitoring contribution (paid to DBC)	£4,000
Vehicle Monitoring contribution (paid to KCC)	£4,000
Cycle provision: Minimum 6 and maximum 10 cycles for use by staff to travel between the site and Fastrack.	
Staff travel: Provision of a shuttle bus service for staff	

5. Infrastructure Priorities

5.1 Strategic Transport Improvements Programme

The Strategic Transport Improvement Programme (STIP) was developed around 2007/08 through a partnership between Dartford BC, Gravesham BC, Highways Agency (now National Highways), Homes & Communities Agency (now Homes England) and Kent CC. The programme was in response to the planned level of development across the then Kent Thameside area covering both Dartford and Gravesham Boroughs. The concept being that a number of key strategic transport infrastructure improvements were identified that development across the area would contribute towards in addition to funding provided by Government.

In 2011/12, the programme was reviewed in the light of changes to the level of available funding and the number of schemes reduced. In the intervening period progress has been achieved regarding the delivery of the schemes contained within STIP as summarised in Table 5.1.1.

Table 5.1.1: Current Status of Strategic Transport Improvements Programme.

Scheme	Proposed Works	Progress
A2 Bean & Ebbsfleet Junction	Modification of junctions and changes to merge and diverge lanes to improve access between the A2 Trunk Road and development sites to the north.	Works started in March 2020 following a Public Inquiry and publication of Orders. The scheme is due to be completed in Spring 2022.
A226 London Rd/St Clements Way Junction	Enlargement of existing roundabout to improve capacity and relieve a point of congestion on the local strategic road network.	Scheme completed.
A226 Thames Way	Upgrade of existing single carriageway road to provide additional capacity and improve access to Ebbsfleet from the local strategic road network.	Scheme being reviewed as part of the Ebbsfleet Central master planning being carried out by EDC.
Dartford Town Centre	Public realm and highway improvements to improve accessibility to the town centre and its environment supporting development proposals and regeneration.	Works in progress. Phase 1 completed and Phase 1a is under construction. Further phases are to follow with the project targeted for completion in early 2024.
Rathmore Road Link	Provision of a new link road to improve the environment of Gravesend town centre around the station benefitting pedestrian movements and access for public transport.	Scheme completed.
Urban Traffic Management & Control (UTMC)	Introduction of signal control at junctions, VMS, CCTV and real-time information to regulate and manage traffic on the local strategic road network to improve efficiency and reduce congestion.	A programme of schemes involving the upgrade of 41 traffic signal controlled junctions across Dartford and Gravesham has been identified. Work started in 2021.

In terms of the s106 contributions retained by the Council for STIP, Table 4.3.2 shows that £1.588m has currently been allocated towards the completion of the Dartford Town Centre Regeneration Project and a further £0.878m has been allocated to the UTMC Project.

5.2 Infrastructure Delivery Plan & 5-Year Delivery Programme

Dartford's Infrastructure Delivery Plan (IDP) was developed and incorporated into the Dartford Core Strategy adopted in September 2011. Since then the Council has regularly updated the IDP with the latest version published on the Council's website.

The IDP sets out a variety of projects that have been identified by the Council and infrastructure providers including Kent County Council (KCC), NHS Kent & Medway Clinical Commissioning Group (CCG), Environment Agency (EA) and National Highways (NH). These infrastructure projects are to support planned new development in the Borough and meet the new demands this will generate.

Infrastructure identified in the IDP falls into one of the following three headings according to the progress of their delivery, availability of funding and likelihood that they can be delivered within the next 5 years.

1. Fully Funded Projects

Projects within this section have been judged by the Council and its delivery partners to be fully funded through existing s106 obligations and/or other external funding sources. A number of the projects are currently being delivered.

2. Projects with the Potential to be Unlocked by CIL

Through ongoing liaison with delivery partners, a number of projects have emerged where CIL funding has the potential to unlock delivery over the next five years. These projects are identified within this section of the IDP and it is recognised that further actions are needed to provide certainty that these projects can be delivered.



3. Schemes to be Further Defined

This section covers additional projects that are emerging but which have not yet been clearly defined. 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.

In relation to prioritising the allocation of CIL funding towards infrastructure projects the Council has developed a rolling 5-Year Delivery Programme based on the projects contained within Part 2 of the IDP. In conjunction with the regular review of the IDP this 5-Year Delivery Programme is also reviewed. The current Indicative 5-Year Delivery Programme is shown in Table 5.2.1 below.

Table 5.2.1: Indicative 5-Year Delivery Programme 2022/23 to 2026/27

Project	Category	Timeline				
		2022/23	2023/24	2024/25	2025/26	2026/27
Dartford TC Regeneration Project	Transport/Public Realm					
Darent Valley Path	Green Corridor					
Stone/Greenhithe Medical Centre	Health					
Stone Primary School Provision	Education					
River Darent Bridge(s)	Transport/Green Corridor					
Central Dartford Primary School Provision	Education					

 Projects in preparation phase
 Delivery timescale for project

The following summarises the current status of the projects contained in the Indicative 5-Year Delivery Programme:

Dartford TC Regeneration Project:	Phase 1 completed. Phase 1a under construction. £4.15m of CIL funding has been allocated supporting other funding to ensure completion of the remaining phases. The current timescale for completion is early 2024.
Darent Valley Path:	This project is being delivered in conjunction with the Darent Valley Landscape Partnership. Delivery has been hampered by lockdown during the Covid pandemic. Projects to be delivered in Dartford, the timescales for their delivery and the availability of funding all need to be confirmed. Heritage Lottery funding ends on 31 st December 2023. Wilmington PC has allocated £10,000 from its portion of CIL receipts towards improvement of the path within its area. Part 2 of the IDP currently estimates an Indicative CIL allocation of less than £1m.
Stone/Greenhithe Medical Centre:	Land currently within KCC ownership has been identified for this facility and a specialist developer is being sought to deliver the medical centre. Regular discussions are taking place with NHS Kent & Medway CCG on the progress of this project as client for the GP practices that will be using the facility. Part 2 of the IDP currently estimates an Indicative CIL allocation of between £1m and £2.5m.
Stone Primary School Provision:	There have been on-going discussions with KCC Education regarding additional primary school provision within the Stone area. KCC is currently determining the nature of provision to meet forecast need (expansion of existing schools or new provision). Provision of a new school would involve discussions with ESFA regarding delivery and identification of a suitable site. Part 2 of the IDP currently estimates an Indicative CIL allocation of between £2.5m and £5m.
River Darent Bridge(s):	Further feasibility work on the nature and location of provision of a crossing or crossings over the River Darent is being undertaken involving a wider engagement of interested parties. The overall aim is to connect developments and infrastructure east and west of the river creating more direct links for walkers and cyclists between Dartford town centre and the Thames. Part 2 of the IDP currently estimates an Indicative CIL allocation of between £1m and £2.5m.

Central Dartford
Primary School
Provision:

KCC Education has identified the need for additional primary school provision in its response to the Local Plan Review. The timescale for the delivery of this additional provision would be dependent on the progress of development but it is currently anticipated to be post 2026/27. Part 2 of the IDP currently estimates an Indicative CIL allocation of over £5m.

Further projects can be added when details are sufficiently defined and the project meets identified criteria and support. Any final decisions on the allocation of CIL funds to any specific project is subject to an assessment against Dartford's CIL Assessment Criteria and approval by the Council's Cabinet.

6. How the Council Allocates CIL Funding?

Unlike developer contributions secured through s106 Agreements, CIL contributions are not allocated to a specific project but are pooled to support infrastructure requirements across the Borough. Government regulations define the scope of what CIL contributions can be spent on but it is for the Council to determine what projects are funded through CIL and when. The Council has the responsibility to ensure that it allocates the CIL funding in the most effective way so that new developments are adequately supported by infrastructure.

The Council adopted governance arrangements on 9th March 2017 covering the technical, advisory and decision making processes for the appropriate management of CIL funding and the subsequent delivery of infrastructure supported by this funding stream. It is recognised that CIL will not on its own deliver all of the Borough's identified infrastructure requirements. Other sources of funding will need to be explored and the governance arrangements include the ongoing process for agreeing the priority and timing of projects taking into account the availability of all potential sources of funding.

The responsibility for delivering infrastructure such as schools, highway schemes, and health facilities can rest with other organisations. Close co-operation is required to ensure that there is a common understanding of the future housing delivery and the infrastructure needs arising from it. Different infrastructure can compete with finite resources so it is also important that the priorities of the delivery organisations align with the priorities of the Council.

The components of the governance arrangements comprise the following elements and the functions that need to be undertaken for each of these are set out in Table 6.1 below. The elements are:

- Decision making
- Advisory
- Technical/Co-ordination
- Commissioning/Implementation
- Accountability

Table 6.1: Key Elements of CIL Governance Arrangements

Decision Making	<ul style="list-style-type: none"> – Approval by the Council’s Cabinet of a rolling 5-Year Delivery Programme on an annual basis including the engagement with and comments from delivery partners responsible for the delivery of projects within this programme. – Approval by the General Assembly of the Council (GAC) of and annual CIL spending envelope and 3-year rolling programme as part of the Annual Budget Report. – Agreement to the annual review of Dartford’s Infrastructure Delivery Programme (IDP) identifying infrastructure. – Approval by the Council’s Cabinet to any changes to the CIL charging rates, policy on payments by instalments and governance arrangements.
Advisory	<ul style="list-style-type: none"> – A Leader’s Advisory Group (LAG) on CIL involving Members and senior officers of the Council together with delivery partners and other service providers reviews the monitoring of CIL income, technical advice regarding individual projects and the prioritisation of projects to include in the 5-Year Delivery Programme. – Advice provided to the Council’s Cabinet on 5-Year Delivery Programme and other matters related to CIL.
Technical/Coordination	<ul style="list-style-type: none"> – Monitoring of development and forecasting of development trajectories. – Monitoring and forecasting of CIL income and the co-ordination of other funding sources. – Identification of infrastructure projects, and phasing, for inclusion within the IDP through liaison with infrastructure providers and other interests as necessary. – Assessment of projects submitted for inclusion within the IDP and 5-year Delivery Programme, including any justification for CIL funding, for consideration by LAG and approval by Cabinet where recommended by LAG.
Commissioning/Implementation	<ul style="list-style-type: none"> – Delivery of projects by either the Council or the lead authority responsible for the project. – Monitoring of project delivery.
Accountability	<ul style="list-style-type: none"> – Annual Infrastructure Funding Statement (IFS) prepared and published on Council’s website. – Annual review of 5-Year Delivery Programme published as part of the IFS and updated versions of the IDP published on the Council’s website.

Figure 2 provides an illustration of the process involved with the approval of the 5-Year Delivery Programme and the allocation of CIL funding in relation to the key elements of the governance arrangements set out above.

In prioritising infrastructure projects and determining whether CIL funding should be allocated to support their delivery, the Council conducts its assessment on the basis of the following criteria:

A – Eligibility Criteria

- i.) Eligibility against CIL regulations (failure to meet this criteria rules out a project).
- ii.) Potential funding availability (including contributions from other sources) to enable the project to be delivered to a proposed timescale.

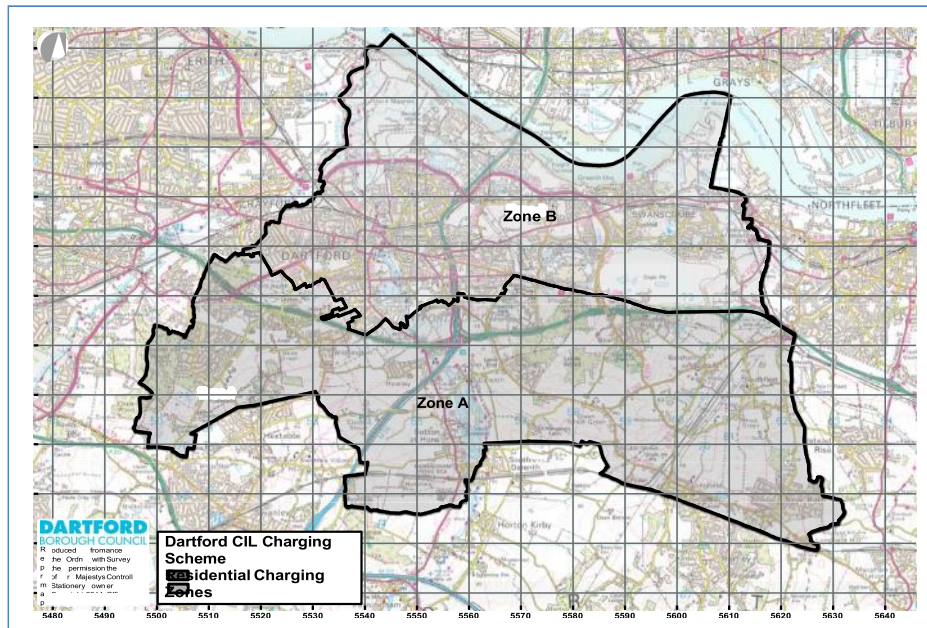
B. – Prioritisation Criteria for CIL Funding

- i.) Consistency with the Council's Corporate Plan objectives and other identified Council priorities.
- ii.) Deliverability of the project taking into account any dependencies/obstacles to delivery and any statutory requirements.
- iii.) Urgency of the project to meet identified demand and/or unlock development.
- iv.) Presence of any critical dependencies, e.g. where the project unlocks more than one development site.
- v.) Potential of CIL funding to lever in additional funding sources.

A pro-forma has been developed, expanding on the above criteria, which enables information to be gathered about a specific project, allowing an assessment of its suitability for CIL funding. This pro-forma will be used as part of the process for any recommendation to the Council's Cabinet for the allocation of CIL funding towards a project.

Figure 1: Dartford CIL Charging Zones

a) Residential



b) Retail

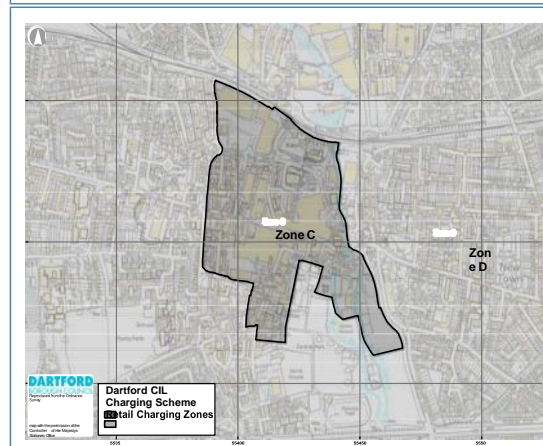
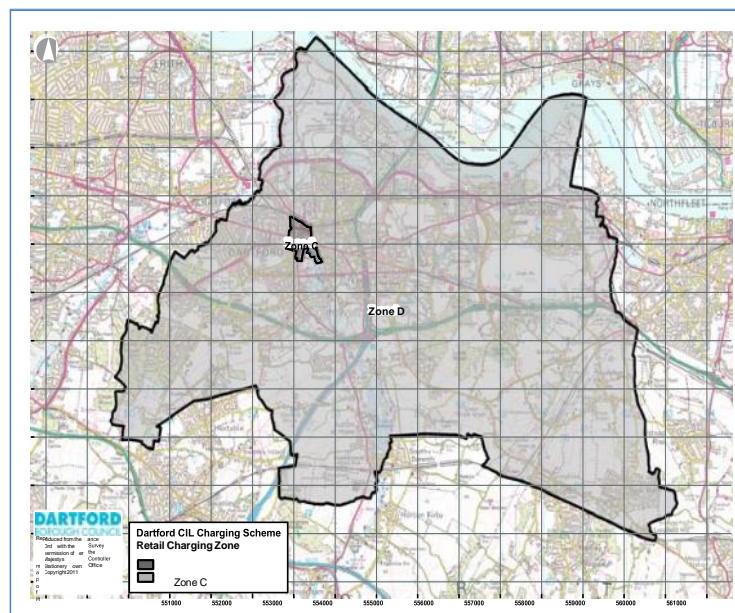


Figure 2: Outline of Process for Approval of 5-Year Delivery Programme & Allocation of CIL Funding

