

Dartford Borough Council
Statement of Common Ground
with
Kent County Council

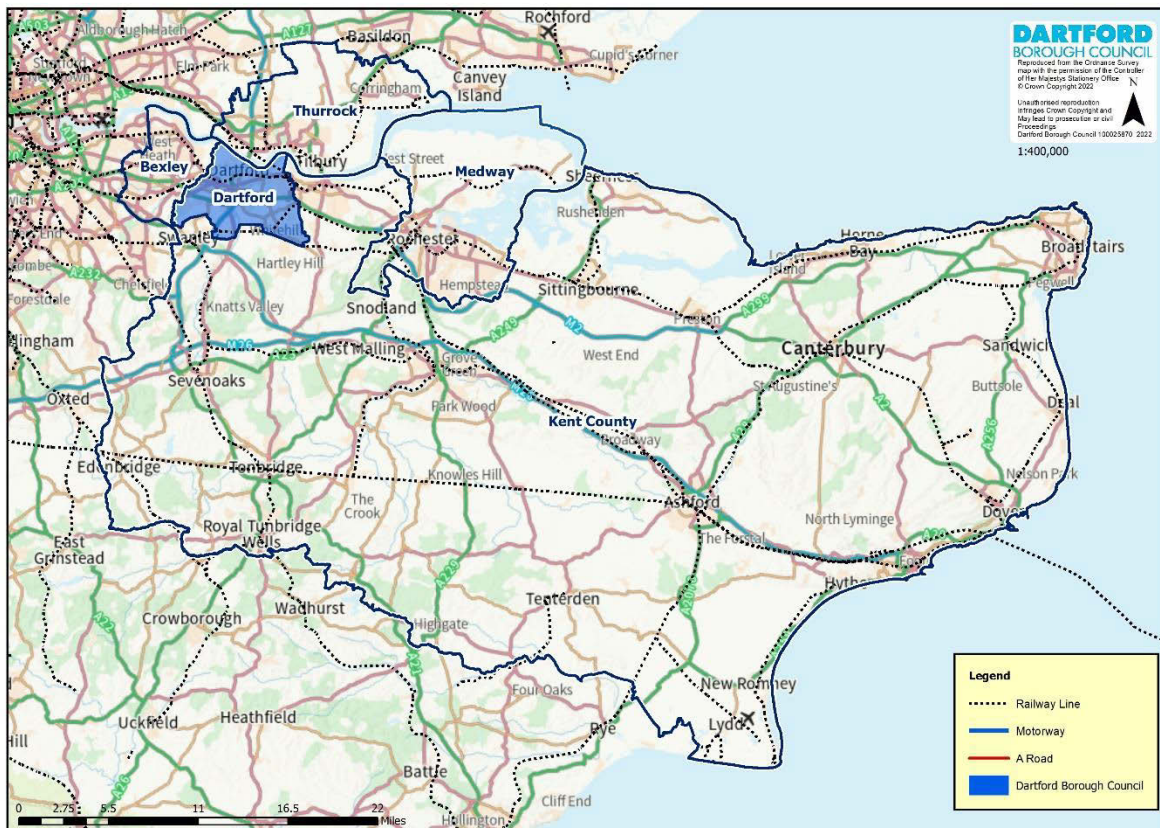
1. Parties Involved

- 1.1 This Statement of Common Ground has been prepared between Dartford Borough Council (DBC) and Kent County Council (KCC).
- 1.2 DBC and KCC (in its mineral and waste planning role) are the plan making authorities for the Dartford area but within the Ebbsfleet Garden City, the Ebbsfleet Development Corporation (EDC) carries out the development management function.
- 1.3 KCC is the upper tier authority and DBC is a lower tier authority within KCC's area and the borough area lies in the north-west part of the county. In addition to its role as the minerals and waste planning authority for Kent, Kent County Council has responsibility for the provision of services including highways and transportation (including Public Rights of Way (PRoW)) as Local Highway Authority, education (including community learning, Early Help and child care provision) as Education Planning Authority, drainage as Lead Local Flood Authority, waste management as Waste Disposal Authority, adult social care, public health and libraries.
- 1.4 This Statement of Common Ground is intended to reflect the current position at this stage of the local plan making process and sets out the key strategic issues and the areas of agreement reached between the Parties on these issues.

2. Strategic Geography

- 2.1 The location of Dartford Borough within Kent County is shown in Figure 1 below.

Figure 1: Dartford Borough, Kent County and Other Relevant Local Authorities



- 2.2 Much of the area to the north of the A2 within the Borough is of an urban character. The main settlement is Dartford but there is a series of contiguous smaller settlements (Stone, Greenhithe and Swanscombe) running along the A226. The area to the south of the A2 is more rural in character with much of this being designated as Green Belt. The main villages south of the A2 include Wilmington, South Darenth, Bean, Longfield and New Barn.
- 2.3 The Ebbsfleet Garden City lies in the east of the borough and straddles the boundaries of Dartford and Gravesham Boroughs. It is centred on Ebbsfleet International Station and covers the Ebbsfleet Valley and the former Eastern Quarry to the south of Swanscombe.

3. Respective Planning Documents – Current Status

Dartford Local Plan

- 3.1 DBC's current adopted Local Plan comprises the adopted Dartford Core Strategy 2011 and the adopted Dartford Development Policies Plan 2017. DBC is preparing a new Local Plan which will replace these documents. Information on the consultations that have taken place and the expected timescale for the adoption of the new Local Plan is shown in Table 1 below.

Table 1: Progress of Dartford's New Local Plan

Regulation 18 Consultations	Regulation 19 Consultations	Submission	Target Adoption Date
Strategic Issues June - July 2018	First Publication February – April 2021	13 December 2021	2022
Preferred Options January – March 2020	Second Publication September – October 2021		

- 3.2 The new Local Plan would cover the period to 2037.

Kent Minerals & Waste Local Plan

- 3.3 The Kent Minerals & Waste Local Plan 2013-30 was adopted in July 2016. This was subject to an early partial review which was adopted in September 2020. KCC is now carrying out a five year statutory refresh of the Minerals & Waste Local Plan and conducted a consultation on this under Regulation 18 between 16 December 2021 and 9 February 2022.
- 3.4 The Minerals Sites Plan was adopted in September 2020. There is no current Waste Sites Plan at present, but the Minerals & Waste Local Plan alludes to the potential for one. The Borough Council has number of areas safeguarded for potentially economic future minerals extraction (mineral safeguarding areas). There are also a number of safeguarded waste management and minerals handling and processing facilities in the Borough area. These safeguarded areas are covered by policies CSM6, CSM7 and CSW17 of the Kent Minerals & Waste Local Plan. Any development within 250m of these safeguarded sites would be assessed against the requirements of Local Plan Policies DM7 and DM8.

4. Strategic Issues

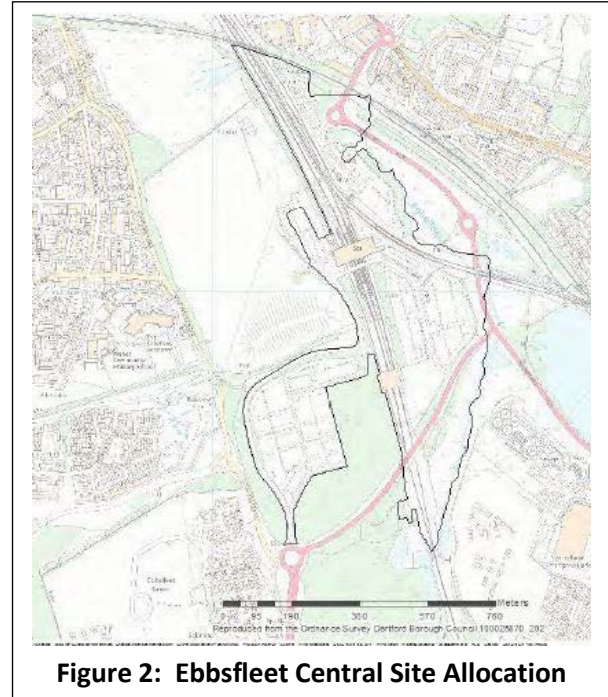
Ebbsfleet Garden City

- 4.1 The Ebbsfleet Development Corporation (EDC) and the powers vested in this corporation were established by Government by statute in 2015. The EDC is the development management authority dealing with planning applications within its area with the aim of creating a 21st century Garden City in north Kent that could deliver up to 15,000 new homes.
- 4.2 Since 2016, DBC, EDC, KCC and Gravesham BC have maintained a Memorandum of Understanding (MoU) on the collective working the authorities will undertake in support of the development objectives set by Government for the Ebbsfleet Garden City. The MoU includes a section on Duty to Co-Operate and partnership working with paragraph 37 stating:

“It is agreed between the Parties that the overall objective of this Memorandum is to assist in achieving the sustainable development and regeneration of the EDC Area, areas within the immediate vicinity and, where appropriate, its wider hinterland. It is agreed that this will be carried out in the context of the adopted development plans of DBC, GBC and KCC, and in a coordinated manner with other development taking place within the boundaries of DBC and GBC.”

- 4.3 The MoU commits the authorities to contributing towards a Planning Liaison Group which shall conduct *“engagement on strategic planning, including planning policy, major applications and infrastructure matters and ensure effective working between the EDC and the local authorities”*. The Planning Liaison Group has met and will continue to meet regularly, with cooperative information sharing on the Dartford and Gravesham Local Plans and the Kent Minerals & Waste Local Plan.
- 4.4 The London Resort is a proposed entertainment resort located principally on Swanscombe Peninsula that has been designated a Nationally Significant Infrastructure Project. DBC has been working with the EDC and KCC to assess the implications of this proposed development. DBC is not assuming that the London Resort will be delivered in taking forward its new Local Plan but has committed to reviewing the Local Plan in the event that the proposals are approved and proceed towards delivery. London Resort Company Holdings (LRCH) submitted an application for a Development Consent Order to the Planning Inspectorate in December 2020. However, on 28 March 2022, LRCH announced that it was withdrawing its application leaving the option to re-submit proposals but with no date for such a re-submission given.

- 4.5 The recent designation by Natural England of the nationally important Swanscombe Peninsula Site of Special Scientific Interest (SSSI) in November 2021 substantially affects the amount of land that would be available for development within the Ebbsfleet Central area. Dartford's new Local Plan has made an allowance for this in terms of area allocated for development as shown in Figure 2. The full implications of this designation for the Ebbsfleet Garden City in terms of the scale of development, infrastructure provision and cohesion are still being determined by the EDC.



Areas of Agreement

- 4.6 DBC and KCC agree that:

- They will continue to work with the EDC on planning policy, major planning applications and infrastructure matters relevant to the delivery of sustainable development within the Ebbsfleet Garden City.
- They will continue to participate in groups, such as the Planning Liaison Group, set up by the EDC to exchange information, co-operate and work in partnership for the successful delivery of the Ebbsfleet Garden City.
- They will continue to work in partnership together and with the EDC in response to the implications of the Swanscombe SSSI, and any future proposal submitted by LRCH for the London Resort, to ensure that the level of development within Ebbsfleet Central has the necessary infrastructure to support it.

Transport

Dartford's Transport Network

- 4.7 The Borough is traversed by two routes on the Strategic Road Network (SRN) – the A2 Trunk Road and the M25 London Outer Orbital which are the responsibility of National Highways. The M25 (A282) Dartford Crossing provides a key strategic crossing of the river Thames for traffic travelling between the Channel ports and locations north of London. National Highways is progressing plans for the Lower Thames Crossing to the east of Gravesend which is partly intended to relieve congestion at the existing Dartford Crossing. A separate Statement of Common Ground with National Highways has been produced jointly with the London Borough of Bexley.

- 4.8 Principal routes on the Local Road Network (LRN) comprise the A206, A226 and A296 that run predominantly east-west through the main urban areas for the Borough and the A225, B255, B258 and B260 that run predominantly north-south linking the urban areas to the rural areas south of the A2. A number of other 'A' and 'B' Roads form links between these principal routes. Within the Borough, Kent County Council has responsibility for this network as the local highway authority.

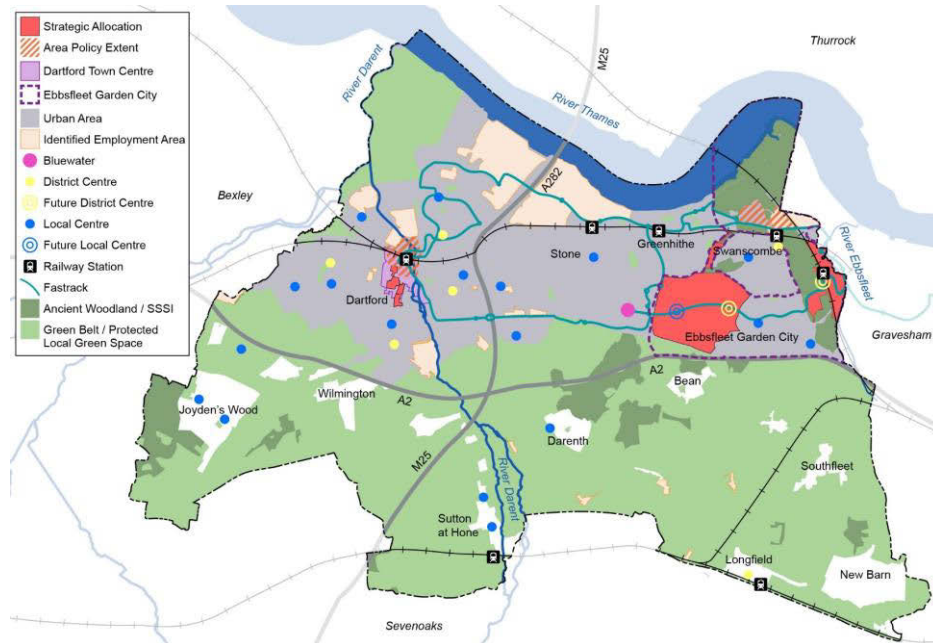


Figure 3: Key Diagram

- 4.9 Metro rail services link Dartford, Stone Crossing, Greenhithe and Swanscombe stations to London Charing Cross/Canon Street/Victoria. Rail services between London Victoria and Medway Towns also serve Farningham Road and Longfield stations in the south of the Borough. High speed rail services between London St Pancras and Ebbsfleet International provide further connections to both domestic and international destinations. Fastrack services were introduced in the Borough in 2006 providing a high quality and frequent Bus Rapid Transit (BRT) system. Three routes are currently in operation and these complement a network of other privately operated bus services across the Borough.
- 4.10 Active travel, covering cycling and walking routes, is the simplest and most environmentally friendly way to travel around the Borough for shorter journeys and as part of longer journeys utilising the public transport (bus and rail) network. There are several quiet and traffic free pedestrian and cycle routes available and new and enhanced routes are being provided by both KCC and as part of major development proposals.

Abbey Wood to Ebbsfleet

- 4.11 There has been collective working between a number of partners since 2015 on potential options to improve public transport services between Abbey Wood and Ebbsfleet to extend the benefits that are expected from the Elizabeth Line (formerly Crossrail). In 2020, Dartford

BC and KCC; along with Gravesham BC, EDC, LB Bexley, Thames Gateway Kent Partnership, Greater London Authority, Network Rail and TfL; signed a Memorandum of Understanding with Government. Under the MoU the Partnership has worked together to take forward a study into transport capacity and connectivity options to enhance services between Abbey Wood and Ebbsfleet with a view to delivering ambitious and sustainable housing and economic growth in the area. A Strategic Outline Business Case on three preferred options was submitted to Government in late 2021.

Transport Policy

4.12 KCC's Local Transport Plan 4: Delivering Growth Without Gridlock 2016-2031 is the current transport plan for Kent. It includes strategic priorities and local priorities with the latter being covered through individual sections identifying the priorities for each Borough/District in the county. KCC has recently initiated the first stage in its review of LTP4 with a Strategic Environmental Assessment Scoping consultation carried out between 28 January and 25 February 2022. Further engagement on the development of Local Transport Plan 5 is anticipated over the next couple of years.

4.13 The Dartford Transport Background Paper (INF-4) provides an overview of the key information contained in various technical documents and studies that have assisted the Council in defining its approach to transport management and the mitigation of transport impacts from development proposed in the Local Plan. Transport assessments that have been and are being undertaken which are relevant to travel within the Borough include:

- Strategic transport modelling commissioned by National Highways to support the proposed Lower Thames Crossing.
- A focused transport assessment of Dartford town centre to assess options for improvements to the transport network and provide a forecasting tool for future development proposals.
- Strategic transport modelling commissioned by National Highways to support the A2 Bean & Ebbsfleet junction improvements.
- Detailed traffic modelling for an options assessment of improvements to M25 (A282) Junction 1a.
- Transport assessments at Ebbsfleet Garden City.
- Recent specific transport assessments for large scale development proposals in areas of known highway sensitivity to support the determination of planning applications.

4.14 The Pre-Submission Publication Dartford Local Plan (COR-1) states *"the scale of development can only be accommodated without adverse impacts on the highway network if a significantly increased proportion of journeys are made through more sustainable forms of transport"*. The Dartford Sustainable Transport Strategy (INF-5) provides an overview of the policies, strategies and actions that the Council will pursue, in conjunction with its partners and developers, to enable and encourage an increase in the proportion of journeys made by more sustainable forms of transport. The DSTS does not set any new transport policies but draws together relevant information on sustainable travel to provide a coherent framework that can be applied across the Borough. KCC were engaged in the development

of the DSTS to ensure that it reflected the work it was undertaking and that its aims accord with the ambition and outcomes for transport set out in LTP4.

Local Plan Transport Evidence

- 4.15 To support the Local Plan Dartford BC commissioned strategic transport modelling of the impacts of planned development. This transport modelling had four key stages and reports covering the work undertaken, the assumptions and methodology used and outputs can be found in submission documents INF 6-13. KCC were engaged throughout the strategic transport modelling providing comments and input as appropriate. The key findings are set out in the Strategic Transport Modelling Stage 4 Mitigation Report (INF-12) with Chapters 3 and 4 covering the strategic road network and Chapters 5 and 6 covering the Local Road Network.
- 4.16 The strategic modelling broadly concludes that the Local Plan would not cause significant detrimental impacts when compared with the Reference Case (consented development) but a number of locations on both the strategic and local road network are identified as requiring further detailed modelling best considered where future development proposals have an impact on these locations. In understanding the results of the strategic transport modelling the following is acknowledged:
- The Reference Case covers development that is already consented and as such has had mitigation included as part of the proposals. This Reference Case includes over 80% of the planned development set out in the Local Plan.
 - The strategic transport modelling has limitations when considering the outputs for a specific junction especially where the junction is complex and where there are either interactions with adjacent junctions or constraints on the highway network surrounding the junction.
 - Whilst the impact of modal shift has been tested this was limited to new development coming forward and the full impact of measures set out in the Dartford Sustainable Transport Strategy on modal shift across the Borough can be expected to add to strategic transport modelling outputs.

Road Network, Public Transport, Active Travel and Public Rights of Way.

- 4.17 DBC and KCC are committed to continue working in partnership, and with other relevant stakeholders, to improve transport provision for all users across the Borough and mitigate the transport impacts of planned growth. Both parties acknowledge that substantial improvements to public transport provision and the better integration of development with more sustainable forms of transport are key elements of the transport strategy supporting the Local Plan. The Borough's Public Rights of Way (PRoW) network also notably provides linkages and opportunities for enhancement through new development. Both parties are also committed to working together to secure the necessary funding, or direct delivery, of transport infrastructure to ensure that it is delivered in a timely manner to support sustainable growth.

- 4.18 DBC will continue to work with KCC and National Highways and other partners to identify congestion points on both the strategic and local road networks that have a negative impact on transport movements within and through the Borough and investigate and deliver the most appropriate solutions to alleviate issues. To this end DBC and KCC are working together to identify medium to long term solutions for A282 (M25) Junction 1a to overcome existing issues and build capacity for future growth. This work will encompass the interaction with adjacent junctions on the approach to Dartford Crossing. KCC and DBC are engaged in the Dartford Town Centre Regeneration Project that will see improvements to junctions on the ring road around the town centre and better connectivity to the rail station and adjacent development sites. KCC and DBC are committing to work together with LB Bexley Council to advance the development of a scheme to address traffic issues at the A206 Cray Mill Lane Bridge and to promote sustainable transport alternatives.
- 4.19 DBC and KCC are working together on the development of a Local Cycling & Walking Infrastructure Plan (LCWIP) in line with the Government's Cycling & Walking Investment Strategy. The LCWIP for Dartford will identify gaps within the existing cycling, walking and PRow network and the priority areas for investment in new infrastructure that will support and enable a greater number of people to make journeys by foot or by cycle including as part of a longer journey. The LCWIP will identify infrastructure interventions over the short, medium and long term that meet the transport objectives of both the Borough and County Councils.
- 4.20 DBC and KCC have been consistent in requiring major development sites to produce travel plans aimed at reducing the level of traffic generated and encouraging travel by more sustainable means. These have been in addition to requirements to provide infrastructure that integrates the development with the public transport, walking and cycling networks. The concept of travel plans for major development sites has been taken further with the adoption of a "Monitor & Manage" approach whereby agreed targets are reached with developers regarding the levels of traffic generated and in the event that these are exceeded additional measures are required to be implemented or contributions provided to implement such additional measures.

Areas of Agreement

- 4.21 DBC and KCC agree that:
- They will continue to work together on the enhancement of public transport services within the Borough including, as part of the partnership exploring the extension of services linked to the Elizabeth Line, between Abbey Wood and Ebbsfleet. Particular emphasis will be given to the recent development of Enhanced Bus Partnerships.
 - They will continue to work together on improvements to the cycle and pedestrian networks, including the PRow network, to ensure that they form integrated and comprehensive networks reflecting the evidence and priorities emerging from the Local Cycling & Walking Infrastructure Plan.
 - They will continue to work together, and with neighbouring authorities, to deliver improvements to the local transport network, including the PRow network, that support sustainable travel, safety and health.

- They will continue to work together to influence organisations responsible for the strategic road and rail networks that transit the Borough regarding the need for improvements where these support growth, relieve congestion, enhance integration between modes of travel and provide additional capacity.
- They will continue to engage in groups that focus on the co-ordination of transport improvements in the Borough and with neighbouring authorities where these impact on travel within or across the Borough. These groups include, but are not limited to:
 - Sustainable Transport Working Group
 - Fastrack Advisory Board
 - Dartford Bus Collaboration Group
 - Kent Thameside Enhanced [Bus] Partnership
 - Local Cycling & Walking Infrastructure Plan Board
 - A282 (M25) junction 1a Working Group
 - Strategic Transport Improvements Programme (STIP) Working Group
 - Kent Local Access Forum

Matters for Further Discussion

4.22 DBC and KCC acknowledge that there are issues relating to a number of specific locations on the local and strategic road network that have not been fully resolved through the strategic transport modelling carried out for the Local Plan. These locations have had an initial assessment in terms of the deliverability of physical mitigation measures (including land availability and high level scheme feasibility) and/or mitigation through policy measures, e.g. the application of demand management. The nature of the issues will need further detailed investigation, and discussion with other stakeholders, to determine the best approach to be taken to resolve the issues.

Education

4.23 KCC produces a Commissioning Plan for Education Provision in Kent that is reviewed on an annual basis. This sets out how KCC, as the local education authority, ensures that there are sufficient places, across all types and phases of education in Kent, of high quality and in the right places. The Commissioning Plan details future need for education provision and proposals as to how these needs might best be met. There are currently 29 primary schools within Dartford Borough that are grouped into seven planning groups. There are also 11 secondary schools within the Borough (7 non-selective, 4 selective) organised into planning groups that cover the whole of the Borough and parts of neighbouring authorities acknowledging the impact of parental preference which means that pupils travel across district boundaries. In the Commissioning Plan it has been identified that, prior to the Covid pandemic, a significant factor impacting on the demand for school places in the Borough was the migration of pupils from urban centres in Greater London.

4.24 Paragraph 2.17 of the Future Infrastructure Statement (INF-3) identifies the Commissioning Plan for Education Provision as one of the key documents identifying the need for and delivery of infrastructure to support growth in the Borough. Table 3 of the document provides a summary of the planned education provision contained in the Commissioning Plan for Education Provision in Kent 2021-2025 and the information contained in this table

provided input to Table 2 of the Pre-Submission Publication Dartford Local Plan (COR-1). At the time of the Local Plan Submission it was recognised that KCC was in the process of updating its plan and early in 2022 the Commissioning Plan for Education Provision in Kent 2022-2026 was duly published.

- 4.25 Dartford's Infrastructure Delivery Plan (IDP) identifies the planned improvements to education provision within the Borough needed to support growth. This is a "live" document that is updated throughout the year as information becomes available on the need for and delivery of infrastructure projects. Infrastructure is identified within the IDP under three categories – "Fully Funded Projects", "Projects with the Potential to be Unlocked by CIL" and "Schemes to be Further Defined". Regular liaison meetings are held between DBC and KCC to discuss education provision within the Borough that inform both the review of the Commissioning Plan for Education and the review of the IDP. The meetings ensure that the correct information regarding the progress of development is provided for KCC to use in its forecasting of need for school places and the delivery of infrastructure to meet this need, together with any issues relating to its delivery, is identified within Dartford's IDP.

Areas of Agreement

- 4.26 DBC and KCC agree that:

- They will continue to work together to ensure that the timely provision of additional school places is made to adequately support new development coming forward in the Borough.
- Education provision within the Borough is accurately reflected in both the annual review of the Commissioning Plan for Education and the regular update of Dartford's IDP.
- Regular liaison meetings will continue to discuss issues relating to the progress of improvements to education across the full spectrum of provision from Early Years to Post-16.
- There is continued co-operation regarding the identification of suitable sites for the provision of education facilities and major residential development sites are required to consider the provision of on-site facilities wherever possible.
- The annual briefing on the Commissioning Plan for Education Provision in Kent between the Leader of Dartford Council and the KCC Cabinet Member for Education continues.

Minerals & Waste

- 4.27 The Kent Minerals & Waste Local Plan 2013-30 includes safeguarding policies on Land-won Mineral Safeguarding (CSM5); Safeguarded Wharves & Rail Depots (CSM6); Safeguarding Other Mineral Plant Infrastructure (CSM7) and Safeguarding of Existing Waste Management Facilities (CSW16). Dartford Borough hosts a number of safeguarded minerals and waste facilities and contains areas safeguarded for potential mineral deposits. There are, however, no sites identified within the Minerals Sites Plan 2020 that are located within the Borough. The Borough Council is reliant on KCC to provide information on

safeguarded facilities and minerals safeguarding areas so that it can assess the need to consult KCC on applications which could potentially affect them and properly apply the Kent Minerals & Waste Local Plan policies.

- 4.28 There is currently no Kent Waste Sites Local Plan but KCC endorsed its Kent Waste Disposal Strategy in July 2017. As part of this strategy, KCC carried out an infrastructure review of its Waste Transfer Stations (WTS) and Household Waste Recycling Centres (HWRC). This identified several capacity issues across Kent both current and anticipated within the next 10 years. Dartford currently has two centres located in its area – Dartford HWRC and Pepper Hill HWRC/WTS. The Pepper Hill facility serves both Dartford and Gravesham, and is operating at capacity, with no opportunity for further expansion on the site to meet future demand due to housing growth. Waste Transfer Station capacity was not considered as part of the Ebbsfleet Development Corporation's planning process. Waste management capacity, safeguarding, future requirements in terms of achieving net self-sufficiency in waste management capacity provision is a KCC policy issue for the Kent Minerals and Waste Local Plan, not an Ebbsfleet UDC responsibility. There is an urgent requirement to secure new waste transfer facilities within the area to sustainably support growth and changes implemented as a consequence of the Environment Act.
- 4.29 In its representations to the Pre-Submission Publication Dartford Local Plan (COR-1), KCC has suggested that there should be a specific policy included in relation to sustainable waste management and highlighted the need for a new HWRC/WTS to supplement the Pepper Hill facility which is at capacity without the ability for further expansion. The proposed new facility would serve both Dartford and Gravesham and following discussions between DBC, EDC and KCC Waste Services, KCC is conducting a search for a suitable site for this new facility. The provision of a new HWRC/WTS facility is identified in Table 2 of COR-1 and in Dartford's Infrastructure Delivery Plan (INF-2).

Areas of Agreement

- 4.30 DBC and KCC agree that:

- They will continue to work together in line with the Development Plan on land-won waste and minerals and waste management and mineral handling infrastructure safeguarding, in that any potentially important economic land-won minerals are fully assessed with regards to the presumption of their safeguarding and the safeguarding and continued viable operation of safeguarded waste management and mineral handling and processing infrastructure in the Borough.
- They are committed to working together in line with the Development Plan to ensure that minerals and waste safeguarding is achieved that enables sustainable development needs to be met while not compromising the presumption to safeguard the Borough's minerals and waste management assets.
- The Pre-Submission Publication Dartford Local Plan (COR-1) and supporting documents recognise the need for a new Household Waste Recycling Centre/Waste Transfer Station to serve the Dartford/Gravesham area to meet the objectives set out

in KCC's Waste Disposal Strategy 2017-2035 and on the basis of its subsequent waste infrastructure review

- Further collaborative work is undertaken, in conjunction with the EDC and Gravesham BC, to identify a suitable and appropriate site for this new HWRC/WTS facility which could then be progressed towards delivery to meet the expected demand generated by planned growth.

5. Community Infrastructure Levy & Developer Contributions

- 5.1 DBC introduced a Community Infrastructure Levy (CIL) Charging Scheme that became effective on 1 April 2014. CIL can be used to fund a wide range of infrastructure; including transport, education, waste and community services; but must principally be used for infrastructure that meets the needs generated by the development in its area. As a CIL Charging Authority the Council has accepted that the contributions it secures cannot meet all of the infrastructure requirements and, therefore, it needs to prioritise the use of this funding stream. There is also the need to pool CIL funding over a number of years to deliver infrastructure projects where the costs are significant and there is a long lead-in time to their delivery. It is not intended that CIL contributions retained by the Council will fully fund infrastructure projects. Instead the Council aims to support infrastructure projects that have other sources of funding so that the best and most efficient use of CIL contributions is attained.
- 5.2 DBC has, for larger development sites, pursued the delivery of infrastructure directly by the developer and there are a number of consented development sites, particularly within the Ebbsfleet Garden City, where this is the case. With more recent relaxation of the Regulations, CIL Charging Authorities can also secure contributions from development, through planning obligations under section 106 of the Town & Country Planning Act 1990, for infrastructure that can be directly related to the mitigation of impacts caused by the development.
- 5.3 DBC approved Governance arrangements for the administration of CIL in March 2017. These set out the process for the identification of strategic infrastructure projects necessary to support planned development, eligibility criteria to be met to qualify for CIL funding and the prioritisation of allocating CIL funds to a project. Projects are identified within Dartford's Infrastructure Delivery Plan (INF-2) which is regularly updated through discussions with key infrastructure providers including KCC and reviewed annually. A CIL Leaders' Advisory Group, comprising of members and officers from both DBC and KCC as well as representatives from other key infrastructure providers, meets to discuss the annual CIL monitoring and review of the IDP.
- 5.4 Since 2019, authorities that receive developer contributions through either CIL Charging Schemes or s106 obligations or both are required to publish annually an Infrastructure Funding Statement (IFS). This requires the authority to set out the income it has received for the preceding financial year (the reporting year) and details regarding developer contributions it has spent in that same year. The IFS should also record any infrastructure provided directly by developers. The authority is also required to provide information on the

amount of CIL and s106 contributions it has retained at the end of the reporting year and give an indication of how it intends to use this funding. Both DBC and KCC are required to publish an Infrastructure Funding Statement and these would give details of any transfer of developer contributions between the two authorities in any given reporting year.


Areas of Agreement

5.5 DBC and KCC agree that:

- They will continue to meet regularly to discuss the progress of development in the Borough, its impact on infrastructure provision and the progress of infrastructure delivery including the identification of any issues preventing the delivery of infrastructure.
- They will maintain regular discussions and meetings that will inform Dartford's IDP, CIL spending plans and the negotiation of developer contributions from relevant planning applications.
- Engagement through the Leader's Advisory Group on CIL continues.
- They are committed to working together to secure the funding necessary to deliver the infrastructure needed to support sustainable planned growth in the Borough.
- They will work collaboratively to identify other sources of funding for infrastructure and agree priority infrastructure projects where bids need to be submitted for funding by either party.

This Statement of Common Ground between the Parties is witnessed by:

Signed by:



Sonia Collins, Head of Planning Services
On behalf of Dartford Borough Council

Signed by:



Stephanie Holt-Castle, Director for Growth & Communities
On behalf of Kent County Council
