

This report sets out the developer contributions that have been received by Dartford Borough Council during the 2022/23 financial year and the developer contributions spent in that same year. The report also provides information on the contributions received prior to 2022/23 which remained unspent as of 31<sup>st</sup> March 2023.

# Dartford Infrastructure Funding Statement for 2022/23

December 2023

**DARTFORD**  
BOROUGH COUNCIL

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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 these developer contributions have been used. This Infrastructure Funding Statement (IFS) is published at the end of each calendar year and covers the contributions received and spent in the preceding financial year and also reports 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 council's infrastructure priorities 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 2022/23 financial year (the 'reporting year'). The report covers both monetary and non-monetary contributions and the amount of contributions held by the Council which remain unspent as of 31<sup>st</sup> March 2023.

Headline Figures	
<b>CIL Income &amp; Expenditure</b>	
a) <b>Total CIL Receipts for 2022/23</b> (see Table 2.3)	<b>£7,675,429</b>
b) CIL Neighbourhood Portion transferred to town/parish councils in 2022/23. (see Table 3.2)	£535,366
c) CIL Neighbourhood Portion retained for unparished areas in 2022/23. (see paragraph 3.2)	£616,634
d) CIL applied to administrative expenses in 2022/23. (see paragraph 3.4)	£74,655
e) (Proportion of Total CIL Receipts for 2022/23 $(d)/(a) \times 100$ )	(0.97%)
f) CIL retained for strategic infrastructure projects in 2022/23. $(a - (b+c+d))$	£6,448,775
g) CIL Expenditure in 2022/23 (see paragraph 3.4)	£57,170
h) Total CIL Receipts 2014/15 to 2022/23. (total CIL receipts for 2014/15 – 2021/22 published in Dartford IFS for 2021/22 + a)	£32,106,026
i) Total CIL Allocated to Strategic Infrastructure 2014/15 to 2022/23. (see paragraphs 3.4 and 5.3)	£4,152,000
j) <b>Total CIL Retained by the Council and Available for Strategic Infrastructure Projects as of 31<sup>st</sup> March 2023.</b> (total CIL retained as of 31 <sup>st</sup> March 2022 published in Dartford IFS for 2021/22 + f – (g + i))	<b>£22,483,422</b>
<b>S106 Income &amp; Expenditure</b>	
s106 Retained as of 31 <sup>st</sup> March 2022. (published in Dartford IFS for 2021/22)	£5,268,279
s106 Income for 2022/23. (see paragraph 4.1)	£247,300
s106 Expenditure for 2022/23. (see Table 4.2)	£37,760
<b>s106 Income Remaining Unspent as of 31<sup>st</sup> March 2023.</b> (see Tables 4.3.1 and 4.3.2)	<b>£5,477,819</b>

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 includes information on key infrastructure that has been delivered directly either by a developer through a planning obligation or an infrastructure service provider. In such cases an estimate of the infrastructure cost is provided. However, the report does not included infrastructure that forms an integral part of new development, for example new junctions, footways and cycle routes. Further details of the infrastructure being delivered can be found in Dartford’s Infrastructure Delivery Plan which is covered in more detail in section 5.2 of this report.

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.

Figure 1: Total CIL Receipts for 2022/23

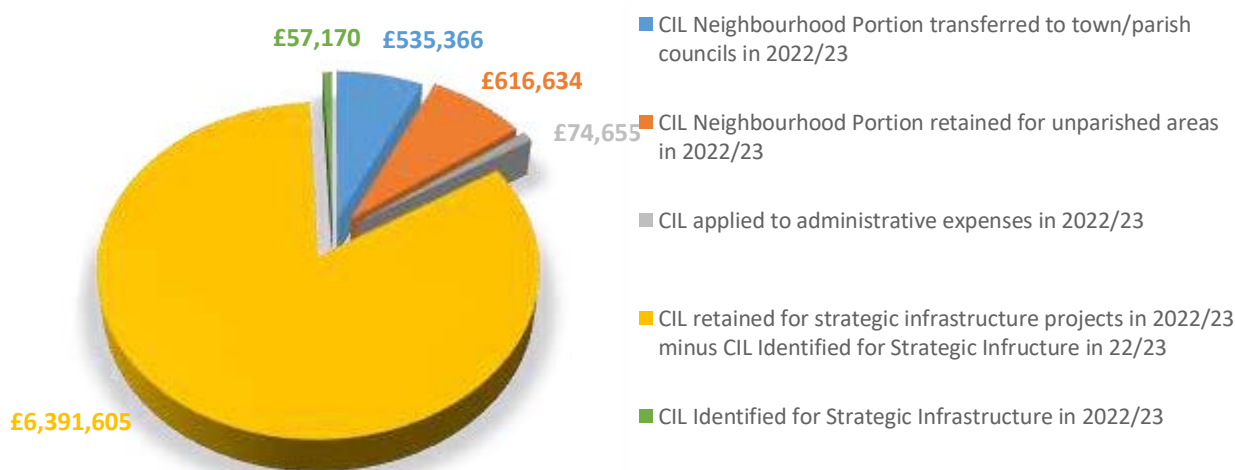
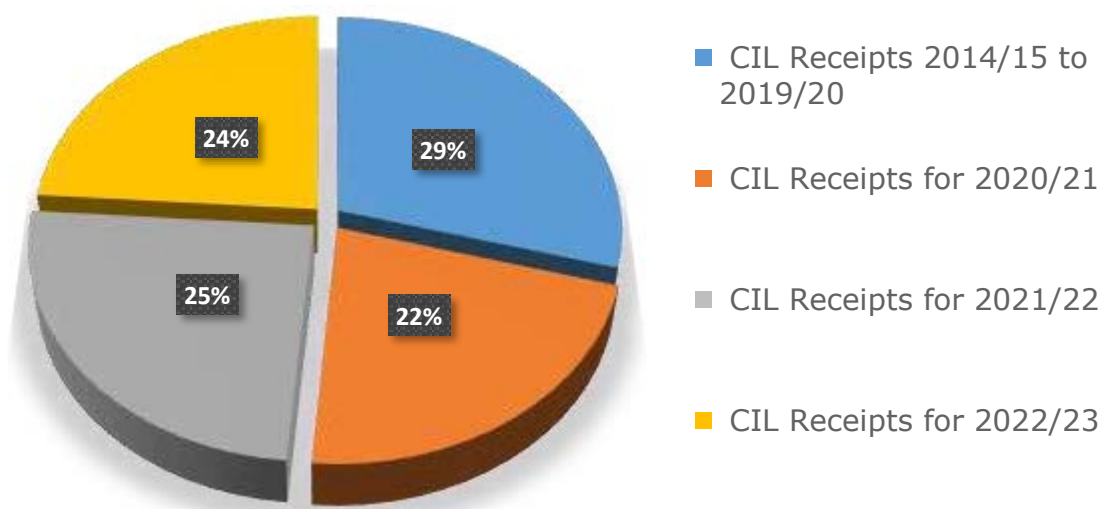


Figure 2: Total CIL Receipts 2014/15 to 2022/23



## 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 1<sup>st</sup> 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 1<sup>st</sup> 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 100m<sup>2</sup> 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 its CIL charging scheme in 2014. These rates are shown in Table 2.1 below with the zones shown in Figure 4. Further details of Dartford's CIL Charging Scheme can be found via the following link <https://www.dartford.gov.uk/policy-1/cil-information-developers-landowners-others>.

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 has adopted a CIL Instalment Policy which, depending on the amount of CIL liable, allows payments to be made over a period of time. Details of these instalments can be found via the following link <https://www.dartford.gov.uk/downloads/download/377/dartford-community-infrastructure-levy-instalment-policy---2014>.

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 also 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 for example.

From 1<sup>st</sup> January 2020, councils with an adopted CIL Charging Scheme are required to adjust the charging rates each year to keep them responsive to market conditions. An index, developed by the Royal Institution of Chartered Surveyors (RICS)<sup>1</sup> and published by the Building Cost Information Service (BCIS) is published at the end of October and applied to CIL rates with effect from 1<sup>st</sup> January the following calendar year. The rates for 2023, after applying this indexation are shown in Table 2.1 below taken from the Annual CIL Rate Summary for 2023 which can be accessed via the following link <https://www.dartford.gov.uk/downloads/file/1832/annual-cil-rate-summary-for-2023>.

Table 2.1: Dartford CIL Rates for 2023

Zone	Development Type	2014 CIL Rate (per m <sup>2</sup> )	Index for 2014	Index for 2023	2023 CIL Rate (per m <sup>2</sup> )
A	All residential development.	£200	239	355	£297.07
B	Residential development of less than 15 homes, providing solely market housing.	£200	239	355	£297.07
B	Residential development of 15 homes or more, providing a housing mix which includes a proportion of affordable housing.	£100	239	355	£148.54
C	Supermarkets/superstores above 500m <sup>2</sup> .	£65	239	335	£96.55
D	All retail development above 500m <sup>2</sup> .	£125	239	355	£185.67
C & D	All other retail development.	£0	n/a	n/a	£0
All Zones	Office Industrial Hotel Leisure	£25	239	355	£37.13
All Zones	<b>Any development types not identified elsewhere in this schedule.</b>	£0	n/a	n/a	£0

<sup>1</sup> CIL Index from Royal Institution of Chartered Surveyors <https://bcis.co.uk/news/community-infrastructure-levy-cil-index-bcis/>



## 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 (as amended). 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 to directly mitigate the impacts of development. For example, the upgrading 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 land for the delivery 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 2022/23 financial year the Council received a total of £7,675,429 in CIL payments from 23 development sites (Table 3.1). This sum included the payment of further instalments from two development sites that had made payments in 2021/22, namely Land at Littlebrook Power Station (DA/18/00457) and Land East of Lowfield Street - Phases 2 & 3 (DA/19/00600).

The total CIL receipts paid to the Council since it adopted its CIL Charging Scheme in 2014 amount to £32,106,026.

Table 3.1: 2022/23 CIL Receipts by Development

Planning Ref.	Site	CIL Received
DA/15/01182	The Hay Barn, Red Street	£ 28,970.21
DA/17/00323	Land Adj to 105 Hillhouse Road	£ 22,261.09
DA/17/02082	Land S of St Mary's Road, Stone	£ 466,749.79
DA/18/00457	Land at Littlebrook Power Station	£ 712,028.03
DA/18/00989	Lads of Village PH	£61,862.76
DA/19/00600	Land E of Lowfield Street - Phases 2 & 3	£1,906,762.68
DA/19/00748	Land to Rear of Two Brewers	£95,370.98
DA/19/01711	Land Adj to 17 Coombfield Road	£14,991.97
DA/20/00043	Land South of Crossways & North of St Mary's Road	£2,788,735.68
DA/20/00455	49A Leyton Cross Road	£119,739.70
DA/20/00588	104 Hythe Street	£196,594.32
DA/20/00797	Land Adj to 31 School Lane,	£16,210.88
DA/20/01618	Block E, Mill Pond	£351,781.77
DA/21/00681	Former Mercedes Benz Garage	£60,713.28
DA/21/00723	Former Croxton & Garry	£38,172.54
DA/21/01005	Littlebrook Power Station, Phase 3	£488,449.78
DA/21/01005	Littlebrook Power Station, Phase 4	£134,119.66
DA/21/01405	Unit 1, Albion Road	£34,391.31
DA/21/01727	84 Elm Road, Dartford	£21,253.56
DA/22/00190	Ikea Customer Distribution Centre	£9,550.21
DA/22/00205	53 Watling Street	£89,320.50
DA/22/00877	104 Chastillian Road	£10,557.32
DA/22/00903	Land at Dartford Int. Ferry Terminal	£6,841.42
	<b>Total</b>	<b>£7,675,429.44</b>

Further instalments of around £4,049,918 are due from the highlighted developments in the 2023/24 financial year.

The Council also issued Notices in 2022/23 for the payment of a further £370,937 in CIL contributions which had not been received by the end of the financial year. £35,400 of this has been paid this financial year and will be reported in the 2023/24 IFS. A further £59,137 of CIL contributions remain identified as outstanding from Notices served prior to 2021/22 with payments still awaited. 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. Any CIL funding recovered through Regulation 59E still has to be spent on infrastructure improvements to support the development of the area of the local council. The Council did not serve any such notices on local councils in 2022/23.

### 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

Stone PC submitted a Neighbourhood Plan which was subject to Examination by an independent Inspector in 2021 with Inspector's recommendations published in January 2022. The Council accepted the Inspector's recommendations in full and, following a Referendum on 26 May 2022, approved the Neighbourhood Plan for adoption on 21 July 2022. From this date development approved within Stone Parish Council's area that is CIL liable will yield a Neighbourhood Portion of 25% for the parish council.

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. Under the CIL Regulations the parish/town councils are required to produce their own reports regarding CIL income and

expenditure for any year they receive the CIL Neighbourhood Portion. They are also required to publish these reports.

In 2022/23 a total of £535,366 was transferred to parish/town councils within the Borough (Table 3.2). The total CIL receipts transferred to parish/town councils over the period 2014/15 to 2022/23 amounts to £1,666,981.

The same proportion of 15% applies to the unparished areas of the Borough with this funding retained by the Council with the additional responsibility for putting arrangements in place to determine how this funding is spent.

A total of £616,634 of CIL receipts was retained by the Council in 2022/23 to be spent on local projects within the unparished areas of the Borough. Prior to 2022/23 the Council had retained a total of £2,532,290 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 2022/23 now amounts to £3,149,608.

In May 2022, Governance arrangements were approved by the Council and an initial pilot programme of projects for the unparished areas was developed which was approved for public consultation in October 2022. In January 2023, an allocation of £500,000 from the CIL retained for the unparished areas of the Borough was approved towards the delivery of six projects in the 2023/24 financial year.

Further details of the Governance arrangements are set out in section 5 of this report and expenditure on the projects contained within the initial pilot programme for the unparished areas will be covered in the IFS for the 2023/24 reporting year.

### 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 section 3.4) the CIL receipts retained by the Council in 2022/23 to support the delivery of strategic infrastructure projects was £6,448,775.

Prior to 2022/23 the Council had retained CIL receipts of around £16,091,817 to support the delivery of strategic infrastructure projects. With the CIL retained in 2022/23 this figure has now increased to £22,540,592. To date infrastructure improvements within the Borough have been achieved through other funding that has come forward obviating the need to call on the CIL funding retained for strategic infrastructure projects. The Council has, therefore, sought to retain funding to use on the delivery of its priorities for investment in strategic infrastructure identified through its Infrastructure Delivery Plan further details of which are set out in section 5 of this report.

Table 3.2: Breakdown of 2022/23 CIL Payment to Parish/Town Councils in the Borough.

Town/Parish Council	CIL Transferred
Stone PC	£502,651.74
Bean PC	£2,431.63
Swanscombe & Greenhithe TC	£5,725.88
Wilmington	£17,960.95
Southfleet	£4,346.53
Darenth	£2,248.80
<b>Total</b>	<b>£535,365.53</b>

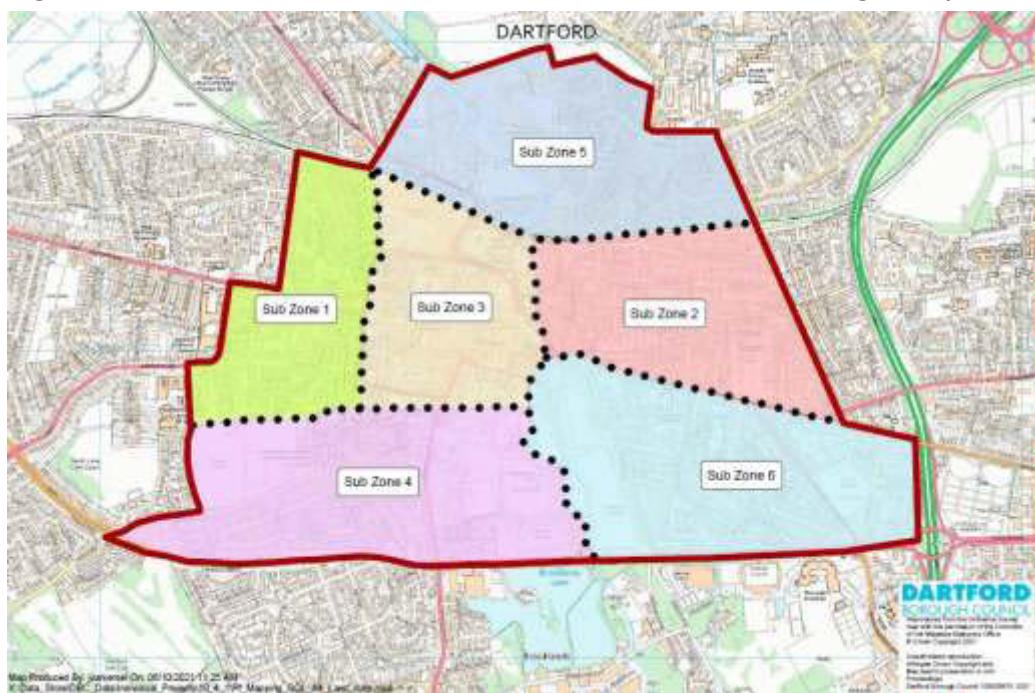
There were no development sites within Longfield & New Barn PC, Sutton-at-Hone & Hawley PC that yielded CIL receipts in 2022/23 for these parishes.

### 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 administrating its CIL Charging Scheme. For 2022/23 this would have amounted to £383,771. However, the Council has applied only £74,655 (0.97% of the 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 around Dartford Town centre have intensified over recent years arising from pressures due to commuter parking and new development in the area. This has been identified as a significant local concern, particularly in the unparished areas in the north and west of the Borough, and the Council initiated a parking study for this area with the potential aim of developing an area-wide parking management scheme. During 2021/22, local engagement and further detailed investigation resulted in an area being defined for the parking study as shown in Figure 3 below.

Figure 3: Area and Sub-Zones Defined for Town Centre Parking Study



The study area has been divided into sub-zones that will be used for further consultation with the local community to identify specific parking issues and derive the most appropriate parking management solutions. Sub-Zone 1, to the west of the town centre, has been identified as the pilot zone for this further consultation. Sub-Zones 1-3 are underway and Sub-Zones 4-6 are due to start in the 2024/25 financial year.

CIL funding of £36,590 was utilised in 2021/22 to support the further development of the study. A further £57,170 of CIL funding was spent in 2022/23 to support the progress of the study. To date the costs associated with this study have been covered in part with the Councils revenue funding supported by the CIL receipts retained for administrative costs. As the study advances to the stage where detailed

design and the implementation of parking measures will take place further expenditure is expected to utilise the Neighbourhood Portion retained for the unparished areas of the Borough. The CIL funding for such expenditure is likely to be allocated towards the end of the 2023/24 financial year with expenditure commencing in 2024/25 and will, therefore, be reported in subsequent Infrastructure Funding Statements.

In October 2021, CIL funding of £4.152m was allocated towards the Dartford Town Centre Regeneration Project. The CIL allocation was granted to expand the scope of the project to include Spital Street and to cover a shortfall in funding for the wider project due to unparalleled increases in costs following the pandemic. The CIL funding is specifically targeted at future phases of the project and at the time of the allocation it was anticipated that the funding would be utilised in the 2022/23 and 2023/24 financial years.

Further details on the progress of this project are set out in section 5 of this report with Phase 1 having been completed, Phase 1A nearing completion and works on Phase 2A having commenced. There have been unforeseen delays to the project with the result that of the £2.15m of the £4.152m allocated for phase's 1-4, £484,222 has been spent to date predominantly in the 2023/24 financial year. Similarly £89,701 of the £2m allocated for phase 3A (Spital Street) has been spent to date in the 2023/24 financial year. Further details of this expenditure will be reported in Dartford's IFS for the 2023/24 reporting year. The project is also supported with s106 contributions further details of which are set out in section 4.2.

Taking into account the CIL allocation for the Dartford Town Centre Regeneration Project and the CIL expenditure incurred in 2022/23 on the Town Centre Parking Study the Council has £22,483,422 retained to support the delivery of other strategic infrastructure projects.

## **4. S106 Income & Expenditure**

### **4.1 Income**

Since the introduction of Dartford's CIL Charging Schedule the level of contributions received from development sites through s106 Agreements has reduced. In addition to collecting CIL, the Council will continue to use s106 Agreements 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 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 the local planning authority for the Ebbsfleet Garden City) 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 2022/23, the Council received £230,178 income through a s106 Agreement related to one development site. This was a contribution to public highways works, specifically covering the costs associated with the improvement of the A282 (M25) Junction 1A and including the costs associated with the feasibility study to identify an

appropriate solution to the issues at this junction. In addition to this the Council also gained interest on some of the s106 Contributions retained of £17,122 giving a total income for 2022/23 of £247,300

Further planning obligations were secured through the completion of four s106 Agreements in 2022/23 the summary details of which are set out in section 4.4 of this report.

## 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 2022/23, Council expenditure of s106 contributions came to a total of £37,760 being the contributions from four developments as shown in Table 4.2

The contributions were used towards the costs of delivering the following infrastructure:

- A282(M25) Junction 1A
- TRO Contributions

£11,000 of the s106 contributions was spent on Traffic Regulation Orders (TROs) related to two

developments sites. The remaining £26,760 was spent on the feasibility study for the improvement of the A282(M25) Junction 1A.

Table 4.2: Expenditure of s106 Contributions in 2022/23.

Planning Ref.	Site	Use	Contribution
DA/16/01601	Abbott Murex	TRO Contribution	£3,500
DA/16/01919	Land East of Lowfield Street	TRO Contribution	£7,500
DA/19/01515	Littlebrook Power Station	A282 (M25) Junction 1A	£26,760
<b>Total</b>			<b>£37,760</b>

## 4.3 Retained s106 Contributions

At the end of March 2022, the Council held contributions received through s106 Agreements totalling £5,268,279. Taking into account the income and expenditure covered under sections 4.1 and 4.2 above, by the end of March 2023 this figure had reduced to £5,477,565. Table 4.3a shows an itemised list of the s106 contributions held broken down by development whilst Table 4.3.1 provides a further breakdown of these contributions according to their designated use within the respective s106 Agreements.

Table 4.3.1: Retained s106 Contributions at end of 2022/23 by Development

Planning Ref.	Site	Contribution
DA/02/00617	Former TA Centre, Stone Place Road	£17,123
DA/08/00310	15 Newton Court, Crossways	£21,000
DA/09/01427	Ingress Park – Parklands East	£274,010
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	£1,102,114
DA/12/00713	72-80 East Hill & 2-12 St Alban's Road	£3,000
DA/12/01404	Land at St Clements Way (St Clements Valley)	£6,334
DA/13/00213	Darenth Mill	£105,000
DA/13/00500	Northern Gateway North	£25,000
DA/13/00737 & DA/13/01553	Former Arjo Wiggins Papermill	£375,203
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
DA/19/01515	Littlebrook Power Station	£2,533,418
EDC/16/0045	Ebbsfleet Green (formerly Northfleet West Sub-Station)	£92,593
EDC/17/0048	Whitecliffe (formerly Land at Eastern Quarry)	£95,660
<b>Total</b>		<b>£5,477,819</b>

Table 4.3.2: Retained s106 Contributions at end of 2022/23 by Designated Use

Use	Contributions
A282(M25) Junction 1A Improvement (including costs of feasibility study to define improvement)	£2,488,418
Strategic Transport Improvement Programme (STIP) Contribution – Unallocated	£301,344
Transport Improvements (including River Darent Bridge)	£390,326
STIP – Urban Traffic Management & Control (UTMC) (to be implemented as part of Dartford TC Regeneration Project)	£684,464
Traffic Regulation Orders (TRO's)	£13,000
Primary Care Services & Health Facilities	£636,400
Affordable Housing Provision	£385,901
Dartford Town Centre Retail Improvements	£306,076
Air Quality Monitoring Contribution	£57,181
CCTV Contribution	£20,278
Parking Management	£8,111
Wayfinding	£5,070
Improvement of Green Grid Network (including River Darent Bridge).	£25,000
Contributions for the Monitoring of Development	£156,250
<b>Total</b>	<b>£5,474,819</b>

#### 4.4 Agreements Completed in 2022/23

During 2022/23, a total of 446 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 100m<sup>2</sup> of non-residential development. For the larger development sites approved in 2022/23, four resulted in the completion of a s106 Agreement. A summary of these applications and the main provisions within each of the s106 Agreements is set out below. Full details of each of these applications can be found through [Dartford Planning Public Access](#).

##### 20/00409/FUL Land at Former Co-Op, 20-54 Hythe Street/19-33 Spital Street and Westgate Car Park

Comprehensive mixed use redevelopment of the Westgate Dartford Site comprising flexible commercial (A1, A2, A3, A4, D1, D2 and B1), cinema (D2), hotel (C1), residential (C3) and health / wellbeing (D1) with associated parking, infrastructure, public realm and landscaping.

Approved – 14<sup>th</sup> April 2022

s106 Agreement completed on 13<sup>th</sup> April 2022

Provisions within s106:

Affordable Housing – Provision of 20 affordable housing units on site.

Car Club – To be procured and operational prior to the occupation of the development. The developer is required to ensure that one occupier per dwelling is offered 12 months free membership to the Car Club.

Landscape Management – Implement the Public Realm Landscape Scheme to the Borough Council's reasonable satisfaction prior to the first occupation of the final dwelling and thereafter continue to comply with the Public Realm Management Scheme.

Public Art – Submit the Public Art Strategy to the Borough Council for approval within 12 months of the commencement of development.

[21/00273/FUL 46-58 Lowfield Street](#)

Demolition of existing buildings and erection of 71 residential dwellings (Use Class C3), with associated landscaping, car parking, and infrastructure.

Approved – 20<sup>th</sup> April 2022

s106 Agreement completed on 19<sup>th</sup> April 2022

Provisions within s106:

Affordable Housing – Provision of 7 affordable housing units on site to be available before 70% of the market units are occupied.

Travel Plans – To be submitted for approval, implemented and reviewed at each phase.

Car Club – Free Car Club membership for 12 months for each resident.

Car Park – Car Park Management Strategy on site to be submitted for approval prior to occupation.

Public Realm Landscape Management – to be approved and implemented.

[21/00413/FUL 33 Lowfield Street, Dartford \(Formerly Two Brewers PH\)](#)

Demolition of existing single storey rear extension to Listed Building. Internal/external repair/restoration and construction of a single storey extension to provide commercial use on ground floor and ancillary residential accommodation on first floor (as existing). Construction of a five story building to rear providing ground floor commercial space and 11 residential units on upper floors with amenity space.

Approved – 14<sup>th</sup> July 2022

s106 Agreement completed on 26<sup>th</sup> September 2022

Provisions within s106:

Development management requirements pertaining to the Listed Building status including the details of a Conservation Specialist; submission of Listed Building Works Specification; limitations of proposed new single storey extension and approval to the completion of the repair works.

[21/01286/FUL Land East Of Lowfield Street \(Vauxhall Farm\)](#)

Demolition of existing buildings and erection of 84 residential dwellings.

Approved – 23<sup>rd</sup> September 2022

s106 Agreement completed on 20<sup>th</sup> September 2022

Provisions within s106:



Affordable housing – Provision of 8 affordable housing units on site.

Central Park Boundary Treatment Scheme – Submission and approval of Central Park Boundary Treatment Scheme prior to commencement.

Central Park Landscaping Scheme – Submission and approval of Central Park Landscaping Scheme prior to commencement.

Travel Plan – Submitted and approval of Travel Plan prior to first occupation and implementation for three years following occupation of development.

Car Parking – Submission and approval of Car Parking Management Strategy prior to any occupation.

Car Club – Prior to the occupation of any dwelling each intended household to be offered one free 12 month membership of the Car Club and enabling facilities.

Vauxhall Place Pedestrian & Cycle Access – Submission of Vauxhall Place Pedestrian & Cycle Access Works Specification prior to commencement of development.

## **5. Infrastructure Priorities**

### **5.1 Dartford's Local Plan Future Infrastructure Statement (FIS)**

The FIS was produced to support delivery of the Dartford Local Plan and provides a strategic longer term context for future infrastructure investment decisions. It draws from both Dartford Borough Council's infrastructure documentation and the plans produced by other service and infrastructure providers to outline the key infrastructure needed in the future, to support planned growth, and where within the Borough this should be delivered. The document can be viewed via the following link <https://www.dartford.gov.uk/downloads/file/1429/future-infrastructure-statement-december-2021>.

It sets out the strategic objectives that form the context for the delivery of infrastructure and the Local Plan policy framework supporting infrastructure provision. This includes the headline growth identified within Dartford's Local Plan and the focus placed on two priority growth locations within the Borough. The FIS covers the overall need for infrastructure and the instruments for its provision but it does not set out detailed project plans for the delivery of the infrastructure required. These are set out in other documents, most notably Dartford's Infrastructure Delivery Plan (IDP) and Dartford's Sustainable Transport Strategy, and the FIS shows the relationship to these in terms of the data sources provided and the ability to inform infrastructure planning.

In broad terms the FIS sets out the spatial relationship between infrastructure provision and the planned growth set out on the Local Plan. This provides locally distinct outputs by collating additional information on projects or categories of infrastructure related to the broad areas of growth within the Borough as set out in the Local Plan. The FIS provides a summation of the overall direction of infrastructure provision and the further actions to be taken to ensure that infrastructure is delivered in line with planned development. This includes the highlighting of infrastructure themes where further intervention is necessary and the ongoing engagement with infrastructure providers to ensure that their plans for future investment supports sustainable growth within the Borough.

## 5.1 Dartford's Infrastructure Delivery Plan (IDP)

In relation to prioritising the allocation of CIL funding towards strategic infrastructure projects the Council places a strong reliance on its Infrastructure Delivery Plan (IDP). Dartford's IDP was initially 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 is identified within the IDP under one of the following three headings according to the progress of delivery, availability of funding.

### 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 where the application of CIL would help unlock delivery

This section of the IDP is divided into two parts.

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

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

### 3. Schemes to be further defined

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

Infrastructure projects that are considered a priority for the allocation of CIL funding are contained within Part 2 of the IDP based on an assessment of the likelihood

that they can be delivered within the next 5 years. This conclusion is reached in consultation with the Council's key infrastructure providers particularly with those responsible for the delivery of the projects. Table 5.2 provides a summary of the current status of the infrastructure projects contained within Part 2 of Dartford's IDP.

Table 5.2: Current Status of Infrastructure Projects in Part 2 of Dartford's IDP.

Infrastructure Project	Status
Dartford TC Regeneration Project	Phase 1 & 1a substantially completed. £4.152m of CIL funding allocated in October 2021 supporting grant funding, funding provided by the Council and the allocation of s106 developer contributions to ensure completion of the remaining phases and the addition of Spital Street to the scope. £573,923 of the £4.152m of CIL funding allocated in October 2021 has been spent to date. <b>Further details of the project are given in section 5.3.</b>
Stone Recreation Ground	<p>Planning consent for the improvement of the recreation ground was granted in March 2022. The key elements of the proposed works being:</p> <ul style="list-style-type: none"> <li>• Improved landscaping creating community orchards, nature trail and new footpaths / cycleways,</li> <li>• A new cafe/community hub with Changing Places facilities,</li> <li>• A new and enlarged multi-use games area (MUGA),</li> <li>• Better seating, sheltered areas and picnic areas,</li> <li>• Improved security, lighting, boundary fencing and access points.</li> </ul> <p>A CIL allocation of up to £3.8m was approved by Cabinet in September 2023. A proportion of this CIL funding is to be reimbursed from future CIL receipts transferred to the parish council and payment of the CIL is subject to the completion of a Grant Funding Agreement.</p> <p>Works are to be phased with a start of works on the Central and Northern area expected in January/February 2024 with completion of the project currently scheduled for March 2025.</p>
Stone/Greenhithe Medical Centre	<p>Land for the provision of a new health facility adjacent to Steele Avenue, Greenhithe has been transferred to the Dartford Gravesham &amp; Swanley Health &amp; Care Partnership who have appointed a specialist developer to deliver the facility.</p> <p>Developer submitted a planning application in February 2023 and has recently provided revised details. Application is still pending determination.</p> <p>DGSHCP has had preliminary discussions with the GP practices that are expected to move into this new facility. A business case for funding to be considered by NHS is expected soon on the understanding that the capital cost of delivery will be supported by CIL funding.</p> <p>The total cost of the new facility and level of CIL funding bid are still to be confirmed.</p>
Dartford Grammar School Expansion	<p>Dartford Grammar School has developed a Master Plan for its site to improve facilities including larger classrooms. The school has recently started early discussions with Dartford Planning in preparation for the submission of a planning application</p> <p>KCC Education has identified in its School Commissioning Plan the need for additional secondary school places with significant pressure on Selective Secondary places. Discussions have taken place with Dartford Grammar School about accommodating a 05.FE expansion within their proposed Master Plan. A formal bid for CIL funding is awaited.</p>

Darenth Valley Hospital Intensive Therapy Unit	An enquiry from the Darenth Valley Hospital Trust has been received regarding the possibility of CIL funding supporting the provision of a new Intensive Therapy Unit at the Hospital. An Expression of Interest Form has been supplied to obtain further details of the project to ascertain its eligibility. Further details regarding the total costs, potential level of CIL bid and timescales for delivery are anticipated when the completed form is submitted and this will form the basis of further discussions regarding funding and any formal CIL bid submission.
A226 London Road Sustainable Transport Corridor	Dartford's Local Cycling & Walking Infrastructure Plan (LCWIP) was adopted by the Council in July 2023. In analysing the network corridors and routes the section of London Road between Cotton Lane and Horns Cross scored the highest and this enabled Dartford BC to successfully apply for funding from KCC to carry out a feasibility study to identify improvements to walking and cycling provision along this route. The conclusions of the feasibility study are awaited when details of the proposals will be submitted for public consultation.

### 5.3 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 with the result that most of the original scheme have either been completed or are currently being implemented. The current status of the STIP scheme is summarised in Table 5.3.

Table 5.3: Current Status of STIP Projects.

<b>Scheme</b>	<b>Proposed Works</b>	<b>Progress</b>
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.	<b>Scheme completed</b>
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.	<b>Scheme completed.</b>
A226 Thames Way	Upgrade of existing single carriageway road to provide additional capacity and improve access to Ebbsfleet from the local strategic road network.	Outline planning application for development of Ebbsfleet Central East was submitted on 30 September 2022. Master plan for this development no longer sees the need for this scheme.
Dartford Town Centre	Public realm and highway improvements to improve accessibility to the town centre and its environment	Works in progress. <b>See further details in Section 5.3</b>

	supporting development proposals and regeneration.	
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.	<b>Scheme completed.</b>
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.	Works in progress. <b>See further details in Section 5.4</b>

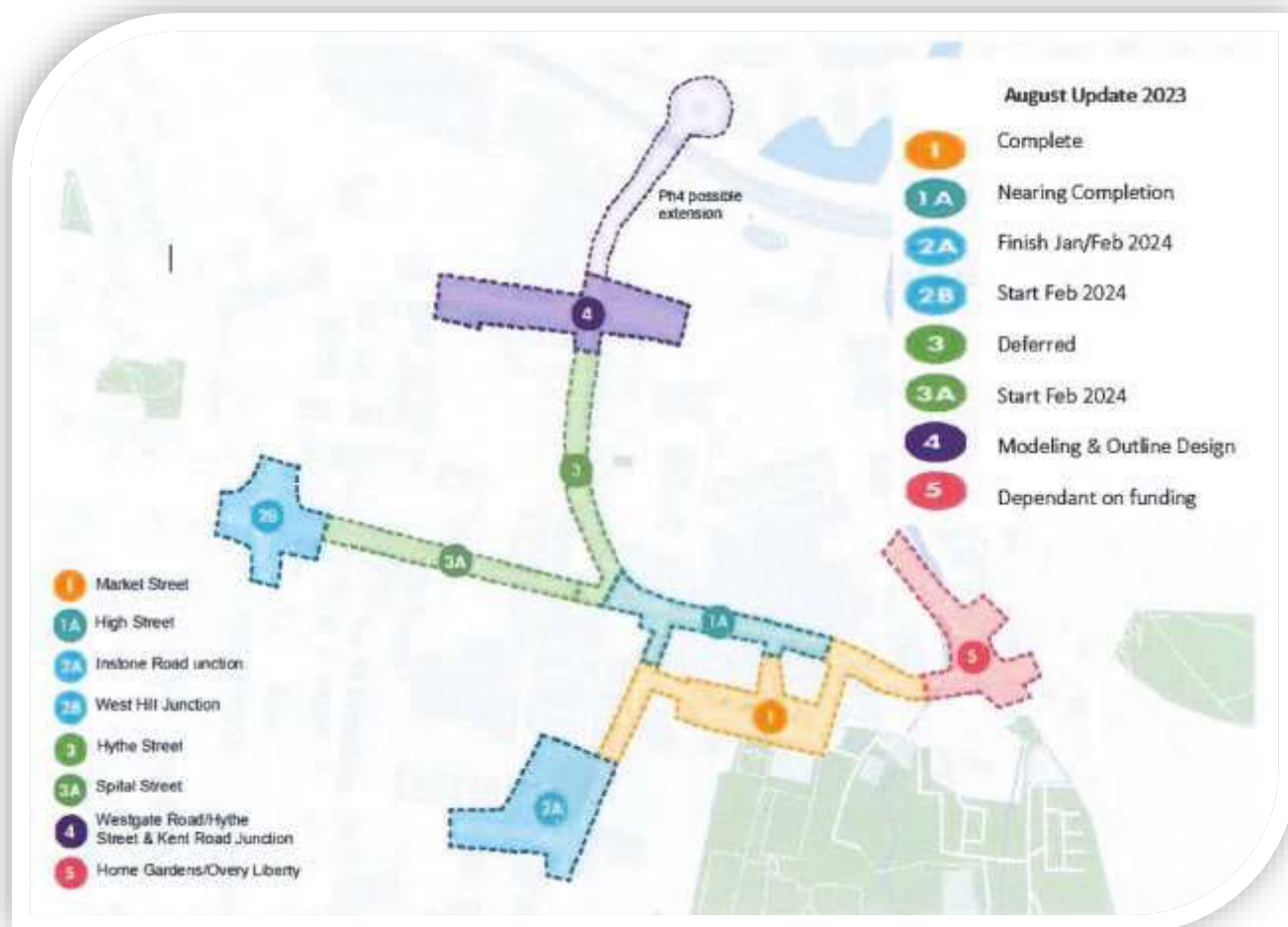
Further projects can be added to the programme as and when details are sufficiently defined and the project meets identified criteria and support. The programme is managed by Kent County Council through a STIP Working Group that reports to a STIP Steering Group incorporated into the Fastrack Advisory Board. Any final decisions on the allocation of CIL funds to a specific project is subject to an assessment against Dartford's CIL Assessment Criteria and approval by the Council's Cabinet.

#### 5.4 Dartford Town Centre Regeneration Project

The Dartford Town Centre Regeneration Project consists of a number of junction improvements around the core of the town centre along with improvements to the pedestrian environment, cycling routes and public transport accessibility as well as the improvement of the public realm with the town centre itself. The principal aims of the project are to:

- increase the permeability of the town centre for all users,
- improve links between the town centre and both Dartford station and new developments to the north of the railway line,
- support regeneration of key sites within the town centre, and
- increase footfall within the town centre that would in turn lead to economic benefits and encourage/complement private sector investment.

Delivery of the project started in August 2018 and is progressing through a series of phased works as listed and shown in the plan below:



Phase 1 was substantially completed in March 2021. Work started on Phase 1a in June 2021 and is nearing completion. Phase 2a is due to finish January/February 2024 whilst Phase 2b is due to start the same time (February 2024). Phase 3 has been deferred and 3a is due to start February 2024. An outline design for Phase 4 has been produced but further detailed design has yet to start. Phase 5 is dependent on funding.

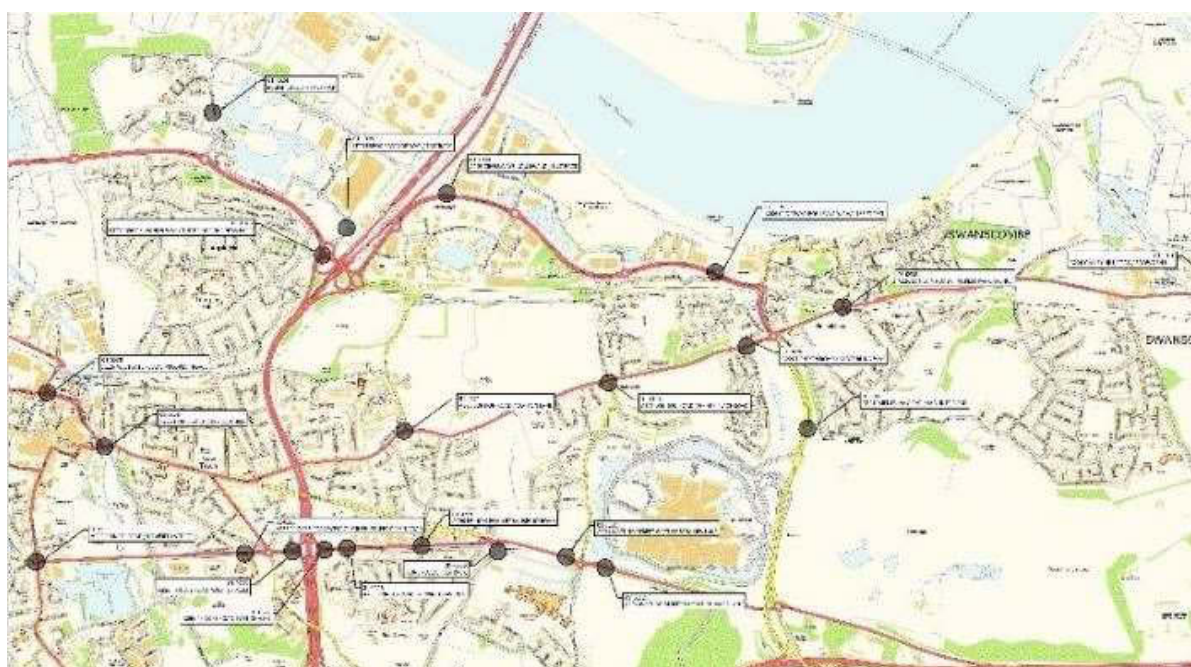
At the time of allocating the £4.152m of CIL funding the overall cost of the project was £18.76m of which £6.70m had already been spent on Phases 1 and 1a. Funding for the project comprises a mix of grants from Local Growth Fund (4.3m) and Homes England (7.7m), Dartford BC funding (£1m) and s106 contributions. £1.564m of s106 contributions was utilised in 2021/22 to cover costs associated with the continued delivery of this project. As identified in section 4.2 a further £573,923.33 of s106 contributions was spent in 2022/23 also covering costs associated with the continued delivery of this project which remains a priority for the Council.

The project has been significantly affected by the Covid-19 pandemic and subsequent issues regarding the supply of materials and an increase in their costs common across the construction industry. As a result the project has undergone a review of the phasing of the remaining elements of the project to be delivered along

with the associated costs and availability of funding to complete the project including potential funding from further development within the town centre.

### 5.5 Urban Traffic Management & Control (UTMC) Project

The project involves the implementation of new and upgrade of existing UTMC systems across the urban areas of Dartford and Gravesend to ensure that the traffic signals at these junctions are utilising the latest systems linked to KCC's Highway Management Centre located in Aylesford. A total of 41 locations have been identified by KCC's Intelligent Transport Team as needing this upgrade of which 21 are located within Dartford (see plan below).



The purpose of the project is to improve journey times and increase the capacity at the junctions where possible for the benefit of all road users and ensure that the transport infrastructure across the area is used as efficiently as possible. Implementing the project should also minimise delay and congestion for all vehicles but have a particular benefit to the Fastrack services and other local bus services.

The project is being delivered as a rolling design and construction programme with those junctions rated as a high and medium priority being the initial focus. Work on the project started in spring 2021 and the Dartford junctions completed within 2021/22 shown in Table 5.5. Within the reporting year, 8 of the 21 junctions identified within Dartford were completed. A further 9 schemes were due to be completed within 2022/23 and progress on these schemes will be reported in the next IFS.

The total cost for the UTMIC project was estimated at £5.656m and was to be funded through a combination of developer contributions secured through s106 Agreements for the Strategic Transport Improvements Programme (STIP) and grant funding from the Ebbsfleet Development Corporation (EDC) of £3.81m

The total cost for the improvement of the 21 junctions located within Dartford was estimated at £2.196m and £1.85m of s106 contributions have been identified to support the delivery of these schemes and the majority of this funding was transferred to Kent County Council in 2021/22.

The majority of the proposed improvements to the signal junctions identified within Dartford were completed within 2022/23. The remaining schemes to be completed, as shown in Table 5.5, are to be delivered through other means with the s106 funding for the junctions to be delivered as part of the Dartford Town Centre Regeneration Project being held by KCC until such time as these works commence.

## 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

Table 5.5: Dartford Junctions within UTMIC Project.

<b>Location</b>	<b>Priority</b>	<b>Completed/Due</b>
<b>Dartford Town Centre</b>		
A225 Princes Rd/Lowfield Street	Low	<b>Oct 2022</b>
Westgate Road/Prospect Place	Low	Linked to DTC Project
Home Gardens/East Hill	Medium	Linked to DTC Project
<b>The Bridge/Littlebrook</b>		
Marsh Street North/Kent Fastway	Low	<b>Sept 2022</b>
Littlebrook Manor Way/Fastrack	Low	<i>Linked to Developer Scheme</i>
Littlebrook Manor Way/The Bridge Business Park	Low	<i>BSIP Scheme</i>
<b>Junction 1B</b>		
A225 Princes Rd West of B260	Medium	<b>June 2022</b>
A296 Princes Rd West of A282	Medium	<b>June 2022</b>
A296 Princes Rd East of A282	Medium	<b>May 2022</b>
<b>Princes Road/Watling Street</b>		
A296 Princes Rd/Princes Ave	Medium	<b>Aug 2022</b>
A296 Princes Rd/Salisbury Ave	Medium	<b>Sept 2022</b>
Gore Road/Fastrack	High	<b>Jan 2022</b>
A296 Watling St West of St James Lane	High	<b>March 2022</b>
A296 Watling St East of St James Lane	High	<b>March 2022</b>
<b>A226 London Road</b>		
A226 London Rd/Cotton Lane	Medium	<b>July 2021</b>
A226 London Rd/Hedge Place Rd	High	<b>Aug 2022</b>
A226 London Rd/Sanderling Way	High	<b>March 2022</b>
A226 London Rd/Ingress Park Ave	High	<b>Nov 2021</b>
<b>Other Locations</b>		
A206 Crossways Boulevard/Fastrack	Medium	<b>July 2022</b>
A206 Crossways Boulevard/Charles Street	High	<b>March 2022</b>
B255 St Clements Way/Mounts Rd	High	<b>Aug 2021</b>

**Bold Dates** are for schemes completed

*Dates in Italics* are when schemes are scheduled in programme or to be delivered by other means.



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 9<sup>th</sup> 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. These governance arrangements were reviewed in 2022 and revised governance arrangement approved in September 2022.

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"> <li>– Annual CIL spending envelope of a 3-year rolling programme approved by General Assembly of the Council.</li> <li>– Approval by Cabinet of the allocation of CIL funding for strategic infrastructure projects.</li> <li>– Approval by Cabinet of the allocation of CIL funding for a programme of projects for the Unparished areas of the Borough.</li> <li>– Approval by Cabinet of priority strategic infrastructure projects for CIL funding through annual review of Dartford’s IDP.</li> <li>– Approval by Cabinet of any changes to Dartford’s CIL Charging Scheme including changes to instalment policy and any exceptional circumstances policy (subject to consultation where required).</li> </ul>
Advisory	<ul style="list-style-type: none"> <li>– 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 strategic infrastructure projects to be included in Part 2 of Dartford’s IDP.</li> <li>– Advice provided to Cabinet on matters related to CIL as they arise.</li> </ul>

Technical/Coordination	<ul style="list-style-type: none"> <li>- Monitoring of development and forecasting of development trajectories.</li> <li>- Monitoring and forecasting of CIL income and the co-ordination of other funding sources.</li> <li>- Monitoring of CIL receipts transferred to the Borough's town/parish councils and its expenditure.</li> <li>- Identification of infrastructure projects, and phasing, for inclusion within the IDP through liaison with infrastructure providers and other interests as necessary.</li> <li>- Assessment of projects submitted for inclusion within the IDP, including any justification of projects seeking CIL funding, for consideration by LAG and subsequent approval of the allocation of CIL funding by Cabinet.</li> </ul>
Implementation	<ul style="list-style-type: none"> <li>- Delivery of projects by either the Council or the lead authority responsible for the project.</li> <li>- Monitoring of the delivery of strategic infrastructure projects identified in Dartford's IDP and the delivery of projects included in the Unparished CIL Programme.</li> </ul>
Accountability	<ul style="list-style-type: none"> <li>- Annual Infrastructure Funding Statement (IFS) prepared and published on Council's website.</li> <li>- Annual review of Dartford's IDP, progress of individual projects and CIL income and expenditure reported to Leader's Advisory Group on CIL and subsequently to Dartford's Cabinet.</li> <li>- All decisions pertaining to the allocation of CIL funding to infrastructure projects, including the Unparished CIL Programme made by Dartford's Cabinet.</li> </ul>

Figure 4 provides an illustration of the Governance arrangements that currently apply to Dartford's CIL Charging Scheme and the annual cycle of updating Dartford's Infrastructure Delivery Programme. Figure 5 provides an outline of the procedure currently adopted for the identification of infrastructure projects and the allocation of CIL funding.

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

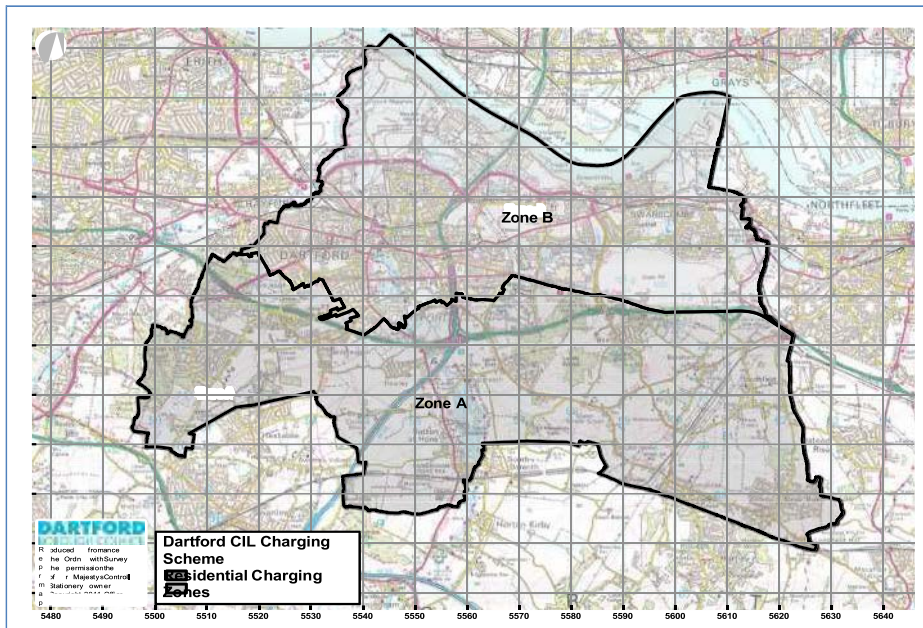
- i.) Consistency with the Council's Local Plan policies and Corporate Plan objectives.

- ii.) Deliverability of the project taking into account any dependencies/obstacles to delivery and any statutory requirements.
- iii.) Relationship of the project to meeting identified needs arising as a result of development.
- iv.) Presence of any critical dependencies, e.g. land ownership, organisational support of sponsor, environmental designations, etc.
- v.) Potential of CIL funding to lever in additional funding sources or other infrastructure projects.

Pro-forma have 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. These 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 and their use is identified in Figure 5.

Figure 3: Dartford CIL Charging Zones

a) Residential



b) Retail

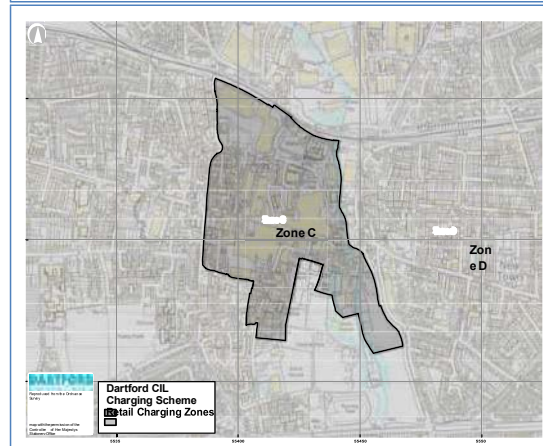
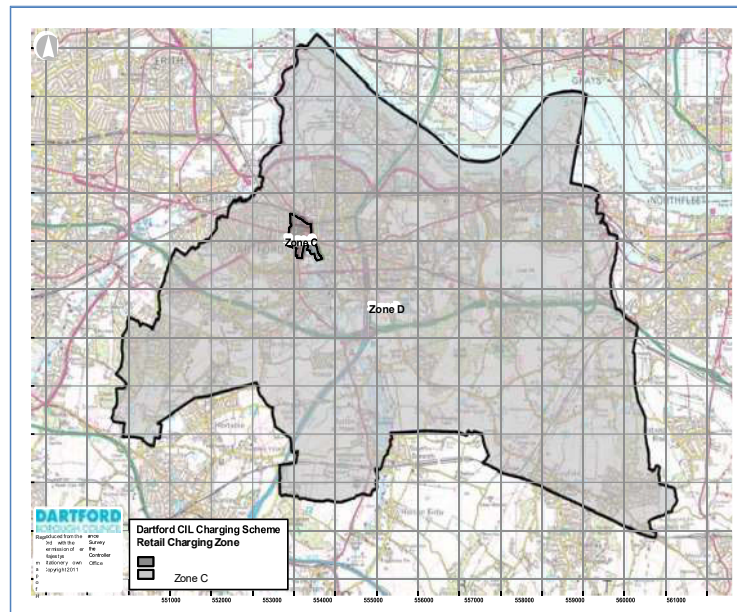


Figure 4: Outline of CIL Governance Process & Updating of Dartford IDP

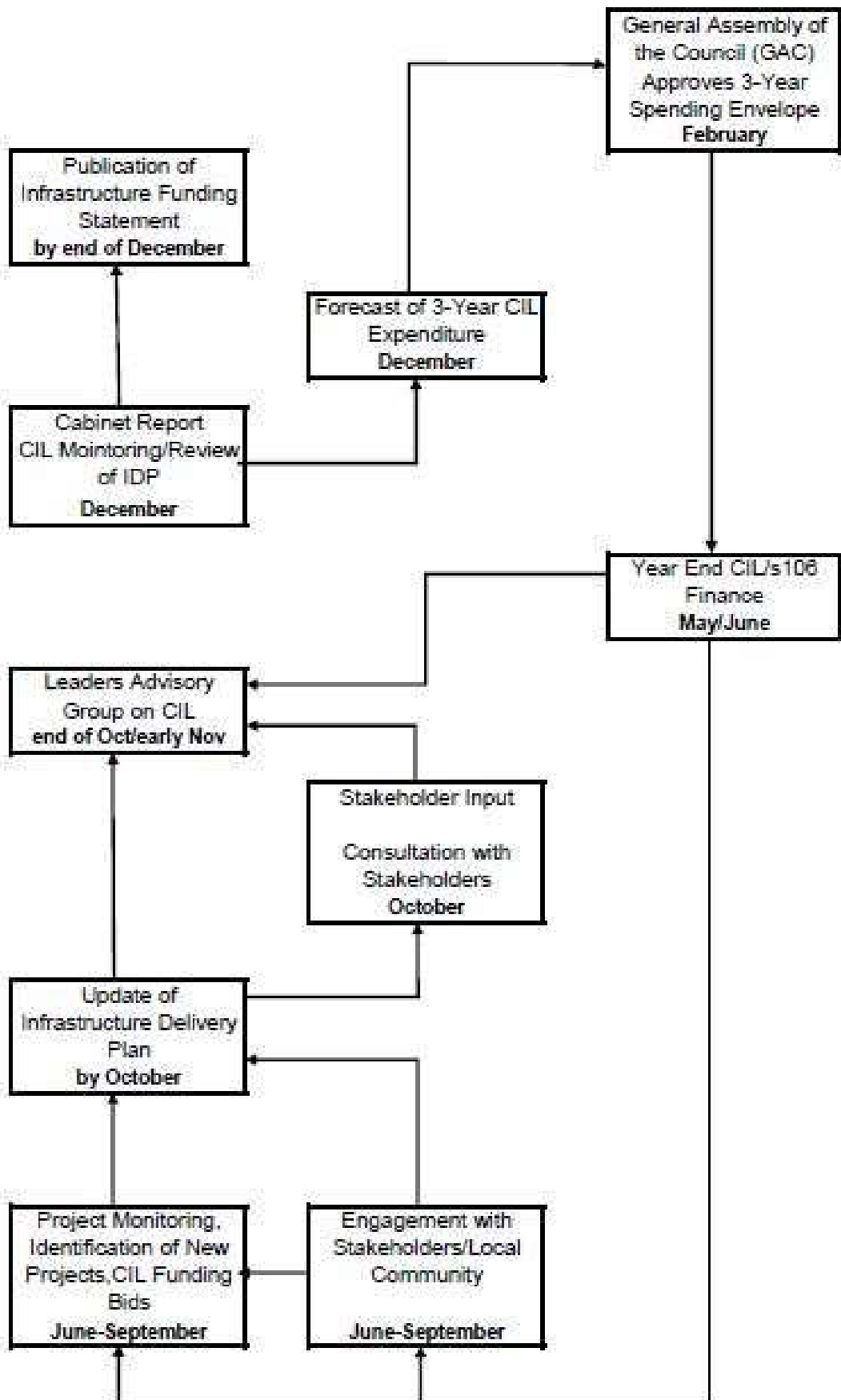


Figure 5: Outline of Procedure for the Identification of Projects & Allocation of CIL Funding

