

INFRASTRUCTURE FUNDING STATEMENT 2024 – 2025

Published December 2025



Contents

1. Introduction	4
2. Developer Contributions	5
Section 106 Planning Obligations	5
Community Infrastructure Levy (CIL)	5
Section 278 Highway Agreements	5
3. S106 Contributions	6
Contributions received or invoiced before the start of 2023/24 that had not been spent	6
Contributions agreed in 2024/25 through S106 Agreements	6
Contributions received in 2024/25 (regardless of S106 Date)	7
Contributions spent in 2024/25	7
Contributions returned in 2024/25	8
Non-monetary contributions agreed in 2024/25 through S106 Agreements	8
4. Community infrastructure Levy (CIL) Contributions	9
Unallocated receipts from previous years	9
Total CIL receipts	9
CIL retained at end of year	9
CIL receipts allocated and spent in the year 2024/25	9
Amount of CIL spent on administrative expenses	9
5. S278 Contributions	10
Bonds agreed in 2024/25 through S278 Agreements	10
Fees received in 2024/25 (regardless of S278 Date)	10
6. CIL Spending Governance	11
7. Future Spending Priorities	12
8. Future Funding Priorities	13
9. Case Studies	14
Focus on: Adult Social Care	14
Good Day Programme	14
Meadowside Community Day Services	15
Yew Tree Centre Dartford	16
Focus on: Public Rights of Way in Sevenoaks	18
Case Study: PRow Access to schools and for recreation	18
Focus on: Education	19
Case Study: Teynham Primary School, rebuild and 1FE expansion	19
Focus on: Libraries, Records and Archives	21
Focus on: s278 Highway schemes	23

Case Study: Old Thanet Way (A2990), Whitstable	23
Case Study: Herne Bay Road, Sturry	24

1. Introduction

- 1.1. The Community Infrastructure Levy(amendment) (England) (no.2) Regulations 2019 place a duty on Local Authorities to provide a summary of all financial and non-financial developer contributions that they have been involved with over the course of a given financial year. The Infrastructure Funding Statement (IFS) is the platform in which to do this and must include a report on Planning Obligations Section 106 (S106), Section 278 (S278) and the Community Infrastructure Levy (CIL), in relation to the previous financial year. The legislation also requires Local Authorities to report on the infrastructure projects or types of infrastructure which it intends to wholly or partly fund by CIL.
- 1.2. Along with summary information, this IFS will also provide some examples of infrastructure projects that Kent County Council (KCC) has delivered, planned, or allocated contributions towards during 2024/25 as a means to demonstrate how developer contributions are an essential tool in unlocking and delivering growth across the county.
- 1.3. KCC is responsible for delivering and maintaining a wide range of strategic infrastructure such as roads, schools, and social care but it may not be the immediate Local Planning Authority for entering into legal agreements with developers. Thus, KCC works closely with its local District and Borough colleagues to ensure that its statutory responsibilities can be met and there is a smooth and timely transfer of developer contributions between the respective authorities. KCC will report the net result of such transfers within its IFS.
- 1.4. Throughout the IFS there will be references to the following definitions:
 - **Secured** – Contributions that have been included within a signed legal document for a planning application. These contributions have not been collected / delivered and if the planning application is not implemented, they will never be received.
 - **Received** – Contributions received, either monetary or non-monetary (in kind), that have been transferred to Kent County Council.
 - **Allocated** – Contributions that have been received and allocated to specific projects.
 - **Spent / Delivered** – Monetary or non-monetary contributions that have been spent or delivered.
 - **This Financial Year** - unless stated otherwise, this refers to the period 01/04/2024 – 31/03/2025.
 - **District** – unless stated otherwise, used to refer to one or more of Kent’s District and Borough Councils.

2. Developer Contributions

Section 106 Planning Obligations

- 2.1. Section 106 Agreements are a legal mechanism used to fund additional infrastructure needed as a result of increased demand caused by development within a local area.
- 2.2. Section 106 monies are secured for a range of infrastructure. They can only be sought where they meet the three legal tests, set out in paragraph 122 of the Community Infrastructure Levy Regulations 2010:
 - they are directly related to the development,
 - fairly and reasonably related in scale and kind to the development, and;
 - necessary to make the development acceptable in planning terms.
- 2.3. KCC secures contributions towards primary and secondary education, highways and transportation, adult social care, sustainable urban drainage, strategic waste disposal services, libraries, adult education and integrated children's services. Kent's District and Borough councils secure contributions towards infrastructure such as affordable housing, healthcare, local play areas and some aspects of further education. All of these items are essential in building and maintaining sustainable communities.
- 2.4. S106 agreements are secured on a site-by-site basis with payments typically being made in instalments as the development is built out. Contributions can only be spent against the purposes for which they are collected.
- 2.5. Unilateral Undertakings (UUs), which are a simplified version of a planning agreement entered into between the landowner and KCC will also be included within this section.

Community Infrastructure Levy (CIL)

- 2.6. Under CIL, each District is to create a charging schedule which is applied to the floor space of the development. The funding raised from CIL is collected by the Districts, pooled into a 'pot' and can be spent on a wide range of infrastructure types.
- 2.7. The infrastructure that receives CIL funding will be determined by the local Council. Whilst KCC is not directly responsible for collecting CIL, it is heavily involved in discussions about accessing these funds in order to deliver its statutory duties and ensure that all communities, both new and existing, within Kent benefit.

Section 278 Highway Agreements

- 2.8. Additional legal agreements that can fund infrastructure are Section 278 Agreements (S278). These are legally binding agreements made under the Highways Act 1990 between Local Highway Authorities and Developers. S278 agreements are required to secure alterations or improvements to the highway.

3. S106 Contributions

Contributions received or invoiced before the start of 2023/24 that had not been spent

- 3.1. Table 1 below shows the total amount of S106 money held or invoiced but not spent by KCC on 31st March 2024, the end of the previous financial year (2023/24). Invoiced money has not necessarily been received.
- 3.2. It is important to note that large accumulations of contributions are not uncommon as some projects require a great deal of starting capital, plus the sums are spread across 12 Kent Districts and Boroughs.

Table 1 – Received or invoiced contributions yet to be spent and held by the Council at 31st March 2024 (Year start position)

Service Area	Amount
Adult Social Care S106 agreements	£2,630,359
Adult Social Care UUs	£500,410
Community Services ¹ S106 agreements	£4,816,545
Community Services UUs	£972,554
Education ² S106 agreements	£60,092,504
Education UUs	£11,741,876
Highways ³ S106 agreements	£29,311,559
Highways UUs	£4,880,169
PROW S106	£330,598
PROW UUs	£13,914
Kent Thameside S106 agreements	£3,153,878
Kent Thameside UUs	0
Total	£118,427,027

- 3.3 The majority of the developer contributions held are in education and highways. To give some context, the time developer contributions are received rarely aligns to when the spend is incurred. On some occasions KCC gets money in before the capital project and spend is due to take place; or KCC has to await match funding from other sources; but overwhelmingly KCC are asked to bear the risk on developer contributions by delivering schemes in advance and then having to wait and get in contributions over a number of years. Whilst many projects are forward funded by KCC, projects are not committed to progress until sufficient levels of contributions have been both secured and received.

Contributions agreed in 2024/25 through S106 Agreements

- 3.4 Table 2 outlines the financial contributions that have been secured by KCC through signed S106 agreements this financial year. The majority of this will be transferred to KCC from Kent’s Districts and Boroughs.
- 3.5 Whilst money may be secured through S106, it is not a guarantee that the money will

¹ Community services includes Community Learning and Skills, Libraries and Youth Services

² Education includes Primary and Secondary Educational facilities

³ Highways includes works to the road network, cycle lanes, pedestrian access, and public rights of way

ever be received. If the development does not go ahead or planning circumstances change through appeals, renegotiations etc., then the amounts of money that KCC actually receive will be different.

Table 2 – Contributions secured in 2024/25 through S106 Agreements

Service Area	Amount
Community Services	£338,051
Education	£24,186,873
Highways	£1,605,091
Land (for Educational facilities)	£4,301,965
Social Care	£360,811
Strategic Waste Services	£248,485
Monitoring Fees	£46,966
PROW	£152,372
Public Transport	£472,700
Total	£31,713,314

Contributions received in 2024/25 (regardless of S106 Date)

- 3.6 Table 3 shows the total amount of money received by KCC from developer contributions this financial year. The majority of this money is transferred from Districts and Boroughs at KCC's request.
- 3.7 In many instances the money received was agreed and signed for in S106 agreements predating this financial year.

Table 3 – Total s106 contributions received this financial year by KCC

Service Area	Amount
Adult Social Care	£368,030
Community Facilities	£771,400
Education	£15,101,848
Highways	£6,557,792
PROW	£252,206
Kent Thameside	£401,511
Total	£23,452,786

Contributions spent in 2024/25

- 3.8. Table 4 provides details on the amount of S106 contributions spent by the KCC this financial year.
- 3.9. Some of this will be money that was received and allocated in previous years but could only be spent when sufficient sums were received to pay for a project in its entirety.

Table 4 – Total contributions spent by KCC in 2024/25

Service Area	Amount
Adult Social Care	£444,084
Community Facilities	£910,445
Education	£11,081,755
Highways	£4,359,747
PROW	£86,116
Kent Thameside	£296,990
Total	£17,179,137

Contributions returned in 2024/25

3.10. Most s106 agreements come with a return clause where if contributions remain unspent after a certain period, then KCC is legally obliged to hand the contribution back to the developer.

3.11. No s106 contributions had a return clause triggered during 2024/25

Non-monetary contributions agreed in 2024/25 through S106 Agreements

3.12. Table 5 provides a summary of the non-monetary (in kind) contributions that were agreed through S106 agreements in the financial year 2024/25. Non-monetary contributions include provision of land transfers for the provision of Primary and Secondary schools.

Table 5 – Non-monetary S106 contributions

Item	Planning Application	Amount
2.05ha of Land for a 2FE Primary School	SE/22/00512	£0

4. Community Infrastructure Levy (CIL) Contributions

- 4.1. KCC is not responsible for collecting CIL and the processes set out for KCC to access a District's CIL receipts varies between Districts. These processes may take the form of either a set percentage of CIL receipts transferred from a District to KCC annually, or a requirement to make bids against a District's CIL receipts. Further details can be found in Section 6. Tables 6,7 and 8 demonstrate the amounts of CIL that KCC has received, retained and spent in 2024/2025.

Unallocated receipts from previous years

- 4.2. KCC has no unallocated CIL receipts from previous years.

Total CIL receipts

- 4.3. Table 6 outlines the CIL monies that KCC has received during 2024/25.

Table 6 – CIL Monies received during 2024/25

Item	Amount
Folkestone & Hythe Waste	£547,873

CIL retained at end of year

- 4.4. Table 7 below outlines the CIL monies that KCC has retained at the end of year (31st March 2025). This relates to CIL monies received previously that are allocated towards waste projects.

Table 7 – CIL Monies retained at end of year

Item	Amount
Folkestone & Hythe Waste	£1,503,788

CIL receipts allocated and spent in the year 2024/25

- 4.5. KCC has spent £0.00 of CIL received

Table 8 – CIL Monies allocated and spent during 2023/24

Item	Amount
	£0

Amount of CIL spent on administrative expenses

- 4.6. No CIL receipts were spent on administrative expenses by KCC in 2024/25.

5. S278 Contributions

- 5.1. KCC, as the local highways authority is responsible for the maintenance and development of the local road network within its borders. If planning permission has been granted for a development that requires changes or improvements to public highways, then KCC will often enter into a Section 278 (s278) Agreement with the developer. This agreement details and enables these changes to be made which the developer pays for and constructs. Examples of works that may be featured in a s278 include roundabouts, improved facilities for pedestrians and cyclists; and traffic calming measures.
- 5.2. The value of s278 agreements takes the form of a performance bond paid to KCC by the developer based on the cost of the highway works (including utility works). A performance bond protects KCC against the risk of unforeseen expenditure if the works are not completed by the developer. If the works are delivered, then the bond is repaid to the developer, generally in parts based on completion stages.
- 5.3. KCC can also request a commuted sum payment from the developer. A commuted sum covers the maintenance and renewal costs (for 30 years) of assets built by the developer as part of an agreement and then adopted into public ownership by KCC.
- 5.4. S278 agreements are subject to reasonable and proportionate fees which KCC can charge as part of delivery and monitoring arrangements outlined within each agreement. These charges cover KCC costs associated with the necessary work involved for example commissioning road safety audits.

Bonds agreed in 2024/25 through S278 Agreements

- 5.5. Table 9 outlines the value of bonds within signed S278 agreements this financial year.

Table 9 – Total value of S278 bonds signed in 2024/25

Item	Amount
S278 bonds signed with KCC	£12,794,207

Fees received in 2024/25 (regardless of S278 Date)

- 5.6. Table 10 outlines the total value of fees that have been paid to KCC as part of S278 agreements this financial year.

Table 10 – Total value of S278 fees received in 2024/25

Item	Amount
S278 fees received by KCC	£1,575,586

6. CIL Spending Governance

- 6.1. KCC's process for receiving CIL is determined at District level. It is important to note that not all Districts have adopted a CIL. Table 11 below summarises the current position of local planning authorities with regards to a CIL charging regime; and how these funds can be accessed.

Table 11 – District CIL regimes and access to CIL funding

District	CIL Position	Process for accessing CIL funds
Ashford	No CIL	-
Canterbury	Adopted Apr 2020	Bidding process under development
Dartford	Adopted Apr 2014	Representation within Leader's Advisory Group and projects within Dartford's Infrastructure Delivery Plan
Dover	No CIL	-
Folkestone and Hythe	Adopted Jul 2016	Set proportion of funds passed to KCC annually to spend on CIL infrastructure priorities
Gravesham	No CIL	-
Maidstone	Adopted Oct 2017	Application to annual bidding process
Sevenoaks	Adopted Feb 2014	Application to CIL Spending Board
Swale	No CIL	-
Thanet	No CIL	-
Tonbridge and Malling	No CIL	-
Tunbridge Wells	No CIL	-

- 6.2. KCC has created a CIL working group which includes representation from all of KCC's infrastructure services that make use of developer contributions including Highways, Education, Adult Social Care, Libraries, Youth Services, Community Learning and Skills, Sustainable Urban Drainage; and Strategic Waste Services. The role of this group will be to consider how to bid for and spend any CIL receipts it receives, assessing policy and infrastructure demands to do so.
- 6.3. No bids were made for CIL funding by KCC in the 24/25 financial year.

7. Future Spending Priorities

Table 12 – Received or invoiced s106 & CIL contributions yet to be spent and held by the Council at 31st March 2025 (Year-end position)

Service Area	Amount
Adult Social Care	£3,054,714
Community Facilities	£4,696,803
Education	£75,854,472
Highways	£36,396,941
Kent Thameside	£3,258,399
PROW	£1,439,346
Highways & Waste CIL	£1,503,788
Total	126,204,464

- 7.1. During the financial year 2023/24, KCC's position with unspent s106 contributions has moved from £119,382,942 to £126,204,464. This is a net increase of £6,821,522 (5.4%) i.e., KCC has received more contributions during 2024/25 than it has spent.
- 7.2. The largest planned infrastructure projects that monies are allocated towards are summarised in Table 13. The delivery schedule of these infrastructure projects is down to a number of factors, including whether sufficient finance is available but also land availability and Central Government policy. Spend projection dates are estimated and where not shown are awaiting the progression of associated contributing developments.

Table 13 – Largest planned infrastructure projects with unspent contributions

Project	Unspent Monies (Allocated) £m	Spend Projection
Sturry Link Road	6.8	2026
Chilmington Green Secondary (2FE expansion)	6.5	
Hermitage Lane Primary	4.4	
A228 and B2160 junction Improvements with B2017 Badsell Road Paddock Wood	4.3	2026
New Westwood Cross Primary	4.1	
Cornwallis Academy	3.8	2025
Maidstone Integrated Transport	3.6	2024 Onwards
Dartford Bridge Primary	3.4	2025
New Shorncliffe Garrison Primary	3.3	
Strategic Transport Infrastructure Programme (formerly Kent Thameside Strategic Transport Programme)	3.3	2024 Onwards
New Herne Bay Primary	3.0	
New Kingsnorth Primary	2.9	
Mascalls Academy	2.8	
Simon Langton Girls Grammar	2.7	2026

New Quinton Road Secondary	2.6	2026
Herne Relief Road	2.2	2024 Onwards
New Aylesford Primary	2.2	
New Faversham Primary	2.1	

8. Future Funding Priorities

- 8.1. KCC remains committed to seeking developer contributions across the County to ensure that development pays a fair proportion for its impact on Kent's infrastructure, both existing and new.
- 8.2. Kent County Council's new Strategic Statement "Reforming Kent re-iterates the importance of an Infrastructure First Approach within its Key Aim 4 "Building Better Communities":

" 5. Ensure that the infrastructure needs of the county to support economic growth and quality of life are fully in place: The scale of the growth Kent has faced over recent years has been unprecedented, which has placed significant pressure on the county's social and physical infrastructure. The failure to deliver 'infrastructure first' has not only materially harmed the quality of life, placing pressure on GPs, school and roads, but it has an economic impact on businesses who need certainty in terms staff availability, travel times and energy infrastructure to plan and invest for growth. We must break this cycle of insufficient infrastructure being delivered only after the pressure has become acute."

Districts' Infrastructure Delivery Plans (IDP) provide a long-term plan of infrastructure requirements arising from the allocation of housing within their Local Plans. These IDPs set out what is needed, where it is needed and when it is needed. These plans include KCC services.

- 8.3. KCC will continue to work in partnership with those Districts that are CIL charging authorities and set out governance arrangements in order to comply with their bidding processes. Regardless of the bidding requirements, KCC will prioritise the infrastructure projects that should be delivered first.

9. Case Studies

- 9.1. The following case studies provide some highlights of development funded infrastructure that has been delivered within the counties Districts and Boroughs. Further information regarding the breakdown of information for Districts and Boroughs can be found on the accompanying Excel sheet [here](#).

Focus on: Adult Social Care

- 9.2. In the last financial year £444,068 has been spent on supporting Adult Short Breaks and Community Day Care services. Funding has been used towards improving and expanding facilities at [Southfields](#) in Ashford, The Yew Tree Centre, Dartford and [Meadowside](#) in Dover.

Good Day Programme

- 9.3. The Good Day Programme is closely linked to the Transforming Care Programme, with a shared goal of improving quality of life, reducing institutionalisation, and promoting independence for adults with learning disabilities and more complex care needs. From the start, the programme has encouraged local authorities and care providers to design services that support individuals in their communities—focusing on daily activities, relationships, and personal development.
- 9.4. Short breaks offer positive, fun activities for disabled children and young people (0 to 18 years) to take part in. They can be anything from a couple of hours at an after school activity or weekend club, to an overnight stay for those with more profound needs.
- 9.5. They support children and young people to; develop their independence, increase their readiness for becoming an adult, help their physical and emotional health, reduce loneliness, have new experiences and learn and have fun and meet friends.
- 9.6. They also assist parents and carers allowing them to take a break from their caring responsibilities to rest, unwind, look after themselves and spend time with other family members.



Meadowside Community Day Services

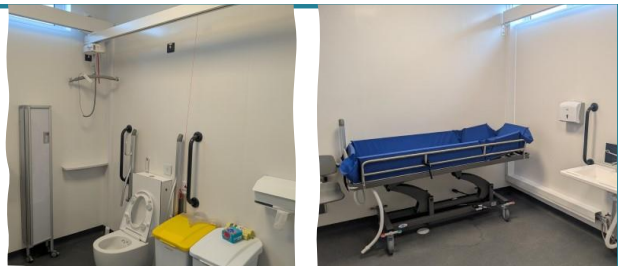
Let's cook

- The new kitchen is designed for full accessibility, featuring rise and lower worktops and ample space for wheelchair users. These adjustments enable individuals with mobility needs to participate in cooking activities comfortably and safely, promoting independence and inclusion for everyone.



Dignity in care

- A dedicated changing place facility is thoughtfully designed to meet the needs of anyone requiring support with personal and intimate care
- The space ensures privacy, comfort and accessibility for all promoting dignity and independence and allows carers to provide safe respectful support tailored to each person's needs



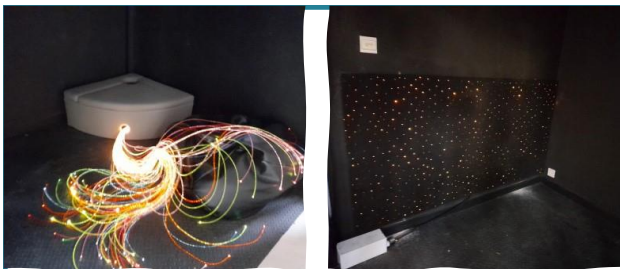


Yew Tree Centre Dartford



Yew Tree Centre – Dartford

- Recently redeveloped, the Yew Tree Centre is purpose-built to support those adults with more complex care needs. The centre offers a welcoming environment with specialist facilities—including a Changing Places toilet, several sensory room spaces, a spa bath, and tailored activity spaces—designed to promote independence, inclusion, and wellbeing. Its therapeutic activities and accessible features ensure every individual receives the support they need to thrive.



UV sensory space



- UV sensory work offers significant benefits for adults with profound and multiple learning disabilities (PMLD) encouraging nonverbal communication, exploration and promoting well being . These environments are particularly effective in supporting emotional regulation, reducing anxiety and agitation



Meadowside Addition of a New Self-Contained Flat

The recently added self-contained flat has been very successful, with the first occupant living independently there for the past few weeks while awaiting their permanent home, offering excellent support for independent living.

Table 14 – Adult Social Care developer contributions summary

ASCH 24/25	Secured	Received	Spent
	£360,811	£368,030	£444,084

Focus on: Public Rights of Way in Sevenoaks

Case Study: Access to schools and for recreation

9.7. KCC made an application to Sevenoaks District Council for CIL funding in July 2023. A bid of £209,000 was approved by the CIL Board in November 2023 to improve nine Public Rights of Way across the district. The improvements will include the provision of all-weather surfaces, signage and measures to encourage biodiversity.

9.8. Significant social, economic and environmental benefits are derived from the schemes with the projects improving safety and accessibility for the local community and wider public. Evidence completed for the projects demonstrated strong local support with particular focus on the safety improvements for vulnerable users such as school children. Works has so far been completed on three paths using the funding available :

- **Public Footpath SR80:** Resurfacing works were carried out on this key connecting route to the North Downs Way trail, improving accessibility and user experience.
Cost: £8,940



- **Public Footpath SU11:** Resurfacing works were undertaken to enhance safety for users, particularly those accessing nearby schools.
Cost: £24,875



SU11



SR54

- **Public Footpath SR54:** Improvements included resurfacing to provide a smoother, more accessible surface for pushchair and mobility aid users. The works also helped separate pedestrian use from private vehicular traffic.
Cost: £8,700

Focus on: Education

Case Study: Teynham Primary School, rebuild and 1FE expansion

Scheme Total Cost	£ 9,966,000
Developer contributions (to date)	£ 525,866
Scheme Delivered	2025

- 9.9. The new Teynham School provides an additional 1 form of entry to accommodate recent and planned growth in the local area. This increases its intake from 30 to 60 children each year.
- 9.10. The new school includes 256 solar panels installed on the roof of the two-story building, improving its energy efficiency. The project also includes new and expanded parking facilities, inclusive of E V charging facilities and space for scooters.
- 9.11. The school has primarily been forward funded by the Department of Education (DfE) Basic Need Funding with developer contributions recovering costs as children arrive from the new homes.



Table 15 – Education developer contributions summary

Education 24/25	Secured	Received	Spent
	£24,186,873	£15,101,848	£11,081,755

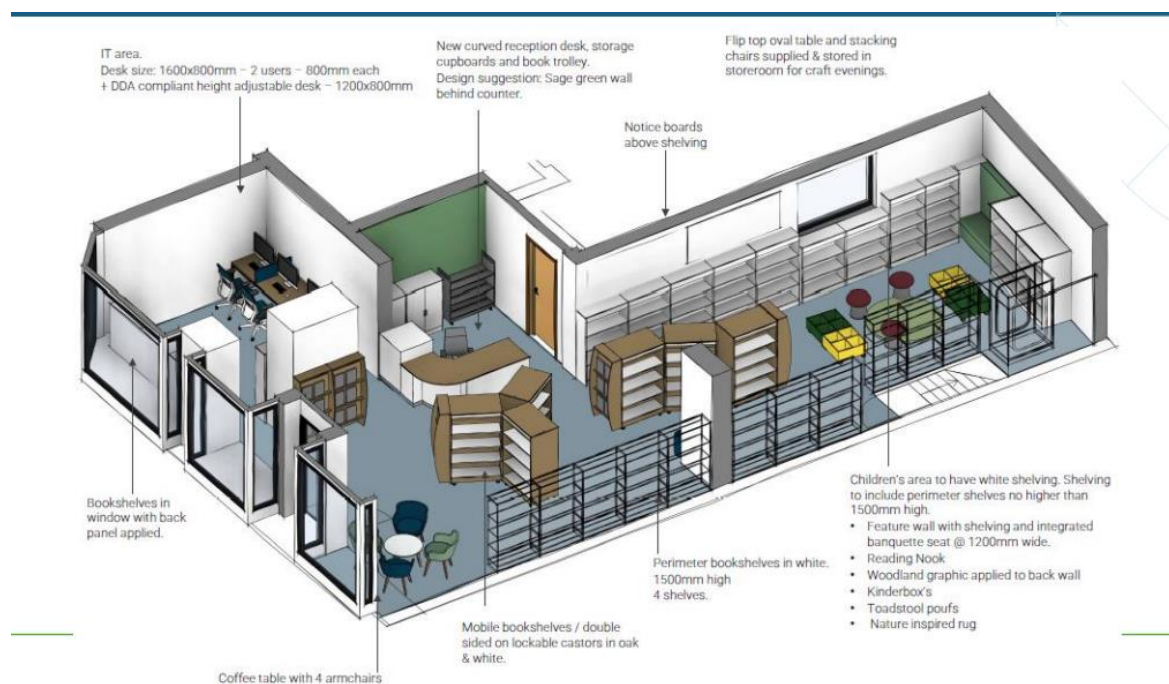
Focus on: Libraries, Records and Archives

Case Study: West Malling Library Library improvement works:

Scheme Total Cost	£ 35,060
Developer contributions (to date)	£ 35,060
Scheme Delivered	2024-2025

- 9.12. Improvements have been made to the layout of West Malling library to increase teen stock and create a study area and browsing space to meet the demand of an upswing in teenagers visiting the library.
- 9.13. Additional shelving was also purchased to accommodate the additional stock, tables, and chairs to increase study facilities. This had the added benefit of freeing up some shelving in the main library space for adult stock and generally improving our book lending offer.

Design:



New children's area and study area

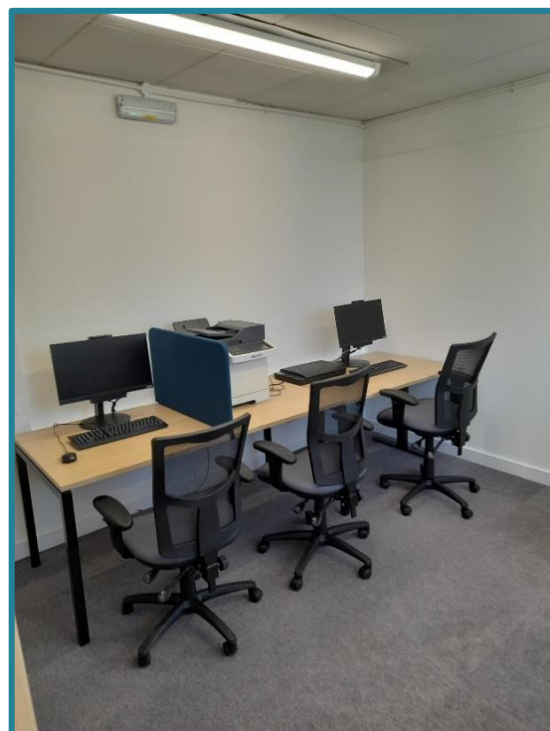


Table 16 – Community Facilities contributions summary

Community Facilities 24/25	Secured	Received	Spent
	£338,051	£771,400	£910,445

Focus on: s278 Highway schemes

Case Study: Old Thanet Way (A2990), Whitstable

S278 bond value: £419,865

- 9.14. The scheme comprises of highway improvement works relating to the adjacent Pearson Heights residential development site.
- 9.15. New pedestrian/cycle footways were built on the Old Thanet Way to facilitate movements between the development and local amenities. This included a new toucan crossing to provide a safe crossing point, improving an existing uncontrolled facility.
- 9.16. The road layout was altered to provide a new right turning facility. This ensures that traffic heading toward Chestfield and Herne Bay is not delayed as a result of vehicles waiting to turn right into the development. The detailed design and technical approval process took place in 2023 with construction of the highway works in 2024.



Case Study: Herne Bay Road, Sturry

S278 bond value: £1.1m

- 9.17. The scheme relates to the residential development site at Broad Oak Farm, providing a new roundabout together with pedestrian and cycle improvements.
- 9.18. The works included new carriageway construction and extensive resurfacing of existing areas of Herne Bay Road, along with drainage, lighting, lining and signing improvements. A new toucan crossing was provided along with pedestrian/cycleway facilities to provide connection to local amenities.
- 9.19. The detailed design and technical approval process took place in 2022 with construction of the highway works taking place between 2023 and 2025.

