

Agenda Item No: 11
Report To: Cabinet
Date: 9 June 2016
Report Title: Community Infrastructure Levy Preliminary Draft Charging Schedule Consultation
Report Author: Ashley Taylor, Principal Policy Planner
Portfolio Holder: Cllr Bennett, Planning, Development and Enforcement



Summary: The Community Infrastructure Levy (CIL) is a Levy which Local Authorities in England can choose to charge against most types of new development in their area. The money raised will be used to pay for infrastructure that is required to support the additional demand arising from new development.

In order to charge CIL the local authority must produce a charging schedule which identifies the rate or rates due by development.

In preparing and implementing CIL the authority must carry out two consultations on the proposals before the charging schedule is submitted for examination.

This report sets out the CIL Preliminary Draft Charging Schedule which is the first draft of the charging schedule for Ashford Borough, and is proposed for public consultation.

Key Decision: YES

Affected Wards: All

Recommendations: **The Cabinet be asked to:-**

- (i) Agree the proposed Community Infrastructure Levy Preliminary Draft Charging Schedule attached (subject to (ii) below) for public consultation for an 8 week period.**
- (ii) Delegate authority to the Head of Planning Policy and Economic Development to make any minor changes to the text and format of the document attached as may be necessary prior to public consultation.**
- (iii) Agree that any delay to the above decisions becoming implementable would seriously prejudice the Council's and the public's interests, for the reasons set out in para. 59 of the report, and that therefore with the consent**

of the Chairman of the Overview & Scrutiny Committee, these decisions are being made at this meeting as Urgent decisions within Overview & Scrutiny Procedure Rule 15(j)

Policy Overview:	<p>The CIL Preliminary Draft Charging Schedule contributes to the implementation of the Council's priorities set out in the Corporate Plan 2015-2020. The CIL will provide a funding mechanism to help support the implementation of the Local Plan 2030.</p> <p>The Planning Act 2008 introduced the ability for Local Authorities to choose to place a financial charge on new development in their areas, which is used to fund infrastructure needed to support development.</p> <p>The Community Infrastructure Levy Regulations 2010 (as amended) set out the requirements and processes for bringing the Levy into place. This is supported by statutory guidance set out in the National Planning Practice Guidance</p> <p>CIL Regulations also put in place restrictions on the use of S106 agreements to fund infrastructure.</p>
Financial Implications:	<p>Direct financial implications of the proposals will be the costs incurred in carrying out the public consultation. These are covered within existing budgets. The consultation is being carried out at the same time as the Local Plan consultation reducing overall costs.</p> <p>There are broader financial implications relating to the implementation of CIL, including infrastructure funding gaps and potential CIL income.</p> <p>The upfront and continuing costs to the local authority of preparing and implementing CIL can also be funded from CIL receipts subject to an annual percentage ceiling of 5%.</p>
Risk Assessment	YES
Equalities Impact Assessment	NO
Other Material Implications:	None
Background Papers:	Local Plan Draft Infrastructure Delivery Schedule Viability Study
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Report Title: Community Infrastructure Levy Preliminary Draft Charging Schedule Consultation

Purpose of the Report

1. This report sets out the Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule proposed for consultation.
2. The report sets out the background to CIL, the process and evidence requirements for implementing CIL and justification for proposing a CIL in Ashford Borough. It explains and justifies the rates proposed to be included in the Preliminary Draft Charging Schedule.

Issue to be Decided

3. The Cabinet is asked to approve the CIL Preliminary Draft Charging Schedule for public consultation, for a period of 8 weeks.
4. This is a key decision.

Background

5. CIL was introduced by the Planning Act 2008, and is a levy that Local Authorities can choose to charge on new development. The money generated can be used to fund a wide range of infrastructure that is needed to support development in the Borough, including transport, flood defences, schools, hospitals and other health and social care facilities.
6. In order to charge CIL local authorities must produce a charging schedule which identifies what development will pay CIL and at what rates.
7. The levy may be payable on development which creates net additional floor space, where the new build exceeds 100 square metres, or where a new house or flat is created (even if it is less than 100 square metres).
8. Through the Charging Schedule (CS) the charging authority sets out what type of development is liable for CIL in that charging area.
9. There are a number of exemptions set out in the regulations, which are not required to pay CIL, these include affordable housing, self-build, and charitable development.
10. The Charging Authority is responsible for the collection of CIL. The Charging Authority is also responsible for spending, with the exception of the neighbourhood portion of the levy, whereby 15% of receipts from development within a parished area are passed to the Town or Parish Council, for them to spend in their area. This is increased to 25% if a neighbourhood plan has been adopted. Outside parished areas, special 'ring-fencing' arrangements apply for the locality where the development takes place.

11. Further information on the collecting and spending of CIL is available in the Frequently Asked Questions, available on the Council's website at <http://www.ashford.gov.uk/community-infrastructure-levy>

The process for bringing in the CIL

12. Before a CIL charging schedule is adopted, there are two formal rounds of consultation, followed by an independent examination. Following the examination, the Charging Schedule may be adopted by the Council.
13. This report relates to the first formal stage of public consultation, the Preliminary Draft Charging Schedule (PDCS). A PDCS is a document which sets out the charging authority's initial proposals for the levy, for public consultation. The authority must take into account the comments it receives when firming up its proposals in the form of the draft charging schedule for public consultation and submission of examination.

Evidence requirements

14. In producing a charging schedule (CS), it must be supported by evidence in relation to infrastructure and viability.
15. Regulation 14(1) of The Community Infrastructure Levy Regulations 2010 (as amended) state that:

'In setting rates (including differential rates) in a charging schedule, a charging authority must strike an appropriate balance between –

a) the desirability of funding from CIL (in whole or in part) the actual and expected estimated total cost of infrastructure required to support development of its area, taking into account other actual and expected sources of funding; and

b) the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area.

In setting CIL rates in a charging schedule, a charging authority may also have regard to actual and expected administrative expenses in connection with CIL to the extent that those expenses can be funded from CIL.....'

16. The levy is expected to have a positive economic effect on development across a local plan area, and the charging authority should be able to show and explain how the proposed levy rates will contribute towards the implementation of their Local Plan and support development across the area. (NPPG; Reference ID: 25-009-2014612)
17. In demonstrating that the 'appropriate balance' has been made a charging authority must show that there is a need for infrastructure funding to support its Local Plan, and that there is insufficient funding from other sources to meet all infrastructure needs over the lifetime of the plan. Having established a funding gap, it must seek to balance the need for funding of infrastructure

through contributions from developers, with their impact upon development viability.

18. A CIL charging schedule must be informed by the following:
 - Development and policies in the relevant plan
 - Infrastructure delivery plan
 - Assessments of development viability, including
 - Analysis of past S106 receipts, including the extent to which affordable housing and other policy targets have been met.
19. The rates are required to be set based upon the viability of development, and not in relation to the expected infrastructure funding gap.
20. Charging schedules are required to be consistent with, and support the implementation of, an up-to-date 'relevant plan'. The NPPF states that '*where practical, charging schedules should be worked up and tested alongside the Local Plan*'. A charging authority may use a draft plan if they are proposing a joint examination of their relevant Plan and their levy charging schedule.
21. It is proposed that this charging schedule is brought forward in support of the draft Local Plan 2030, and the evidence supporting it is directly related to the proposals set out in the draft Plan.

Evidence Base and Rate setting

Infrastructure Delivery Plan

22. An infrastructure delivery plan is being produced to support the draft Local Plan. It also provides the infrastructure evidence to support the implementation of the Community Infrastructure Levy. The draft schedule is available included at Annex 2. It contains information on individual projects, timescale, cost, the level of confirmed funding, if the infrastructure is site specific and therefore expected to be delivered through S106, and the extent of the funding gap.
23. This has been informed by liaison with the relevant service providers to understand what infrastructure is needed as a result of new development proposed in the draft Local Plan 2030. The identified infrastructure requirements include:
 - Physical infrastructure such as road and rail improvements
 - Environmental infrastructure such as green corridor projects, strategic parks, water framework directive projects and flood defence schemes.
 - Social infrastructure such as schools and community facilities
24. Some of these facilities are proposed to be delivered by specific development schemes through the use of S106 and S278 agreements.

Approach to S106 and S278

25. The Council is required to set out how it proposes to scale back the use of S106 to fund infrastructure in the light of the CIL regulations. The use of S106

has a major impact upon the viability of development and potential CIL rate that can be charged. The Council must also be clear about what infrastructure is to be funded by S106 and what is to be funded by CIL. The regulations do not allow both sources of funding to be used to deliver the same infrastructure type or project ('double-dipping'). In this respect a Regulation 123 list must be produced which sets out what the Council intend to spend CIL on. Projects on that list cannot then be delivered using S106 monies, unless the list is first reviewed.

26. Whilst the use of S106 has been scaled back by the CIL regulations, it is still considered that this is the most appropriate and effective way to ensure the delivery of infrastructure in a timely manner, to serve development. Where possible, and in accordance with the regulations S106 contributions will be used to secure the delivery of infrastructure, by pooling up to 5 obligations. S278 agreements are also proposed to be used to secure the delivery of transport infrastructure, and in particular contribute towards the new motorway Junction, Junction 10a of the M20.
27. Junction 10a is therefore not proposed to be on the Regulation 123 list in the first instance, as S278 from development will be used to contribute towards the developer contribution element of the Highways England scheme until it is complete, expected in 2020.
28. Strategic site allocations are expected to deliver site-specific infrastructure through S106 and S278 agreements, and other large sites will also be expected to provide such contributions through the pooling of up to five S106 obligations to deliver individual projects which are needed to mitigate the impact of those developments. Where these are known reference is made to the requirements in the site specific policies in the Draft Local Plan 2030 and the Infrastructure Plan. S106s on these sites will be expected to contain provisions to mitigate the consequences of a new planning permission being required later, which would normally need a new S106 agreement (thus 'using up' one of the 5 pooled agreements).
29. It is proposed that a Developer Contributions Supplementary Planning Document will be produced to set out in detail the requirements for S106 and S278 contributions. This will be required to support the consultation on the draft Charging Schedule and its submission for examination.
30. An illustrative Regulation 123 list has been produced and is included in the PDCS consultation document at Annex 1. This illustrates the general approach whereby S106s will be pooled from five developments to deliver identified infrastructure projects, which are needed to meet the need of those five developments. These specific projects will be identified as exceptions, and CIL receipts cannot be used to fund those specific infrastructure projects.
31. Members will be aware of the Council's agreement with the HCA to use part of its CIL receipts to repay forward funding of Regional Infrastructure Funding (RIF) which was used to improve Junction 9 and Drover's roundabout. Whilst the current regulations do not allow the Council to use CIL to actually repay the money to the HCA the agreement requires the Council to top-slice CIL receipts within the former 'Growth Area' into a Transport Fund, within which a

percentage is required to be ring-fenced for the HCA. This project will therefore need to be identified on the Regulation 123 list.

The CIL funding gap

32. The funding information summarised below, is based upon known costs as at May 2016, and it is therefore likely to be an underestimation of the actual funding gap. It includes the commitment to repay RIF referred to above. There are a number of unfunded projects included in the infrastructure plan which are not currently costed, and ongoing discussions are taking place with relevant service providers where more infrastructure requirements are likely to be identified.
33. The CIL funding gap has been established having first considered other funding sources available, and those that are likely to be secured through S106 and S278 agreements.
 - Total infrastructure costs – £338.5 million
 - Total confirmed funding – £179.4 million
 - Total Funding Gap – £159.2 million ¹
 - CIL Funding Gap - £73.4 million ²
34. CIL receipts are generally not expected to, and will not in Ashford Borough, fund the entire funding gap. The Council will need to continue to work with private, public and voluntary sources to seek funding assistance in ensuring delivery of necessary infrastructure.
35. Initial modelling indicates that CIL receipts could be in the region of £11 million between 2018 and 2030³.
36. This evidence demonstrates that there is a funding gap that justifies the need to bring in CIL, and that CIL is able to make an important contribution to this funding gap.

Whole Plan and Community Infrastructure Levy Viability Study

37. In March 2015, the Council employed independent consultants to carry out a Whole Plan and Community Infrastructure Levy Viability Study. This work has been used to inform policy requirements for the draft Local Plan, as well as providing the evidence for the proposed CIL rates.
38. The study has been carried out in accordance with national policy and guidance using the residual valuation method. A typology of development sites and development scenarios that reflect the development proposed in the draft Local Plan has been tested, and it assesses the cost of proposed policies, including affordable housing. It also includes assumptions regarding

¹ Total includes unconfirmed funding which is proposed to be sought through S106/S278 agreements

² This is less than the total funding gap, as not all infrastructure can be funded by CIL, as some is proposed to be funded through S106/S278.

³ Based on assumptions including; housing development only that is likely to receive planning permission once CIL is adopted; average dwelling size of 80sqm in zone A and 100sqm in zones B and C; affordable housing exemptions of 30% in zone B and 40% in zone C; parish top slice or 15% in zones A and B, and 25% in zone C; and 5% administration costs.

potential S106 costs, with the modeling testing a range of different S106 levels. The CIL rates have been set to take into account reasonably high level of S106 contributions (an average of £12,000 in the urban area and £8,000 in the rural area), and all of the policy costs set out in the draft Local Plan.

39. An important part of the process was engagement with stakeholders, including house builders, developers, landowners, agents, and registered providers. Consultation was carried out by the Council's consultants in the form of a workshop in 2015, which has been used to inform the assumptions. Further consultation was carried out with estate agents in 2016 to update the sales values. This proposed consultation provides further opportunity for stakeholder involvement.
40. The key conclusions from the viability testing which have informed the CIL rates proposed are the following:
 - There are three residential value zones across the Borough, where viability of development differs significantly. The central area of Ashford Town has the weakest viability position and the villages and rural parts of the borough have the strongest viability position, with the urban area at and around Ashford Town being somewhere in between.
 - Provision of affordable housing for sites of 10 units or more, has a major impact upon the viability of development.
 - Where higher level of on-site infrastructure is required this reduces the potential for a CIL charge and in some cases no CIL can be justified.
 - Commercial development is generally unable to support a CIL charge, other than out-of-centre comparison retail development, and 'budget' hotel development.

The proposed Preliminary Draft Charging Schedule Rates

41. The proposed rates are set out on pages 11 and 12 of the PDCS consultation document at Annex 1 to this report. The following provides an explanation of the proposed rates.
42. In order to respond to the diverse nature of the borough, the PDCS proposed includes a variable CIL rate. However, it has sought to strike a balance between generating an overly complex set of rates and overly simplistic single rate which is in accordance with statutory guidance which states

'Charging authorities that plan to set differential rates should seek to avoid undue complexity, and limit the permutations of different charges that they set within their area'

Proposed Residential Rates

43. Different rates have been set for three different areas in the Borough which relate to the residential value areas. Variable rates are also proposed for different scales of development which is a direct result of the policy threshold for the requirement of affordable housing on sites of 10 or more units.

44. In Zone A (Ashford town central) the majority of development will not be required to pay any CIL, with the exception of small scale housing developments.
45. In Zone B (Ashford town urban and urban edge) two rates are proposed dependent upon the scale of development, resulting directly from the draft Local Plan's affordable housing policy threshold. Within this area, there are a range of different development typologies that are likely to come forward, including different requirements for S106. Developments in this area can therefore technically afford varying levels of CIL. A balance has had to be made between making the charging schedule overly complex, whilst seeking to maximise potential CIL revenue. It is considered that, based upon the evidence, the rate proposed is at a level which is considered reasonable and will not put the majority of development in this area, proposed in the draft Local Plan, at risk.
46. The strategic sites proposed in the draft Plan at Kennington and Court Lodge are proposed to have a nil rate. This is as a result of the requirements for on-site infrastructure provision through S106. Chilmington Green AAP area is proposed to have a nil rate for the same reason.
47. In Zone C (Villages and rural), two rates are proposed dependent upon the scale of development, resulting directly from the draft Local Plan's affordable housing policy threshold. This is the highest value area in the Borough, and the higher rates therefore reflect this.

Commercial Rates

48. Out-of-centre comparison retail and budget hotels are the only commercial development proposed to have a rate. This is a direct outcome of the viability evidence.
49. All other development is proposed to be nil rated.

The PDCS consultation

50. The consultation document is set out at Annex 1.
51. The document covers the following:
 - Background and Context to CIL;
 - Justification for CIL in Ashford Borough;
 - Preliminary Draft Charging Schedule
 - Implementing CIL
52. The consultation asks specific questions relating to the justification for CIL, the appropriateness of the proposed rates, and issues relating the implementation of CIL.
53. It is proposed that consultation will take place for 8 weeks, at the same time as the Draft Local Plan 2030.

Risk Assessment

54. If CIL is set too high, there is a risk that it will be challenged at examination and potentially be found unsound, because of the harm to the economic viability of development across the borough. As CIL is mandatory, this could potentially impact upon affordable housing and S106 contributions which are negotiable at the planning application stage. However, if CIL is set too low this will result in less funding being available for the required infrastructure.
55. It is considered that the rates proposed as set out in the PDCS strike an appropriate balance. The viability assessments have been undertaken by experienced experts involving in depth research and subsequent assumption setting, based upon the appropriate available evidence gathered. We will be further informed of the appropriateness of the rates by two rounds of public consultation, which will inform the rates which are submitted for examination.

Other Options Considered

56. The introduction of CIL is not a mandatory requirement to Local Authorities, however not doing so reduces the opportunity for the collection of money to fund infrastructure. Whilst CIL receipts will not fund the entire funding gap, they will make an important contribution to reducing it.

Consultation

57. Consultation has taken place with stakeholders to input into the viability work, through a workshop. Further consultation has also taken place with local estate agents to inform the sales values.
58. This proposed consultation on the PDCS and the future consultation on the draft Charging Schedule will help to further inform the Council, and proposed charging rates.
59. The need to carry out this consultation, as far as possible, in advance of the summer holiday period when many people will be on holiday, is the reason for this report being brought to this Cabinet meeting as an Urgent item of business. It will not be possible to allow the usual time for the involvement of the Overview & Scrutiny Committee if the consultation is not to be delayed too far into the summer holiday period, which would seriously prejudice the Council's and the public's interests. Therefore, the circumstances of the proposed decisions by the Cabinet have been explained to the Chairman of that Committee, who has agreed that they are reasonable in all the circumstances and that the Cabinet may take them at this meeting as Urgent decisions.

Implications Assessment

Legislative Implications

60. The key stages and requirements in progressing a CIL charging schedule and the main legal implications are set out in the main body of this report.

61. The primary legislation governing the making of and implementation of a CIL charging schedule is the Planning Act 2008 (as amended) and the Community Infrastructure Levy Regulations 2010 (as amended).

Handling / Next Steps

62. If the Cabinet agrees the Community Infrastructure Levy Preliminary Draft Charging Schedule for consultation, it is proposed that the public consultation will start during the week commencing 13th June 2016, and will be consulted on for a period of 8 weeks.
63. Responses to the consultation will need to be taken into account in producing the Draft Charging Schedule, which will be subject to a further period of public consultation, prior to be submitted for examination.

Conclusion

64. It is considered that the evidence demonstrates that there is a need to implement CIL in Ashford Borough in order to contribute to the cost of delivering infrastructure, which is needed to support development proposed in the draft Local Plan. The viability evidence shows that the proposed CIL rates have been set at a level that will not put the delivery of the Plan at risk, taking into account the policies proposed in the draft Local Plan as a whole.
65. It is therefore considered that an appropriate balance has been made between the desirability of funding infrastructure from CIL and the potential effects this has on the viability on development across the Borough. The proposals will have a positive economic effect on the area funding critical infrastructure whilst ensuring that development will still come forward.
66. Consultation on the Community Infrastructure Levy Preliminary Draft Charging Schedule is the first stage towards implementing the levy.

Portfolio Holder's Views

67. "The Community Infrastructure Levy on new development is considered vital to support the additional infrastructure projects required for the delivery of the Local Plan.
68. Officers have worked with the Planning Policy Task Group through the evidence and agreed the proposed rates for inclusion in this report and I recommend that this now is agreed and be released for public consultation".

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Ashford Community Infrastructure Levy Preliminary Draft Charging Schedule Consultation

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1 Introduction

1.1 This document sets out Ashford Borough Council's Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule (PDCS) for consultation.

1.2 CIL was introduced by the Planning Act 2008, and is a levy that Local Authorities can choose to charge on new development, which is used to fund infrastructure needed to support development.

1.3 The requirements for setting and implementing the levy are set out in the CIL regulations 2010 (as amended), and through statutory guidance.

1.4 Before a CIL charging schedule is adopted, there are two formal rounds of consultation, followed by an independent examination. The first formal stage is the consultation on a Preliminary Draft Charging Schedule (PDCS). The second is a consultation on the proposed Draft Charging Schedule (DCS). In producing the charging schedule, it must be supported by evidence in relation to infrastructure and viability. This document should be read alongside the following detailed evidence base documents, which support and justify the proposed charges:

- Ashford Borough Draft Infrastructure Delivery Schedule May 2016
- Whole Plan and Community Infrastructure Levy Viability Study 2016

Responding to this consultation

1.5 The easiest way to respond to this consultation is online, through the Council's consultation portal, which can be accessed at the following link:

1.6 The online document sets out a number of questions through the document, to be answered. There is also space to make general comments.

1.7 Alternatively, there is a representation form which can be downloaded from the consultation portal.

1.8 These should be sent to planningpolicy@ashford.gov.uk - please mark the subject line CILPDCS, or by post to Planning Policy, Ashford Borough Council, Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL.

2 Community Infrastructure Levy

What is the Community Infrastructure Levy?

2.1 The Community Infrastructure Levy (CIL) is a charge that local authorities can choose to levy on new development in their area. It partly replaces the existing process of planning obligations commonly known as 'Section 106' agreements.

2.2 CIL was introduced by the Planning Act 2008 and is defined in the CIL Regulations 2010 (as amended). Local Authorities have to meet a number of requirements in developing and adopting their CIL charging schedules. There have been a number of amendments to the original act and regulations, the current provisions are set out in:

- The Planning Act 2008, as amended by the Localism Act 2011
- The Community Infrastructure Levy Regulations 2010, as amended in 2011, 2012, 2013 and 2014.

2.3 The Government has also issued statutory guidance on the Community Infrastructure Levy, under S221 of the Planning Act 2008, which forms part of National Planning Practice Guidance.

What development is liable for CIL?

2.4 CIL is chargeable on new build floorspace only. It is based upon setting a pound per square metre charge on the gross internal floorspace of the net additional area of liable developments identified by the CIL Charging Schedule.

2.5 CIL can be charged on most buildings that people normally use, whether the proposal is for a new building or an extension resulting in 100 sqm or more of net increase in gross internal floorspace. Developments creating additional dwellings are liable for CIL even if they are less than 100 sqm.

2.6 Based upon the evidence, the Council can decide which types of development are liable for CIL, and the amount can vary dependent upon the location in the Borough, the use of the development and the size of the development.

What can CIL money be spent on?

2.7 The money can be used to fund a wide range of infrastructure that is needed as a result of new development in the Borough. Generally this will include for example roads and other transport facilities, schools, medical facilities, community facilities, flood defenses, sports and recreation facilities, open space and green infrastructure.

2.8 It can be used to fund new, improved, or replacement facilities, or for the on-going maintenance or operational costs of providing infrastructure. These costs must be related to the additional demands arising from new development, and not deal

with existing deficits in provision, unless those deficiencies will be made more severe by new development.

2.9 Under the CIL regulations, Parish and Town Council areas where CIL liable development takes place, will receive a proportion of CIL to spend on the infrastructure they want. This is 15% of the CIL receipts received for development that takes place in the parish area, capped at £100 per existing council taxed dwelling. Where a Neighbourhood Plan is in place, the portion is 25% and uncapped.

2.10 CIL will not be the sole funding source available to fund infrastructure needs, and will in fact contribute a relatively small proportion of the overall cost of delivering infrastructure in the Borough. It will be combined with other sources including those available from public sector bodies, infrastructure and service providers, as well as developer contributions received through S106 planning obligations.

2.11 Section 3 provides more specific information on the likely use of CIL funds in Ashford Borough.

2.12 Further information on the collecting and spending of CIL is available in the Frequently Asked Questions, available on the Council's website at <http://www.ashford.gov.uk/community-infrastructure-levy>

3 Justification for the Community Infrastructure Levy in Ashford Borough

3.1 Regulations 14(1) of The Community Infrastructure Levy Regulations 2010 (as amended) state that:

3.2 *'In setting rates (including differential rates) in a charging schedule, a charging authority must strike an appropriate balance between -*

1. the desirability of funding from CIL (in whole or in part) the actual and expected estimated total cost of infrastructure required to support development of its area, taking into account other actual and expected sources of funding; and
2. the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area.

3.3 *In setting CIL rates in a charging schedule, a charging authority may also have regard to actual and expected administrative expenses in connection with CIL to the extent that those expenses can be funded from CIL.....'*

3.4 The levy is expected to have a positive economic effect on development across a local plan area, and the charging authority should be able to show and explain how the proposed levy rates will contribute towards the implementation of their Local Plan and support development across the area. (NPPG; Reference ID: 25-009-2014612)

3.5 In demonstrating that the 'appropriate balance' has been made a charging authority must show that there is a need for infrastructure funding to support its Local Plan, and that there is insufficient funding from other sources to meet all infrastructure needs over the lifetime of the plan. Having established a funding gap, it must seek to balance the need for funding of infrastructure contributions from developers, with their impact upon development viability.

3.6 Therefore, a CIL charging schedule must be informed by the following:

- Development and policies in the relevant plan
- Infrastructure delivery plan
- Assessments of development viability
- Analysis of past S106 receipts, including the extent to which affordable housing and other policy targets have been met.

The 'relevant plan'

3.7 Charging schedules are required to be consistent with, and support the implementation of, an up-to-date 'relevant plan'. The NPPF states that *'where practical, charging schedules should be worked up and tested alongside the Local Plan'*. A charging authority may use a draft plan if they are proposing a joint examination of their relevant Plan and their levy charging schedule.

3.8 In the case of this charging schedule, it is being brought forward alongside the draft Ashford Local Plan 2030, and should be read in conjunction with this. The evidence is based upon the policies and proposals set out in the draft Plan, and supports both the draft Local Plan and the proposed Preliminary Draft Charging Schedule.

3.9 A summary of the Council's evidence is provided below, with full documents accessed on the Local Plan evidence base page on the Council's website.

The draft Ashford Local Plan 2030

3.10 In summary the draft Local Plan 2030 proposes the following:

- A requirement for 12,200 new dwellings in the Borough over the period 2016 and 2030.
- Site allocations for just over 5000 dwellings
- A jobs target of 11,100 jobs over the period 2014 and 2030, with allocations for 66 ha of employment land over the period 2015 and 2030.

3.11 Major site allocations in and around Ashford include:

- Court Lodge Farm (policy S3) – a residential-led scheme for up to 950 dwellings including a new two-form entry primary school, local centre of shops and services and extension to the proposed 'Discovery Park';
- Land east of Willesborough Road, Kennington (policy S2) – a residential-led scheme of up to 700 dwellings including a new two form entry primary school;
- Land at Eureka Park (policy S20) – a mixed use allocation for high quality employment space and residential development of up to 300 dwellings;
- Land south of Kingsnorth (policies S4 and S5) – a combination of residential site allocations totalling 420 dwellings in aggregate creating a large green buffer zone south of Kingsnorth village.

3.12 A number of smaller site allocations in the rural area, the largest being 80 dwellings in Hamstreet.

3.13 The draft Local Plan proposes a range of topic policies against which planning applications will be determined, covering issues such as housing, employment, environment, transport and provision of community facilities. A number of policies have a direct impact upon development viability, including:

- Provision of affordable housing (policy HOU1)
- Requirements for self-build (policy HOU6)
- Accessibility standards (policy HOU14)
- Green Space requirements (policy COM2)
- Residential space standards and private amenity space (policies HOU12 and HOU15)
- Water efficiency and BREEAM (policies ENV7 and ENV10)

Infrastructure Delivery Plan

3.13 We have carried out an assessment of the infrastructure needs resulting from the development proposed in the draft Local Plan 2030, in liaison with infrastructure delivery partners.

3.14 This is set out in the Infrastructure Delivery Schedule which is a snapshot as at May 2016 of infrastructure requirements that have so far been identified by delivery partners, as being needed over the lifetime of the Plan. This list includes:

- Physical infrastructure such as road and rail improvements
- Environmental infrastructure such as green corridor projects, strategic parks, water framework directive projects and flood defense schemes.
- Social infrastructure such as schools and community facilities

3.15 The full schedule can be viewed here <http://www.ashford.gov.uk/local-plan-2030-evidence-base>

3.16 Some of the infrastructure identified is proposed to be delivered by specific development schemes through the use of S106 and S278 agreements.

Proposed approach to S106 and CIL and Regulation 123 List

3.17 The Council is required to set out how it proposes to scale back the use of S106 to fund infrastructure in the light of the CIL regulations.

3.18 Whilst the use of S106 has been scaled back by the CIL regulations, it is still considered that this is the most appropriate and effective way to ensure the delivery of infrastructure in a timely manner, to serve development. Where possible, and in accordance with the regulations S106 contributions will be used to secure the delivery of infrastructure, by pooling up to 5 obligations. S278 agreements are also proposed to be used to secure the delivery of transport infrastructure, and in particular contribution towards the new motorway Junction for the M20; Junction 10a.

3.19 Strategic site allocations are expected to deliver site-specific infrastructure through S106 and S278 agreements, and other large sites will also be expected to provide such contributions through the pooling of up to five S106 obligations to deliver individual projects which are needed to mitigate the impact of those developments. Where these are known reference is made to the requirement in the site specific policies in the draft Local Plan, and in the Infrastructure Delivery Plan.

3.20 An illustrative draft regulation 123 list is included at Appendix 1. This follows the general approach whereby S106s will be pooled from five developments to deliver identified infrastructure projects, which are needed to meet the need of those five developments. These specific projects have been identified as exceptions, and CIL receipts cannot be used to fund those specific infrastructure projects.

The CIL Funding Gap

3.21 The following provides a summary of the known costs of infrastructure and infrastructure funding gap.

3.22 The CIL funding gap has been established having first considered other funding sources available, and those that likely to be secured through S106 and S278 agreements.

- Total infrastructure costs – £338.5 million
- Total confirmed funding – £179.4 million
- Total Funding Gap – £159.2 million ¹
- CIL Funding Gap - £73.4 million ²

3.23 It should be noted that this is a live document, and that this version is a snapshot in time. Some of the infrastructure projects are currently subject to ongoing discussions with providers, funding agencies and developers. Conclusions of these discussions may influence the funding gap analysis, and this will be updated for future consultations and at submission of the Local Plan and Community Infrastructure Levy for examination in public.

Potential CIL receipts

3.24 Initial modelling, which is based upon the proposed CIL rates set out in the PDCS and taking into account known exemptions, costs of administration and the Parish Council top slice, indicate that CIL receipts could be in the region of £11 million between 2018 and 2030.

Conclusion

3.25 It is considered that this evidence demonstrates that there is a funding gap that justifies the need to introduce CIL, and that CIL is able to make an important contribution to this funding gap.

Whole Plan and Community Infrastructure Levy Viability Study

3.26 In March 2015, the Council commissioned a Whole Plan and Community Infrastructure Levy Viability Study. The assessment was carried out in stages and tested a number of different scenarios. It has been used to inform policy requirements for the draft Local Plan, as well as providing the evidence for the proposed CIL rates.

3.27 A typology of development sites and development scenarios that reflect the development proposed in the draft Local Plan have been tested, and it assesses the

¹ Total includes unconfirmed funding which is proposed to be sought through S106/S278 agreements

² This is less than the total funding gap, as not all infrastructure can be funded by CIL, as some is proposed to be funded through S106/S278.

cost of proposed policies in the draft Local Plan, including affordable housing. It also includes assumptions regarding potential S106 costs, with the modeling testing a range of different S106 levels. The CIL rates have been set to take into account reasonably high level of S106 contributions. The approach was broad brush and based on the residual valuation method, carried out in accordance with national policy and guidance. More detailed assessments have been carried out for the larger strategic housing sites.

3.28 An important part of the process was engagement with stakeholders, including house builders, developers, landowners, agents, and registered providers. Consultation was carried out by the Council's consultants in the form of a developers workshop in 2015, which has been used to inform the assumptions. Further consultation was carried out with estate agents in 2016 to update the sales values.

Key outputs

- The study demonstrates that the CIL rates proposed will not put development of the draft Local Plan at risk
- The CIL rates have been set at a level below (30% for residential and 50% for commercial) the maximum CIL rate achievable; to ensure that the rates do not put the delivery of development at risk.
- There are three distinct residential value areas across the borough, which has formed the basis for the residential charging zones.
- Different residential rates are proposed for minor and major development, given that minor development is not required to provide affordable housing, in accordance with Policy HOU1 of the draft Local Plan.
- The two strategic sites proposed in the draft Local Plan (Policy S2 and Policy S3) are proposed to have a nil rate. This is supported by the viability evidence and is a result of in the higher levels of S106 obligations that will be required to deliver infrastructure on site.
- Chilmington Green AAP area is also proposed to be nil rated
- Out-of-centre comparison retail development and budget hotels are the only type of commercial development which can support a CIL charge.

Summary of S106 Planning Obligations data

3.29 The CIL guidance requires charging authorities to prepare and provide information about the amounts of S106 raised in recent years and the extent to which affordable housing and other S106 policy requirements have been met.

3.30 Between 2009 and 2016 the Council has collected in the region of £25 million from S106 contributions, an average of £3.5 million a year.

3.31 S106 contributions that have been secured through planning permissions vary significantly between individual development proposals. This is a result of a number of factors including site locations, policy requirements, infrastructure needs, and viability considerations.

3.32 In the urban area, planning permissions have secured on average £13,000 per dwelling, and in the rural area, £9,500 per dwelling. This is based upon data for sites of 10 dwellings or more and S106s which were signed prior to the CIL regulations coming into effect in April 2015.

3.33 A review of planning permissions which were subject to existing policies in relation to affordable housing and other S106 contributions, demonstrates that not all developments have been able to meet all current policy requirements³. Where this has been the case, the Council has implemented a deferred contributions approach.

3.34 In terms of affordable housing, it is developments within the Ashford town centre area that have not been able to meet the affordable housing policy requirement. The majority of development in the Ashford suburban area and the rest of the borough have met the required affordable housing policy requirements.

3.35 In relation to other s106 requirements, it is again the sites within the Ashford town centre area which have not been able to meet the S106 policy requirements. In addition to this in the region of 25% of planning permissions in Ashford urban area have been unable to make the full S106 contributions, for reasons of development viability.

3.36 This analysis supports the findings of the Viability Study, and has informed the proposed CIL rates.

Conclusions

3.37 It is considered that the evidence demonstrates that there is a need to implement CIL in Ashford Borough in order to contribute to the cost of delivering infrastructure, which is needed to support development proposed in the draft Local Plan. The viability evidence shows that the proposed CIL rates have been set at a level that will not put the delivery of the Plan at risk, taking into account the policies proposed in the draft Local Plan as a whole.

3.38 It is therefore considered that an appropriate balance has been made between the desirability of funding infrastructure from CIL and the potential effects this has on the viability on development across the Borough. The proposals will have a positive economic effect on the area funding critical infrastructure whilst ensuring that development will still come forward.

CONSULTATION QUESTION 1

Do you support the implementation of the Community Infrastructure Levy in Ashford Borough?

Please provide comments and evidence in support of your view.

³ The draft Local Plan proposes different policy requirements for affordable housing, taking into account the Viability Study, which the proposed CIL rates are based upon.

4 Preliminary Draft Charging Schedule

Charging Authority and Charging Area

4.1 The Charging Authority is Ashford Borough Council.

4.2 The charging area covers the administrative area of Ashford Borough, as shown in Map 1, Appendix 2.

Preliminary Draft Charging Schedule

4.3 The proposed Preliminary Draft Charging Schedule for Ashford Borough is set out in Tables 1, 2, 3 and 4 below.

4.4 Differential rates have been set for different uses, sizes of development and locations within the Borough. Map 1 shows the locations of the proposed charging zones across the Borough.

Table 1: Residential (C3 and C4, excluding sheltered)

Development size ⁴	CIL rate (£ per square metre)		
	1-9 units		10 + units
ZONE (as per Map 2, Appendix 2)			
Zone A Ashford Central	Flats - £0	Houses - £75	£0
Zone B Ashford Hinterlands[#]	£145		£30
Zone C Rest of Borough	£200		£60

#Excluding strategic sites at Chilmington Green, Court Lodge and Kennington, as set out in Table 3.

NB. In Zone A on sites of 1-9 units, there are different rates proposed for flats and houses. For all other development locations and sizes, the rates for flats and houses are the same.

Table 2: Retail Development

Retail Development	CIL rate (£ per square metre)
Out of centre large scale comparison retail ⁵	£100
All other retail development	£0

⁴ Size threshold a direct result of the threshold for providing Affordable Housing in Draft Local Plan Policy HOU1.

⁵ Out-of-centre is defined as locations that are not in, or on the edge (within 300m) of Primary Shopping Areas identified in the draft Local Plan. Large scale comparison retail is defined as proposals with a net retail selling space of over 280 sq m, which sell primarily comparison goods (including retail warehouses and factory outlet centres)

Table 3: Strategic sites (all development)

Strategic Site	Relevant Local Plan Policy	CIL rate (£ per square metre)
Chilmington Green	Chilmington Green AAP	£0
North of Willesborough Road, Kennington	Draft Local Plan Policy S2	£0
Court Lodge	Draft Local Plan Policy S3	£0

Table 4: All other development

All other development	CIL rate (£ per square metre)
'Budget' Hotel (out-of-centre) ⁶	£30
Sheltered Housing Development falling in use classes B1, B2, B8, C1, D1, D2	£0

CONSULTATION QUESTION 2

Do you agree with the proposed CIL charge rates for residential uses, as set out in Table 1 and Map 2.

Please provide comments and evidence in support of your view.

CONSULTATION QUESTION 3

Do you agree with the proposed CIL charge rates for retail development, as set out in Table 2.

Please provide comments and evidence in support of your view.

CONSULTATION QUESTION 4

Do you agree with the proposed CIL charge rates for the strategic sites, as set out in Table 3.

Please provide comments and evidence in support of your view.

CONSULTATION QUESTION 5

Do you agree with the proposed CIL charge rates for all other development, as set out in Table 4.

Please provide comments and evidence in support of your view.

⁶ Out-of-centre is defined as locations that are not in, or on the edge (within 300m) of Primary Shopping Areas identified in the draft Local Plan. Budget hotel is defined as a property without an extensive food and beverage operation, with limited en-suite and in-room facilities (limited availability of such items as hair driers, toiletries etc), low staffing and service levels and a price markedly below that of a full service hotel (Source: British Hospitality Association Trends and Development Report 2012)

5 Implementing the Community Infrastructure Levy

5.1 The regulations set out the requirements for the process of implementing the Community Infrastructure Levy in a Charging Area. The regulations allow the Council to implement discretionary options with regard to payments and exemptions, which are explained in more detail below.

5.2 The Council is considering whether or not it would be appropriate for these to be applied in Ashford Borough, and this consultation is asking for views on this.

How and when is the levy collected?

5.3 Part 8 of the Community Infrastructure Levy Regulations 2010 (as amended), sets out the legal framework for calculating and collecting the levy. There a number of requirements placed upon those liable for the levy and the collecting authority, including the following:

- Applications for planning permission should include completed copies of the 'additional CIL information form'
- When permission is granted by way of a general consent, the developer or landowner must submit a 'notice of chargeable development'
- The developer, landowner or another interested parts must assume liability for the levy by submitting an 'assumption of liability form'
- The collecting authority then issues a 'liability notice' which sets out the charge due and details of the payment procedure
- The relevant person(s) then submit a 'commencement notice' setting out when the development is going to start
- The collecting authority then issues a 'demand notice' setting out the payment dates
- On commencement of development, the landowner, or whoever has assumed liability, should follow the correct payment procedure
- The collecting authority must issues a receipt for each payment received

5.4 Charges of the levy become due from the date that a chargeable development is commenced, and are payable in full at the end of the period of 60 days from the intended commencement date. Where a development is subdivided into phases, each phase is considered to be a separate chargeable development.

5.5 The regulations allow a charging authority to allow payments by installment. If they wish to do this, they must have published an instalments policy on their website. The charging authority can decide the number of payments, the amount and time due. The authority may revise or withdraw the policy when appropriate.

Installment Policy

5.6 An installments policy can assist the viability and deliverability of development, and willingness to allow an installments policy can be a material consideration in assessing the viability of proposed rates. Explain how this was dealt with in the viability work.

CONSULTATION QUESTION 6

Do you think that an installments policy should be applied in Ashford Borough?

Please explain and justify your answer.

Payments in kind

5.7 A charging authority can choose to accept payments in kind. This can be through land and/or infrastructure being provided, instead of money, to satisfy a charge arising from the levy.

5.8 If a charging authority wishes to adopt such a policy, it must publish a policy document which sets out the conditions in detail.

CONSULTATION QUESTION 7

Do you think that Ashford Borough Council should accept payments in kind, through land and/or infrastructure, to satisfy a charge arising from the levy?

Please explain and justify your answer.

Exemptions from CIL

5.9 The regulations identify the following types of development that are mandatorily exempt from CIL:

- Development of less than 100 sqm, unless it is a new dwelling
- Self-build dwellings and residential annexes and extensions
- Affordable housing
- Development by registered charities for the delivery of charitable purposes
- Buildings which people do not normally go into; buildings which people only enter intermittently for the purposes of inspection or maintenance; and structures which are not building, such as pylons

- Specified types of development which local authorities decide should be subject to a 'zero' rate and specified as such in their charging schedules
- Vacant buildings brought back into use, where there is no increase in floorspace
- Development where the levy liability is calculated to be less than £50.

Discretionary relief

5.10 There are also additional forms of discretionary relief which a charging authority can choose to apply.

Discretionary Charitable Relief

5.11 A charging authority can choose to offer discretionary relief to a charity landowner where the greater part of the chargeable development will be held as an investment, from which the profits are applied for charitable purposes. The charging authority must publish its policy for giving relief in such circumstances.

Discretionary Social Housing Relief

5.12 Discretionary social housing relief may also be applied where the development is for affordable housing types which do not meet the criteria required for mandatory social housing relief and not regulated through the National Rent Regime. If a charging authority wishes to offer discretionary social housing relief, it must set out what is required to qualify for this relief, including the criteria governing who is eligible to occupy the homes and how these will be allocated.

Exceptional Circumstances Relief

5.13 Charging authorities may choose to offer relief from the levy in 'exceptional circumstances', where the charging authority considers that requiring the payment of the charge would have an unacceptable impact on the economic viability of the chargeable development. A charging authority wishing to do so must first publish a notice of its intention to do so, and claims are then considered on a case by case basis.

5.14 In deciding whether to apply discretionary forms of relief the charging authority must be satisfied that the relief does not constitute a notifiable state aid.

5.15 Ashford Borough Council's initial view is that exceptional circumstances relief should not be applied in the Borough. This is on the basis that the viability evidence demonstrates that the development proposed in the draft Local Plan is viable taking into account the proposed CIL rates and policies proposed in the draft Local Plan. Sufficient sensitivity testing has been carried out and a comfortable buffer has been applied to allow for potential additional site abnormalities.

CONSULTATION QUESTION 8

Do you think that discretionary charitable relief should be applied in Ashford Borough?

Please explain and justify your answer.

CONSULTATION QUESTION 9

Do you think that discretionary social housing relief should be applied in Ashford Borough?

Please explain and justify your answer.

CONSULTATION QUESTION 10

Do you think that exceptional circumstances relief should be applied in Ashford Borough?

Please explain and justify your answer.

Appendices

Appendix 1 – Illustrative Reg 123 List

Produced as information to support Community Infrastructure Levy Preliminary Draft Charging Schedule Consultation

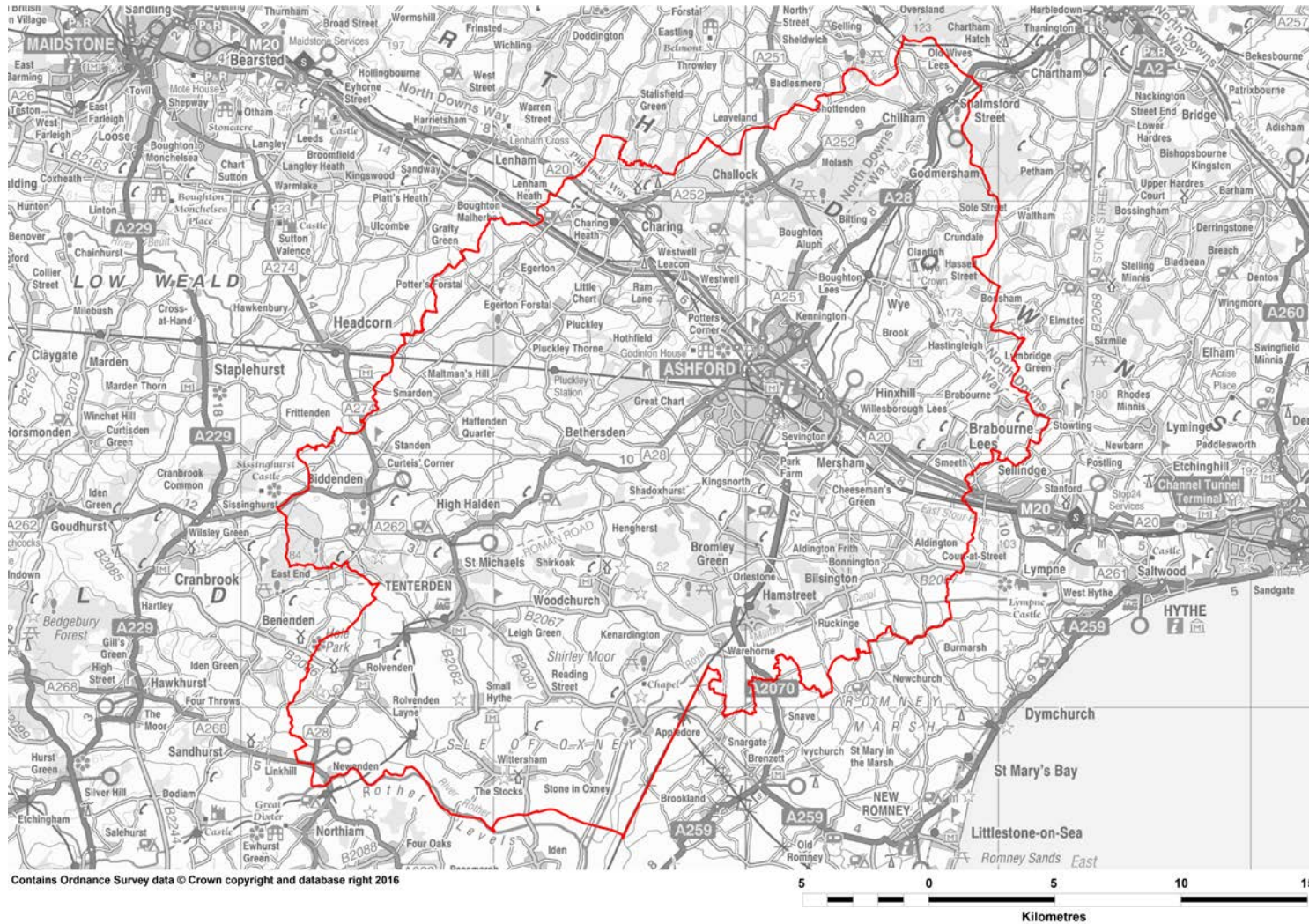
Project or Infrastructure Type	Exclusions*
Transport and Parking	
Regional Infrastructure Funding repayments ⁷	
Cycling Strategy Projects	Site specific cycle provision
Bus service improvement	Site specific bus service provision
Town Centre car parks	
Park and ride provision	
Education	
Provision, improvement, and replacement of Primary and Pre-School education facilities	<ul style="list-style-type: none"> • Project 2.1- Ashford Central New 2FE Primary School (Town Centre) • Project 2.2 - Kennington/Willesborough New 2FE Primary School • Project 2.3 - Court Lodge New 2FE Primary School • Projects 2.4 and 2.5 - Phases 1 and 2 of Cheeseman's Green Primary School • Projects 2.6, 2.7, 2.8, 2.9 and 2.10 - Chilmington Green 2FE Primary Schools • Project 2.11 – Tenterden 1FE Juniors and Infants Expansion
Provision, improvement and replacement of Secondary education facilities	<ul style="list-style-type: none"> • Projects 2.12 and 2.13 – Phases 1 and 2 Chilmington Green New 6FE Secondary School
Ashford College Phase 2	
Adult Community Learning	<ul style="list-style-type: none"> • Project 2.19 • Project 2.20
Water and Flood Risk	
Flood alleviation Schemes, including South Ashford Scheme	Site specific flood alleviation
Water Framework Directive Environmental Improvement Projects	Site specific requirements
Health and Social Care	
Adult Social Care Facilities	<ul style="list-style-type: none"> • Projects 5.6, 5,7 and 5,8 – Changing Places Facilities
Primary Health Care Facilities	Projects to be identified
Hospital Facilities	Projects to be identified
Community Facilities	

⁷ Used to fund improvements at J9 of M20 and Drover's roundabout

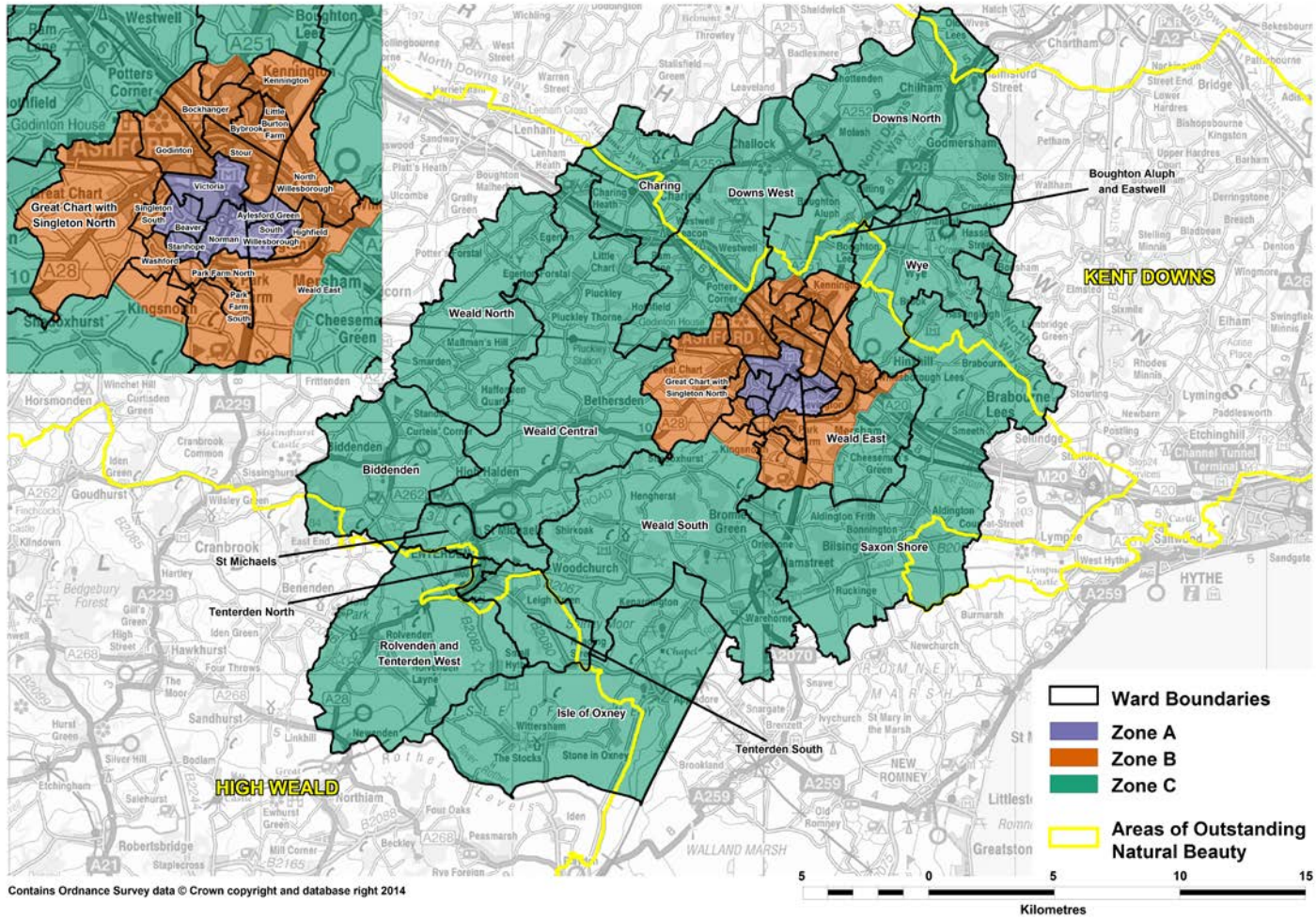
Library provision	<ul style="list-style-type: none"> • Project 6.1 – Ashford Gateway Plus reconfiguration • Project 6.2 – Chilmington Green Library Provision • Project 6.3 – Library Bookstock • Project 6.4 – Tenterden reconfiguration and new book display
Youth provision	<ul style="list-style-type: none"> • Project 6.5 – Chilmington Green Youth provision • Project 6.6 – Ashford North Youth Centre
Community centres	<ul style="list-style-type: none"> • Project 6.10 – Chilmington Green Community Centres • Project 6.11 – Repton Park Community Centre • Project 6.12 – Park Farm Recreation Centre • Project 6.13 Court Lodge Community Centre
Cemetery	
Police Station provision and equipment	
Sport and Recreation	
Stour Centre and Tenterden Leisure Centre enhancement and expansion	
Strategic Parks	<ul style="list-style-type: none"> • Discovery Park Phase 1 • Discovery Park Phase 3 Wetlands Park (Court Lodge) • Conningbrook Phase 1
Provision of sport and recreation hubs	Site specific requirements
Outdoor Sports Pitches	Site specific requirements
Indoor Sports Facilities	Site specific requirements
Provision of Strategic Children and Young People's Play Facilities at Conningbrook, Discovery Park and Sandyhurst Lane	Site specific requirements
Green Infrastructure/Biodiversity	
Green corridor expansion, improvement and enhancement	Site specific requirements
Biodiversity Opportunity Areas projects	Site specific requirements
Allotments	Site specific requirements
Public Realm and Art	
Public Realm Projects	Site specific requirements
Public Art Provision	Site specific requirements
Art and cultural space	Site specific requirements

***Exclusions where provision is required to meet a site specific need, and up to five S106s will be pooled to contribute to the project. Specific projects have been identified where these are known. There may be other projects which will be secured through S106/S278 agreements where these meet Regulations 122 and 123 of the Community Infrastructure Levy Regulations 2010 (as amended)**

Appendix 2 – Map 1 Charging Area Borough Map



Map 2 – Residential Charging Zones



1. TRANSPORT

	Infrastructure Type	Project	Priority	Interdependence with LP sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Indicative cost	Funding position Confirmed Potential	Expected funding gap	Potential CIL project	Comments
1.1	Strategic Highways	Junction 10a	High	Many				DFT, Highways England	£60m	£35m DFT £19.7 (LGF) Up to £16m from existing S106 and future S278	Unknown	Not in first instance	If insufficient S278 monies have been collected prior to completion of junction – CIL will then be utilised.
1.2	Strategic Highways	M20 resurfacing	Low					Highways England	Unknown	None	Unknown	Unknown	
1.3	Strategic Highways- Trunk Road Network	Orbital Park roundabout upgrade- final	Medium	Waterbrook				KCC Highways/ Highways England	Unknown	Developer Funded TBC	None	NO	
1.4	Strategic Highways- Trunk Road Network	A28 Chart Road Widening	High	Chilmington Green				KCC Highways and Transportation	£33m	£10m (SELEP) £23m Chilmington S106	None	NO	
1.5	Strategic Highways- Trunk Road Network	M20 Junction 9/Drover's Roundabout	n/a	Various to west of Ashford town				Complete	£15.1m (9.6m left to repay)	£200,000 signed S106s £5.6m Chilmington S106 Future S278/CIL	£3.8m	YES	Forward funded through Regional Infrastructure Funding
1.6	Highways	Pound Lane Link Road	High	Court Lodge				KCC Highways/ABC/Developer	£4 m	S106/S278 Need for other funding sources LTP/RGF	Unknown	NO	
1.7	Highways	Traffic signalisation optimisation in the Town Centre – Victoria Way	High	Town Centre sites				KCC Highways –	£200,000	S106/S278 Developer funded	None	NO	Scheme currently being designed as mitigation to town centre schemes
1.8	Highways	Any other works identified – through modelling on new Local Plan Focus on key junctions along the corridor and how to ensure traffic flows are not worsened by traffic generation of allocated sites.	Medium	Willesborough and Kennington definitely. Others potentially.				KCC Developers	£750,000	S106/S278 Site specific mitigation	Unknown	NO	
1.9	Rail	Ashford Spurs	Medium	None specifically				Network Rail	Cost under review	£5m (LGF) £700,000 Network Rail	TBC	NO	
1.10	Rail	Ashford to Hastings Line upgrade	Low	None				Network Rail	Unknown	Network Rail Control Period 5 Funding	Unknown	NO	
1.11	Rail	Capacity increase for domestic services, including high speed	Low	None	Ongoing			Network Rail	Unknown	Unknown	Unknown	NO	
1.12	Rail	Park Farm Rail Hub	Low	None				Network Rail	£8m	Funding from development	Unknown	Unknown	
1.13	Bus	New public transport stop – (2 of these – college and one delivered for chilmo)	Low	Victoria Way Site				KCC Highways	£1.3 million	TBC	TBC	NO	

1.14	Bus	Bus service improvement – Bus provision, capacity and frequency, including between major growth points and town centre	Medium	All sites	Ongoing			Developer/Bus Providers	Unknown	S106 site specific improvements	Unknown	YES	
1.15	Cycling	Cycling strategy projects	Low	Various	Ongoing			Various	£4.3 million	None – site specific potential through S106	£4.3 million	YES	
1.16	Parking	Two multi-storey car parks in the Town Centre	Medium	Sites in the Town Centre				ABC, Developers	£18m	None	£18 million	YES	
1.17	Parking	Park and Ride site at Maidstone Road	Low	Various				KCC, ABC	Unknown	None	Unknown	YES	
1.18	PROW	Pedestrian bridge over railway line at Kennington/Court Lodge	High	Kennington, Conningbrook				Developer, Network Rail	Unknown	Developer, Network Rail, Other	Unknown	TBC	

Total known costs	Confirmed funding	Funding gap	CIL funding gap
£139.15 million	£93.7 million	£45.45 million	£26.1 million

2. EDUCATION

	Infrastructure Type	Project	Priority	Required to Local Plan Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position Confirmed Potential	Expected funding gap	Potential CIL project	Comments
2.1	Primary Education	Ashford Central New 2 FE Primary School (Town Centre)	Medium	Required to accommodate existing commitments				KCC (or successor)	£7.2 million	Existing and future S106s - TBC	TBC	NO	Given recent changes in Government policy etc, delivery body over lifetime of this Local Plan may not be KCC but potentially a "successor"
2.2	Primary Education	Kennington / Willesborough New 2FE Primary School	Medium	Kennington Conningbrook Eureka Willesborough Lees and other potential sites in north west Ashford				KCC (or successor)	£7.2 million	Education Funding Agency (EFA) and S106 from aforementioned sites	TBC	NO	
2.3	Primary Education	Court Lodge New 2FE Primary School	Medium	Kingsnorth Court Lodge Park Farm Pound Lane and other potential sites in south west Ashford				KCC (or successor)	£7.2 Million	S106 from aforementioned sites	TBC	NO	
2.4	Primary Education	Cheeseman's Green new 1FE School (first phase). Off-site temporary location in place moving to permanent built premises by September 2017	Medium	Cheeseman's Green				KCC	£4.5 million	Existing Cheeseman's Green S106 Basic Need	None	NO	
2.5	Primary Education	Cheeseman's Green expansion 1FE (second phase)	Medium	The Park, Cheeseman's Green Waterbrook				KCC	TBC	S106 from aforementioned sites	TBC	NO	
2.6	Primary Education	Chilmington Green 1 – New 2FE Primary School plus 26 space (FTE) Early Years provision	Medium	Chilmington Green				KCC	£7.2 Million	Chilmington Green S106 plus KCC	TBC but likely + £1.2m	NO	
2.7	Primary Education	Chilmington Green 2 – New 2FE Primary School plus 26 space (FTE) Early Years provision	Medium	Chilmington Green				KCC	£7.2 Million	Chilmington Green S106 plus KCC	TBC but likely + £1.2m	NO	
2.8	Primary Education	Chilmington Green 3 – New 2FE Primary School plus 26 space (FTE) Early Years provision	Medium	Chilmington Green				KCC	£7.2 Million	Chilmington Green S106 plus KCC	TBC but likely + £1.2m	NO	
2.9	Primary Education	Chilmington Green 4 – New 1FE Primary School with ability to expand to 2FE plus 26 space (FTE) Early Years provision	Medium	Chilmington Green				KCC	£4.5 million	Chilmington Green S106 plus KCC	TBC	NO	
2.10	Primary Education	Chilmington Green 4 – 1FE (second phase)	Medium	Chilmington Green				KCC	TBC	S106 plus KCC	TBC	NO	

2.11	Primary Education	Tenterden – 1FE Juniors and Infants expansion	Medium	Tenterden sites					TBC	S106	TBC	NO	
2.12	Secondary Education	Chilmington Green New 4FE Secondary School (phase one)	Medium	Chilmington Green				KCC	Proportion of £22.5 million (6FE – phase one and two, see below)	Chilmington Green S106	TBC	NO	
2.13	Secondary Education	Chilmington Green New 2FE Secondary School (phase two)	Medium	Chilmington Green				KCC	Proportion of £22.5 million (6FE – phase one and two, see above)	Chilmington Green S106	TBC	NO	
2.14	Secondary Education	Chilmington Green Secondary School Extension – additional 2FE	Medium	Chilmington Green				KCC	Unknown	TBC – Existing S106 Future S06/CIL	TBC	TBC	Strategic 2 FE may come forward beyond 2030
2.15	Higher and Further Education	Relocation of Ashford College to Elwick Road and Station Road site.	High	None specifically. Will contribute significantly to town centre regeneration, and provide an improved higher and further education offer for the Borough				Hadlow College	Total Cost: £39,836,500 Phase 1: £16,658,500 Phase 1a: £9,146,000 Phase 2: £14,032,000	Phase 1: £5m Skills Funding Agency £9.8m SELEP £1,858,500 Hadlow Phase 1a: £5,577,000 Hadlow £427,500 SE LEP Equipment grant £3 million Phase 2: No allocated funding.	TBC at least £14 million	YES	
2.18	Adult Community Learning	Adult learning at Gateway plus	Medium	None		Ongoing		KCC	£202k	None	£202k	YES	
2.19	Adult Community Learning	Enhancing—community learning facilities in an existing Kennington community facility		Kennington/ Conningbrook/ Eureka Other potential sites in north west Ashford?				KCC	Unknown	TBC – future S106/CIL	Unknown	YES	
2.20	Adult Community Learning	Additional community learning facilities in Court Lodge community facility		Kingsnorth Couth Lodge Park Farm				KCC	Unknown	TBC – future S106/CIL	Unknown	YES	

Total known costs	Confirmed funding	Funding gap	CIL funding gap
£121.9 million	£67.65 million	£54.25 million	£14.2 million

3. ENERGY

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position Confirmed Potential	Expected funding gap
3.1	Gas	New connections & potential associated extension, reinforcement, alteration or diversions to the existing system.	High	Relevant to all sites	Ongoing			Developer and Southern Gas Networks	Unknown	SGN and developer connection charges	None
3.2	Electricity	Ashford to Sellinge 33kV – installation of 3 rd 33/11kV transformer.	High	A number of sites in Ashford Urban area				UKPN	£816k	UKPN	None
3.3	Electricity	Sevington Primary substation – installation of additional transformer	High	Cheeseman’s Green				UKPN	£700k	UKPN/Developer	None
3.4	Electricity	Kenardington primary substation replacement of transformer	n/a	Dealing with existing deficit				UKPN	£200k	UKPN	None
3.5	Electricity	Ashford East primary substation replacement of 11 circuit breakers due to condition	n/a	Dealing with existing deficit				UKPN	£170k	UKPN	None
3.6	Electricity	Ashford Grid 33kV to Smeeth 33kV, replacement of 6km of poles due to condition	n/a	Dealing with existing deficit				UKPN	£204k	UKPN	None
3.7	Electricity	Little Chart Primary Substation – replacement transformers to increase capacity, due to condition and capacity	n/a	Dealing with existing deficit				UKPN	£925k	UKPN	None
3.8	Electricity	Tenterden Primary Substation – works to increase capacity to 40MVA	High	Tenterden and surrounding rural area				UKPN	£1.5m	UKPN/Developer	None
3.9	Electricity	Ashford Centre Development – new 33/11kV substation	High	Town Centre Development				UKPN	£3.2m	UKPN/Developer	None
3.10	Electricity	Ashford Chilmington Green new Primary Substation	High	Chilmington Green				UKPN	£4.6m	UKPN/Developer	None
3.11	Electricity	Smeeth Primary Substation – replacement of equipment	n/a					UKPN	£1.1m	UKPN	None

Total known costs	Confirmed funding	Funding gap	CIL funding gap
£13.4 million	£13.4 million	None	None

4. WATER

	Infrastructure Type	Project	Priority (risk Local Plan)	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position Confirmed Potential	Expected funding gap	Potential CIL project
1	Water Supply	New service reservoir, Aldington	High	To support development generally				South East Water	Unknown	South East Water	None	NO
2	Water Supply	Reinforce mains network on north east side of Ashford back towards Canterbury	High	To support development generally	Ongoing			South East Water	Unknown	South East Water	None	NO
3	Water Supply	New mains and associate reinforcement associated with new development	High	All development	Ongoing			South East Water	Unknown	South East Water/Developer	None	NO
4	Water Supply	Potential new mains in villages of Pluckley, Egerton, Smarden, Smeeth, Tenterden, Rolvenden and Woodchurch	High	These developments	Ongoing			South East Water	Unknown	South East Water/Developer	None	NO
5	Waste Water	Connections to existing sewerage system	High	All development	Ongoing			Southern Water/Developer	Unknown	Southern Water/Developer	None	NO
6	Waste Water	Upgrades to wastewater treatment infrastructure	High	All development				Southern Water	Unknown	Southern Water/Developer	None	NO
7	Flood Risk	Great Stour Flood Alleviation Scheme – Flood Storage upstream of Wye	Low	Ashford Town Site	Unknown			EA/ABC	£3.4m	20% EA Capital Funding	£2.73m	YES
8	Flood Risk	South Ashford Flood Alleviation Scheme	Low	South Ashford sites	Unknown			EA/ABC	Unknown	EA Capital Funding	Unknown	YES
9	Flood Risk	Removal of flood plain at Whitewater Dyke	High	Court Lodge				Developer	Unknown	Court Lodge Developer funded	None	NO
10	Water Framework Directive Environmental Improvement Projects	Waterbodies in Ashford to achieve 'Good' standard as per the Water Framework Directive, including: <ul style="list-style-type: none"> Victoria Park river corridor/ habitat improvements River Stour litter trap (Conningbrook) River Corridor enhancements (Conningbrook) 	Low	Strategic Parks				EA/ABC	<ul style="list-style-type: none"> £100k £80k £500k 	None confirmed. Potential for ABC/EA/Developer	£680k	YES

Total known costs	Confirmed funding	Funding gap	CIL funding gap
£4.08 million	£0.67 million	£3.41 million	£3.41 million

5. HEALTH and SOCIAL CARE

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position Confirmed Potential	Expected funding gap	Potential CIL funding	Comments
5.1	Adult Social Care	Assistive Technology in Ashford	Low	None	Ongoing			KCC	£180k	£180K existing S106	None	NO	
5.2	Adult Social Care	1% Wheelchair Adaptable Homes (Part M(2) of Bldg Regs) to be delivered as part of the affordable housing on each individual development site	Medium		Ongoing			KCC	£15k per unit	Developer on site by site basis	None	NO	Local Plan policy requirement
5.4	Adult Social Care	Extra care development for older people, people with learning disabilities	Medium	None	Ongoing			KCC and specialised providers	£9 million	None	£9 million	YES	
5.5	Adult Social Care	Mental Healthcare and social care support and expansion	Low	None	Ongoing			KCC and specialised providers	£2.3 million	None	£2.3 million	YES	
5.6	Adult Social Care	Elwick Place Cinema Complex – changing place facility						KCC	£40k	S106 Elwick Place	TBC	NO	
5.7	Adult Social Care	Inclusion of changing place facility either new or existing onsite facility in Kennington		Kennington/ Conningbrook/ Eureka Other potential sites in north west Ashford?				KCC	£40k	Future S106	TBC	NO	
5.8	Adult Social Care	Changing place facility at any on site community facility – Court Lodge		Kingsnorth Court Lodge Park Farm				KCC	£40k	Future S106	TBC	NO	
5.9	Adult Social Care	Housing for vulnerable adults – care ready for older person accommodation and smaller housing schemes for people with disabled with on-site care staff provision			Ongoing			Various	TBC	Various including developer, ABC, HCA, CASSH, PFI.	TBC	NO	Various projects currently commissioned to deliver accommodation
5.10	General Practice	Chilmington Green Health Centre	High	Chilmington Green				Developer/CMO	Unknown	Capital costs Chilmington S106	None	NO	
5.11	Healthcare Provision	TBC, potentially include GP and Hospital provision	TBC	All				TBC	TBC	TBC	TBC	TBC	Discussions on-going with NHS and CCG

Total known costs	Confirmed funding	Funding gap	CIL funding gap
£11.6 million	£0.18 million	£11.42	£11.3

6. COMMUNITY FACILITIES

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position Confirmed Potential	Expected funding gap	Potential CIL Project
6.1	Libraries	Ashford Gateway Plus – reconfiguration (library service and community learning)	Low	None	Ongoing			KCC	£250k	TBC existing S106	Unknown	NO
6.2	Libraries	Chilmington Green Library provision (varied including mobile)	Low	None	Ongoing			KCC	£900,000	Chilmington S106	none	NO
6.3	Libraries	Library Bookstock	Low	None	Ongoing			KCC		Site specific S106	None	NO
6.4	Libraries	Tenterden reconfiguration and new book display	Low	None	Ongoing			KCC	TBC	S106	TBC	NO
6.5	Youth Provision	Community Hub at Chilmington Green	Low	Chilmington Green				Chilmington Community Management Organisation	Unknown	Chilmington Green S106	None	NO
6.6	Youth Provision	Ashford North Youth Centre	Low	None				KCC	£50k	TBC	None	NO
6.7	Youth Provision	Ashford Gateway Plus Youth Service	Low	None				Unknown	£54k	Unknown	Unknown	YES
6.8	Youth Provision	Enhancing early help (0 – 25) facilities in Kennington area		Kennington, Conningbrook, Eureka Other potential sites in north west Ashford?				KCC	Unknown	Future S106	Unknown	NO
6.9	Youth Provision	Additional early help (0 – 25) facilities in Court Lodge community facility		Kingsnorth Court Lodge Park Farm				KCC	Unknown	Court Lodge Future S106	Unknown	NO
6.10	Community Centres	Chilmington Green 3 community centres	Low	Chilmington Green				Chilmington Community Management Organisation	Unknown	Chilmington Green S106	None	NO
6.11	Community Centres	Repton Park Community centre	Low	Repton Park				ABC	£1.5m	Fully funded	None	NO
6.12	Community Centres	Park Farm Recreation Centre	Low	Park Farm/Kingsnorth				ABC/Kingsnorth Parish	£750k	TBC	None	NO
6.13	Community Centres	Court Lodge Community Centre	Medium	Court Lodge				Court Lodge Developer	Est £2 million	Future S106 Court Lodge	None	NO
6.14	Cemeteries	Additional Cemetery Provision	Low	All				ABC	Unknown	TBC existing S106 Future CIL	TBC	YES
6.15	Police	Custody Cell and Officer Start Up costs	Low	None				Kent Police	£138,601	None	£138,601	YES

Total known costs	Confirmed funding	Funding gap	CIL funding gap
£5.6 million	£2.4 million	£3.2 million	Unknown

7. SPORT & RECREATION

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position Confirmed Potential	Expected funding gap	Potential CIL Project
7.1	Strategic Sports Facility	Stour Centre leisure centre ongoing enhancement and potential expansion	Medium	Borough wide	Ongoing			ABC and Ashford Leisure Trust	Unknown	Unknown	Unknown	TBC
7.2	Strategic Sports Facility	Tenterden Leisure Centre ongoing enhancement and potential expansion	Medium	Tent 1	Ongoing			ABC and Tenterden Leisure Trust	Unknown	Tent 1a S106	Unknown	TBC
7.2	Sports and Recreation Hub	Provision, improvement, enhancement of sports, recreation, open space, play facilities at Town Centre, Conningbrook, Discovery Park, Sandyhurst Lane, Park Farm/Finbery, Spearpoint, Pitchside/Courtside, Kingsnorth Rec,	Medium	Borough wide	Ongoing			ABC/ KCC/ Trusts	Unknown	S106 for Chilmington Green and Conningbrook.	Unknown	TBC
7.3	Sports Halls	Sports Halls – 10 badminton courts of equivalent	Medium	All				Developers, ABC,	TBC	6 provided by Chilmington Green S106	Unknown	TBC
7.4	3G pitches	4 Artificial Grass Pitches (3G)	Medium	All				Unknown	TBC	1 Chilmington Green S106 1 Finberry S106 1 Appledore Rd	Unknown	TBC
7.5	Bowls Provision	Bowls Provision – replacement bowls pavilion	Low	None directly	Ongoing			Unknown	TBC	None	Unknown	YES
7.6	Football pitches	Football Pitches: 7 Adult (in addition to Chilmington Green) 12 Junior	Medium	All – Borough wide	Ongoing			Unknown	TBC	1 adult future Hamstreet S106	Unknown	YES
7.7	2G Hockey Pitch	1 2G hockey Pitch	Medium	Ashford Hockey Club	Ongoing			Hockey Club/ ABC	TBC	None	Unknown	TBC
7.8	Rugby Pitch	2 senior pitches	Medium	Ashford Rugby Club	Ongoing			Rugby Club/ ABC	TBC	None	Unknown	TBC
7.9	Cricket Pitch	1 square and outfield	Medium	Unknown	Ongoing			ABC/ others	TBC	None	Unknown	TBC
7.10	Strategic Children and Young People's Play Facilities	Provision at Conningbrook, Discovery Park and Sandyhurst Lane	Medium	Borough wide				ABC/ Developers	TBC	Strategic play space forms part of the S106 for Chilmington Green	Unknown	YES
7.11	Strategic Parks	Provision at Conningbrook (phase 1 and 2) and Discovery Park (phases 1 and 2).	Medium	Borough wide				ABC	Unknown	Chilmington S106 provision	Unknown	YES
7.12	Strategic Parks	Discovery Park Phase 3 – Court Lodge Wetlands	Medium	Borough wide				ABC/Developers	Unknown	None	Unknown	NO
7.13	Strategic Allotment Provision	Three 0.6ha sites to be targeted at Sports and Recreation Hubs and or at key allocated sites	Medium	Urban Area				ABC/Developers	Unknown	None	Unknown	YES

Total known costs	Confirmed funding	Funding gap	CIL funding gap
TBC	TBC	TBC	TBC

8. GREEN INFRASTRUCTURE/BIODIVERSITY

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position Confirmed Potential	Expected funding gap	Potential CIL Project	Comments
8.1	Green Corridor	General Management and Maintenance and small enhancement projects within the Green Corridor – identified in the Green Corridor Action Plan	Medium	New development sites adjacent to or within GC				ABC – Planning ABC – Open Spaces KSCP EA Developers	TBC	Future S106 or CIL	TBC	YES	
8.1a	Green Corridor	Transport (Access)	Medium	Many – refer to Green Corridor Action Plan				ABC – Open Spaces KSCP EA Developers	£1,775,000	Future S106 or CIL	£1,775,000	YES	
8.1b	Green Corridor	Riparian Project	High	Many – refer to Green Corridor Action Plan				ABC – Open Spaces KSCP EA Developers	£243,000	Future S106 or CIL	£243,000	YES	
8.1c	Green Corridor	Terrestrial Habitats and Landscape – existing and new GCs	Medium	Many – refer to Green Corridor Action Plan				ABC – Open Spaces KSCP EA Developers	£1,015,000	Future S106 or CIL, & stewardship	£1,015,000	YES	
8.1d	Green Corridor	Community participation and ownership.	Medium	Many – refer to Green Corridor Action Plan				ABC – Open Spaces KSCP EA Developers	£180,000	Future S106 or CIL or external funding	£180,000	YES	
8.2	South Willesborough Dykes Nature Reserve	Provide access to the area by pedestrians/cyclists especially to the new developments and links across the Southern Orbital Road. Including creating an attractive riverside, protect and improve habitats, and funding and long term management of corridor	Medium	Site specific – Cheesemans Green, Sevington, Park Farm				ABC – Planning ABC – Open Spaces KSCP KCC EA Developers	TBC	Future S106 or CIL or external funding	TBC	YES	
8.3	Sevington Nature Reserve	Replacement trees on banks next to Ashford Business Park	High	Sites around the Sevington area				Developers	Unknown	Existing S106	Unknown	NO	Currently being provided
8.4	Biodiversity Opportunity Areas	Conservation & enhance of the biodiversity of the boroughs 8 Biodiversity Opportunity Areas (BOAs)						TBC	TBC	TBC	TBC	YES	

Total known costs	Confirmed funding	Funding gap	CIL funding gap
£3.18million	None	£3.18 million	£3.18 million

9. WASTE & RECYCLING

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position	Expected funding gap	Potential CIL projects
9.1	Local Waste Collection	No specific projects identified at this stage. Reviewed on an annual basis.	High	All Development	Ongoing as required			ABC/Biffa	Unknown	ABC/Biffa contract funded through Council Tax and KCC Enabling Payment	None	NO
9.2	Waste Disposal	Assumed cost of provision based on KCC Growth Infrastructure Fund assumptions	Low	None	Ongoing as required			KCC and Waste Contractors	Assumed to be £23 million	Unknown	Unknown	TBC

Total known costs	Confirmed funding	Funding gap	CIL funding gap
£23 million	None	£23 million	TBC

10. PUBLIC REALM

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position	Expected funding gap	Potential CIL project
10.	Public Realm Projects	Elwick Road, Station Road, Beaver Road, Station Approach Junction Improve junction to aid pedestrian connection between station and town centre	High	Commercial Quarter & all major sites in town centre				ABC & KCC	£1-2m	CIL/ S106/ Local Transport Plan	£1-2m	YES
10.	Public Realm Projects	Completing the transformation of the former Road Ring	Low	Various town Centre sites eg. Park Mall, Vicarage Lane Car Park etc.				ABC	£2m	CIL/ S106/ Other funding streams	£2m	YES
10.	Public Realm Projects	High Street/Bank Street Environmental Improvements	Low	None				ABC/KCC	£2 m	CIL/ S106/ Other funding streams	£2m	YES
10.	Public Realm Projects	Domestic Station forecourt	Medium	Commercial Quarter TC & Wider Housing, Growth Agenda.				ABC, Network Rail, South Eastern Trains & KCC	£1-2.5m	CIL/ S106/ Other funding streams/ Network Rail	£2.5m	YES
10.	Public Realm Projects	International Station Plaza/Victoria Way to emphasis entrance and provide better experience for visitors	Medium	Designer Outlet Centre, Victoria Way, Former B&Q site					£1m	CIL/ S106/ Other funding streams	£1m	YES
10.	Public Realm Projects	Commercial Quarter Public Realm and Square to boost appeal of the Quarter for businesses to relocate	Medium	Commercial Quarter phase 2 onwards				ABC	£3m	CIL/ S106/ Other funding streams	£3m	YES
10.	Public Realm Projects	Enhanced footpath and riverside cycle links between DOC and town centre eg. Lighting, art, landscaping, signage, seating etc.	Medium	Designer Outlet Centre extensions				ABC/KCC	£600K	Designer Outlet S106 TBC	TBC	NO
10.	Public Realm Projects	East Hill enhancement and partial pedestrianisation. Simple repaving and landscaping	Medium	Ashford School Improvements & Flour Mill conversion				Ashford School & KCC	£0.5.-1	Potential S106 from School. CIL	£250-500K	YES

Total known costs	Confirmed funding	Funding gap	CIL funding gap
£14.1m	TBC	TBC in the region of £14 million	£14 million

11. ARTS AND CULTURE

	Infrastructure Type	Project	Priority	Interdependence with LP Sites	Phase 1 2015-2020	Phase 2 2021-2025	Phase 3 2026-2030	Delivery Body	Cost	Funding position	Expected funding gap	Potential CIL project
11.1	Workspace	Low Tec Designer maker/ creative industries workspace (279 sqm)		None specifically				ABC	£500,000	Potential £430,000	£70,000	YES
11.2	Rehearsal Space	Making, rehearsal spaces for dance, circus, film, fashion, media and performing arts.		None specifically				ABC	£500,000	Potential £300,000	£200,000	YES
11.3	Community Art Hubs	Multi use spaces suitable for grass roots activity (223 sqm)		None specifically				ABC	£900,000	Potential £400,000	£500,000	YES
11.4	Public Art	Various – work of artists to be integrated into public realm		Various				ABC, developers, others	£300,000	Potential £120,000	£180,000	YES
11.5	Arts Venue	Revelation St Mary's		None Specifically				ABC	£300,000	Potential £100,000	£200,000	YES

Total known costs	Confirmed funding	Funding gap	CIL funding gap
£2.5million	£1.35 million	£1.15 million	£1.15million