Ashford Borough Council

COMMUNITY INFRASTRUCTURE LEVY
PRELIMINARY DRAFT CHARGING
SCHEDULE CONSULTATION

15<sup>th</sup> May until 10<sup>th</sup> August 2016
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:

https://haveyoursay.ashford.gov.uk/consult.ti/CIL_PDCS

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

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 ongoing 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

3.14 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.

3.15 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


3.17 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

3.18 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.

3.19 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.

3.20 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.

3.21 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

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

3.23 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
- CIL Funding Gap - £73.4 million

3.24 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

3.25 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

3.26 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

3.27 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.

3.28 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 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

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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.
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.

3.29 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

3.30 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.

3.31 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.

3.32 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.

3.33 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.

3.34 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 requirements. Where this has been the case, the Council has implemented a deferred contributions approach.

3.35 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.

3.36 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.

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

Conclusions

3.38 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.

3.39 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.

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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)

<table>
<thead>
<tr>
<th>Development size</th>
<th>CIL rate (£ per square metre)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZONE (as per Map 2, Appendix 2)</td>
<td>1-9 units</td>
</tr>
<tr>
<td>Zone A Ashford Central</td>
<td>Flats - £0</td>
</tr>
<tr>
<td>Zone B Ashford Hinterlands(^{#})</td>
<td>£145</td>
</tr>
<tr>
<td>Zone C Rest of Borough</td>
<td>£200</td>
</tr>
</tbody>
</table>

#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

<table>
<thead>
<tr>
<th>Retail Development</th>
<th>CIL rate (£ per square metre)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Out of centre large scale comparison retail(^{5})</td>
<td>£100</td>
</tr>
<tr>
<td>All other retail development</td>
<td>£0</td>
</tr>
</tbody>
</table>

\(^{4}\) 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)

<table>
<thead>
<tr>
<th>Strategic Site</th>
<th>Relevant Local Plan Policy</th>
<th>CIL rate (£ per square metre)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chilmington Green</td>
<td>Chilmington Green AAP</td>
<td>£0</td>
</tr>
<tr>
<td>North of Willesborough Road, Kennington</td>
<td>Draft Local Plan Policy S2</td>
<td>£0</td>
</tr>
<tr>
<td>Court Lodge</td>
<td>Draft Local Plan Policy S3</td>
<td>£0</td>
</tr>
</tbody>
</table>

Table 4: All other development

<table>
<thead>
<tr>
<th>All other development</th>
<th>CIL rate (£ per square metre)</th>
</tr>
</thead>
<tbody>
<tr>
<td>'Budget' Hotel (out-of-centre)¹</td>
<td>£30</td>
</tr>
<tr>
<td>Sheltered Housing Development falling in use classes B1, B2, B8, C1, D1, D2</td>
<td>£0</td>
</tr>
</tbody>
</table>

¹ 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 hari dyers, 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.
Instalment Policy

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

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.

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. It 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 abnormals.
Appendices

Appendix 1 – Illustrative Reg 123 List

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

<table>
<thead>
<tr>
<th>Project or Infrastructure Type</th>
<th>Exclusions*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport and Parking</td>
<td></td>
</tr>
<tr>
<td>Regional Infrastructure Funding repayments</td>
<td></td>
</tr>
<tr>
<td>Cycling Strategy Projects</td>
<td>Site specific cycle provision</td>
</tr>
<tr>
<td>Bus service improvement</td>
<td>Site specific bus service provision</td>
</tr>
<tr>
<td>Town Centre car parks</td>
<td></td>
</tr>
<tr>
<td>Park and ride provision</td>
<td></td>
</tr>
<tr>
<td>Education</td>
<td></td>
</tr>
<tr>
<td>Provision, improvement, and replacement of Primary and Pre-School education facilities</td>
<td>• Project 2.1- Ashford Central New 2FE Primary School (Town Centre)</td>
</tr>
<tr>
<td></td>
<td>• Project 2.2 - Kennington/Willesborough New 2FE Primary School</td>
</tr>
<tr>
<td></td>
<td>• Project 2.3 - Court Lodge New 2FE Primary School</td>
</tr>
<tr>
<td></td>
<td>• Projects 2.4 and 2.5 - Phases 1 and 2 of Cheeseman’s Green Primary School</td>
</tr>
<tr>
<td></td>
<td>• Projects 2.6, 2.7, 2.8, 2.9 and 2.10 - Chilmington Green 2FE Primary Schools</td>
</tr>
<tr>
<td></td>
<td>• Project 2.11 – Tenterden 1FE Juniors and Infants Expansion</td>
</tr>
<tr>
<td>Provision, improvement and replacement of Secondary education facilities</td>
<td>• Projects 2.12 and 2.13 – Phases 1 and 2 Chilmington Green New 6FE Secondary School</td>
</tr>
<tr>
<td>Ashford College Phase 2</td>
<td></td>
</tr>
<tr>
<td>Adult Community Learning</td>
<td>• Project 2.19</td>
</tr>
<tr>
<td></td>
<td>• Project 2.20</td>
</tr>
<tr>
<td>Water and Flood Risk</td>
<td></td>
</tr>
<tr>
<td>Flood alleviation Schemes, including South Ashford Scheme</td>
<td>Site specific flood alleviation</td>
</tr>
<tr>
<td>Water Framework Directive Environmental Improvement Projects</td>
<td>Site specific requirements</td>
</tr>
<tr>
<td>Health and Social Care</td>
<td></td>
</tr>
<tr>
<td>Adult Social Care Facilities</td>
<td>• Projects 5.6, 5.7 and 5.8 – Changing Places Facilities</td>
</tr>
<tr>
<td>Primary Health Care Facilities</td>
<td>Projects to be identified</td>
</tr>
<tr>
<td>Hospital Facilities</td>
<td>Projects to be identified</td>
</tr>
<tr>
<td>Community Facilities</td>
<td></td>
</tr>
<tr>
<td>Library provision</td>
<td>• Project 6.1 – Ashford Gateway Plus</td>
</tr>
</tbody>
</table>

7 Used to fund improvements at J9 of M20 and Drover’s roundabout
| Reconfiguration | • Project 6.2 – Chilmington Green Library Provision  
• Project 6.3 – Library Bookstock  
• Project 6.4 – Tenterden reconfiguration and new book display |
| Youth provision | • Project 6.5 – Chilmington Green Youth provision  
• Project 6.6 – Ashford North Youth Centre |
| Community centres | • 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 | • Discovery Park Phase 1  
• Discovery Park Phase 3 Wetlands Park (Court Lodge)  
• Conningbrook Phase 1 |
| Strategic Parks | |
| 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