



**Vale  
of White Horse**  
District Council



*Help us Shape the Future*

# Community Infrastructure Levy (CIL) Draft Charging Schedule Background Document

Your Vale - Your Future

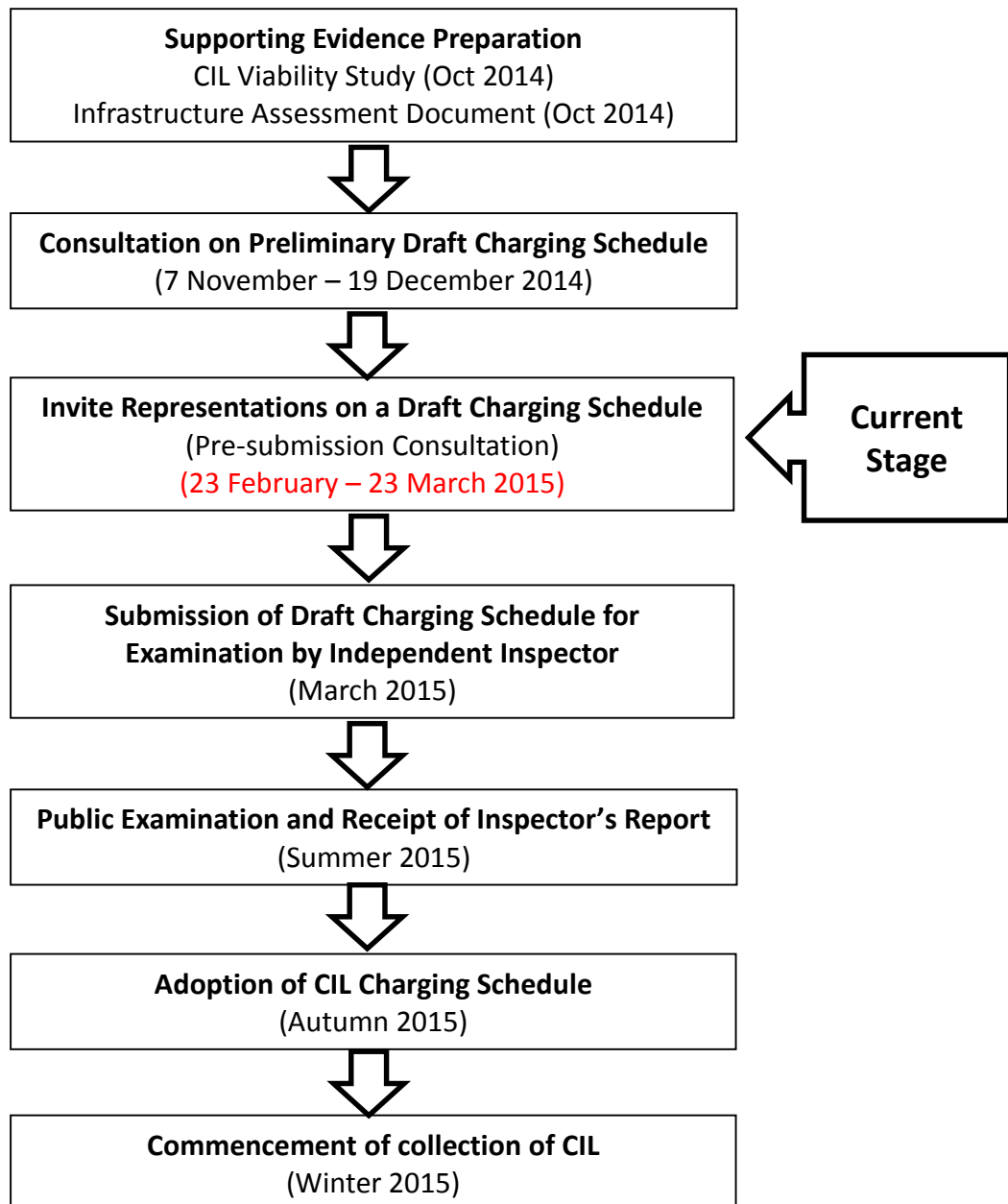
February 2015

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The following diagram shows the stages in the production of the Community Infrastructure Levy:

## Community Infrastructure Levy (CIL) Stages



## **Introduction**

1. This document provides background information to, and should be read in conjunction with, the Vale of White Horse Community Infrastructure Levy (CIL) Draft Charging Schedule. It outlines the evidence base and summarises why the Council, as the CIL “charging authority”, is proceeding with the Draft Charging Schedule as proposed, taking account of comments to date. This document also describes what arrangements and policies may accompany the introduction of CIL.
2. In order to respond to comments on the Preliminary Draft Charging Schedule (PDCS), to reflect updated evidence and to comply with the Planning Act (2008) and CIL Regulations (as amended), the Council has published the following:
  - Draft Charging Schedule (DCS); document setting out the proposed CIL charging rates – includes Draft Regulation 123 List;
  - This Background Paper to the Draft Charging Schedule;
  - Schedule of representations to the Preliminary Draft Charging Schedule (PDCS); including the Council’s detailed responses to those representations made;
  - Infrastructure and Funding Assessment; setting out the infrastructure requirements to support growth and identifying an infrastructure funding gap;
  - CIL Viability Study; assessment of development viability levels within the District to inform CIL rates;

## **Responding to the CIL Draft Charging Schedule Consultation**

3. Having taken the comments received on the PDCS into account, the Council considers that the Draft Charging Schedule (DCS) is ready to be submitted for independent examination, therefore is publishing it in order to gather comments from interested stakeholders. The comments will be used by the examiner in the consideration of the Charging Schedule. The Council can make further changes to the Charging Schedule before submitting it for independent examination but is not obliged to. Any further changes would require a further round of consultation.

## **Preliminary Draft Charging Schedule (PDCS)**

4. On 7 November 2014 the council published its CIL Preliminary Draft Charging Schedule and supporting evidence base. Over a period of six weeks

representations were invited on the proposed rates and evidence base. In total 48 responses were received during the consultation period.

5. The detailed representations and the Council's response are included within the Schedule of representations to the PDCS consultation, which is available on the Council's website. A summary of the main issues is provided below:
  - Concerns over the proportion of CIL revenue to be allocated to local communities;
  - Effects of CIL on development delivery;
  - The need to maximise CIL revenue to support infrastructure;
  - Concerns over the methodology and assumptions used within the economic viability study;
  - The effect of CIL on small residential developments;
  - Concerns over the use of CIL rather than S106;
  - Clarity over the relationship between S106 and CIL following adoption; and
  - How CIL will be spent.

## Policy Context

6. The ability to implement a CIL is set out in the Planning Act (2008) as amended by the Localism Act (2011). This is supported by the Community Infrastructure Levy (CIL) Regulations (as amended), in addition to associated statutory guidance.
7. The CIL Regulations came into force in April 2010, allowing Local Authorities in England and Wales to raise funds from new developments in their area. The levied monies can be used to fund infrastructure that is needed to support growth in accordance with the regulations.
8. The local authority, or 'charging authority', can only apply the levy revenue to fund the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area as identified in its adopted Local Plan.
9. It is the responsibility of each local authority to decide whether they wish to implement CIL. If they decide to, the charging authority is required to produce a document based on evidence, known as a charging schedule, setting out the CIL charging rates for their area. Following preparation of all relevant documentation in accordance with the CIL Regulations and guidance, the Draft Charging Schedule and associated evidence are subject to consultation and independent examination.
10. Three key pieces of evidence are required to support the development of a charging schedule:
  - An up-to-date development plan needs to be in place;
  - A viability study must be undertaken to determine appropriate CIL rates that will not put the majority of development at risk in the area;

- The infrastructure funding requirements for the area must be identified along with demonstrating an aggregate funding gap
11. In setting CIL rates, CIL Regulation 14 requires the Council, as the charging authority, to strike an appropriate balance between the desirability of funding infrastructure from CIL and the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across the District, and that appropriate available evidence has been used to inform the Draft Charging Schedule.
12. The independent examination will consider whether:
- The Council has complied with the required procedures set out in the Planning Act (2008) and CIL Regulations;
  - The Council's Draft Charging Schedule is supported by background documents containing appropriate available evidence;
  - The proposed rates are informed by and consistent with the evidence on economic viability across the area; and that
  - Evidence has been provided that shows the proposed rates would not put at serious risk the overall development of the area
13. It is important to note that CIL will not generate all the funding required to meet all the infrastructure needs within the District. Further details on infrastructure funding is contained within the Infrastructure Delivery Plan (IDP) and Infrastructure and Funding Assessment. Each charging authority will need to arrange a process for governing and prioritising how CIL will be spent. Other funding sources will need to be identified and the Council will need to work closely with other infrastructure providers to effectively target CIL spending.

## Local Plan

14. The Local Plan 2031 Part 1: Strategic Sites and Policies provides a policy framework for the delivery of sustainable development across the district up to 2031. The plan sets out the Spatial Strategy and strategic policies for the district to deliver sustainable development. It identifies the number of new homes and jobs to be provided in the area and makes provision for retail, leisure and commercial development and the infrastructure needed to support them. The 'Publication Version' of the Vale Local Plan 2031, which is intended for submission to the Secretary of State in March 2015 for independent public examination was subject to pre-submission public consultation alongside the CIL Preliminary Draft Charging Schedule between 7 November and 19 December 2014.
15. In the preparation of the LPP1 the council has produced an IDP to support the production of the Local Plan and identify the future infrastructure and service need of the District for the plan period. The IDP includes the known infrastructure required to support growth and is a continually evolving document that will be

updated on a regular basis and will respond to changes. An updated IDP has been prepared to support the submission draft of the LPP1. A list of infrastructure projects eligible for CIL funding, drawn from the IDP and which form the basis of the funding gap evidence.

## **Viability study**

16. HDH Planning and Development Ltd has been appointed to advise the Council in the preparation of the Local Plan and with regard in connection with the introduction of CIL. The CIL viability assessment sits as the third element of this commission by the Council:

- a. Assessment of the viability of the Local Plan 2031 Part 1 as a whole including appraisal of the viability of strategic housing site allocations, and of strategic policies that potentially impact on the viability of development.
- b. A viability assessment of the sites identified as being potentially suitable for development through the Strategic Housing Land Availability Assessment (SHLAA).
- c. To advise in connection with the introduction of Community Infrastructure Levy (CIL) – particularly in the context on viability testing as required by CIL Regulation 14.

17. A series of documents have been produced over the preparation of the Local Plan 2031 Part 1. The CIL Viability Assessment is the final element of the viability work. It should be read alongside the Local Plan Viability Study (October 2014) which examines the cumulative impact of the policies and requirements in the Vale of White Horse Local Plan 2031, Part 1.

## a) Proposed CIL rates

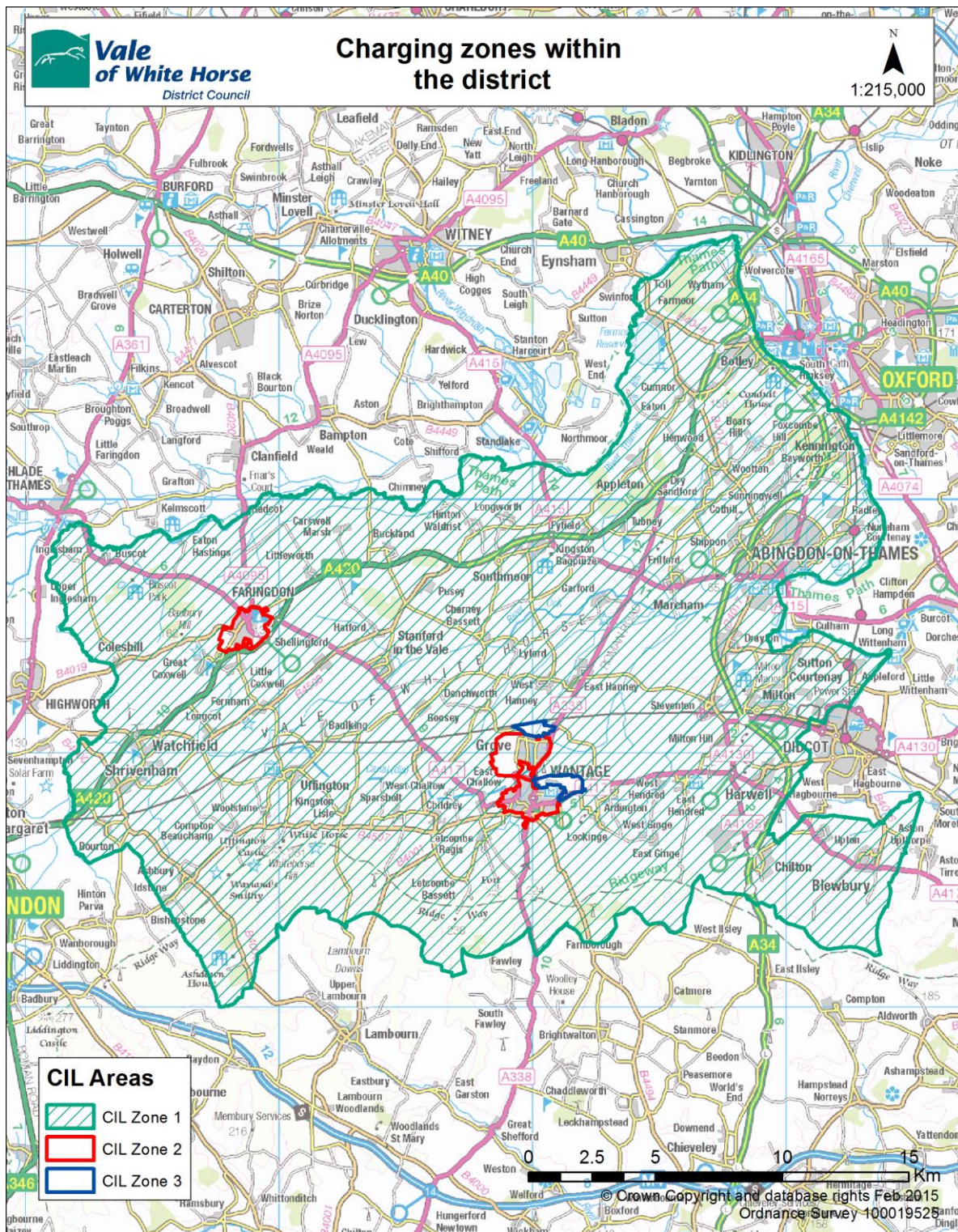
18. The proposed CIL rates and residential charging areas are shown below:

Development type	CIL Charging Rate (per square metre of chargeable floorspace)		
Residential development	Zone 1	Zone 2 (Faringdon, Wantage and Grove)	Zone 3 (Crab Hill, Monks Farm and Grove Airfield strategic site allocations)
Residential development on sites of 11 + net new dwellings (including self-contained, independent living accommodation, acting outside the registered Care Standards - use class C3 or sui generis)	£120	£85	£0
Residential development on sites of 1-10 net new dwellings (except as excluded below)	£260	£200	Not applicable
Housing for the frail or disabled where ongoing and regular care is provided (by registered provider and Care Standards) on site (use class C2)	£0	£0	£0
Residential development which is required to enable a rural exception site under Core Policy 25	£0	£0	£0
Development type	District Wide		
Supermarkets and retail warehousing exceeding 280m <sup>2</sup> (gross internal area)	£100		
All other development	£0		

Supermarkets: are large stores selling mainly food or non-food goods. Retail warehouses: are large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods. Retail warehouses and supermarkets exceeding 280m<sup>2</sup> are classified as larger stores under the Sunday Trading Act 1994.



## CIL Charing Zone Map



19. Once CIL is adopted, the proposed charging rates will be indexed, as directed by the CIL Regulations (as amended), to the Building Cost Information Services (BCIS) all-in tender price index of construction. The adopted charging schedule will be reviewed to take account of changes in viability, when changes to sales values, build costs and developer activity are sufficient to indicate a review is required.

## **b) Residential rates**

20. The viability evidence indicates that the introduction of a CIL would not render the majority of residential development unviable, but that extra care housing would not be able to support a CIL.
21. The residential rates are informed by analysis detailed in both the Local Plan Viability Study and CIL Viability Study and is based on the analysis of a number of strategic sites allocated through the Plan and a range of typologies developed to be representative of development expected over the plan-period.
22. Under CIL Regulation 123, from April 2015, there are restrictions on pooling contributions from five or more sites where the obligation is a reason for granting planning permission. Those infrastructure costs that could be met through s106 have been included in the modelling and viability appraisals in line with the requirements of the CIL Guidance. Due to the level of planned development within the district, and the pooling restrictions, it is not possible to deliver the infrastructure required to support the strategic sites through S106 alone. Viability testing of each strategic site has shown the majority of sites are able to support a CIL rate in addition to each sites individual S106 obligations and the CIL charging schedule has been created accordingly.
23. Neither the Monks Farm nor the Crab Hill site are able to bear CIL in addition to the site specific infrastructure requirements to be delivered under s106, and as such zero rates are applied to these two sites. Although the Grove Airfield has very significant infrastructure requirements and would likely be unable to sustain a CIL in addition to the S106 the site is well advanced in the planning process and is expected to be determined prior to the adoption of CIL. However, if the Grove Airfield site is delayed it may be necessary to consider it specifically before CIL is finalised.
24. Across the remaining area there is a modest, but significant variance in viability. The appraisals show that development within and adjoining the settlements of Faringdon, Grove and Wantage is less viable than in the rest of the District. Based on viability evidence alone, rates of £80/m<sup>2</sup> to £100/m<sup>2</sup> in Faringdon, Grove and Wantage, and £120/m<sup>2</sup> to £140/m<sup>2</sup> elsewhere are appropriate and will not threaten delivery of the Plan.
25. While the CIL Regulations advise of the importance of not setting the CIL rates up to the margin of viability there is no prescribed discount or viability cushion that should be applied to CIL rates. However, as more authorities progress to CIL examination, Examiner's Reports provide additional insight. Opportunities to maximise CIL income has been explored, including as suggested by a respondent, a district wide rate of £140 and Faringdon, Grove and Wantage rate of £100. While this option would result in the higher CIL income there are risks associated with setting rates with a reduced viability cushion and challenges demonstrating that the rates will put the delivery of the plan at risk. The higher rates would achieve approximately £91m over the plan period to 2031 as opposed to £78m with the rates as proposed. However, at the higher rates some sites would be



above 25% of residual value<sup>1</sup> and above 3% of Gross Development Value (GDV), both indicators are recognised as an indication of appropriateness of rates.

26. In all cases the Residual Value, having taken into account the impact of CIL is well above the Viability Thresholds, and in most cases at least double the Viability Threshold indicating that CIL, when considered with the Local Plan full policy requirements, is not being set at the limits of viability. With CIL set at these levels it would equate to no more than 25% of the Residual Value and in most cases very much less. In no case would CIL represent more than 3.5% of the Gross development value.

### **c) Affordable housing**

27. During consultation on the Preliminary Draft Charging Schedule, the Government introduced a change to the National Planning Practice Guidance (NPPG) on 28 November 2014<sup>2</sup>. Local Authorities can no longer require affordable housing or S106 tariff-style contributions on small development sites of 10 units or less (and which have a maximum combined gross floor space of 1000 sq m) or 5 units or less in designated rural areas. Affordable housing or S106 tariff-style contributions can also no longer be sought on residential annexes and extensions.
28. Core Policy 24 of the emerging Local Plan 2031 Part 1 seeks 35% affordable housing on all sites capable of a net gain of three or more dwellings (sites of at least 0.1 hectare). The NPPG change means that affordable housing can only be sought from developments of 11-units or more, or from schemes of 10 or fewer units that exceed 1,000 sqm gross floorspace. Core Policy 24 will require modification, this will take place through the Local Plan Examination in Public.
29. The council could seek to apply a reduced threshold whereby affordable housing contributions would be sought through S106 on developments of more than 5 units in designated rural areas. These would be in the form of cash payments, commuted until after completion of units within the development. Within the housing trajectory sites of 6-10 units have contributed around 15 units per annum in the past five years (all tenures), and are projected to deliver around 20 units per annum in the next five years. Beyond 2020 the affordable threshold change would have an impact on our windfall housing supply element of 900 homes (all sites under 10 homes). Taken together the policy changes could at worst reduce affordable housing supply by around 400 homes to 2031. If we accept sites of 10 or fewer make no contribution to affordable housing the council could still meet in full its objectively assessed need for 4914 homes for the plan period up to 2031. At 35%, on every eligible site remaining, we require 5061 affordable homes. We also have 1300 affordable homes in the planning pipeline, providing a significant margin. For these reasons a lower rural affordable housing threshold is not being pursued.

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<sup>1</sup> Planning Inspectorate report to the Greater Norwich Development Partnership – identifying that CIL rates which are less than 25% of residual value are an indication of the appropriateness of rates

1. <sup>2</sup> <http://planningguidance.planningportal.gov.uk/revisions/23b/012/>

30. CIL has to be set in the context of the local planning policies and with regard to viability. A removal of affordable housing requirements on sites of 10 or fewer will increase the viability of these schemes, and therefore the amount of CIL which can be captured. Following additional viability testing evidence has shown that a higher CIL rate for sites of 10 or fewer could be applied. The Council has considered the rationale behind the Government's introduction of the threshold which is to simplify the planning system enabling small sites to come forward quickly. In this context it is important to note that the result of lifting the threshold will result in developers being able to pay more for development land that they are able to where affordable housing is provided.
31. The CIL Regulations are clear that rates should not be set at the limits of viability. Considering the results of the viability assessment, together with the rationale behind the introduction of the threshold, it is considered that CIL be set at £260/m<sup>2</sup> in Zone 1 and £200/m<sup>2</sup> in Zone 2. Such rates would still allow for residual values well in excess of £1,000,000/ha, higher than the residual values with a 35% Affordable Housing requirement and lower CIL. It is considered that developers will remain incentivised to pursue small sites due to a combination of higher residual values, increased certainty through having a standard CIL rate and the removal of the need to negotiate individual S106 agreements on small sites. It is estimated that the increase in CIL rates for small sites will generate an extra £13m of CIL over the plan period.

#### **d) Retail rates**

32. The regulations allow for differential CIL rates to be set for different locations, types and sizes of development. Development types are not restricted to those as defined by the Town and Country Planning (Use Classes) Order 1987, provided they are justified by the viability evidence and differing use characteristics. The Wycombe District CIL Examination report explicitly noted "there is nothing in the CIL regulations to prevent differential rates for retail developments of different sizes, provided they are justified by the viability evidence and differing retail characteristics or zones".
33. The viability evidence supports the introduction of CIL for supermarket uses (including the discount format) and retail warehousing but not for town centre shops. A rate of £100 is proposed for supermarket uses (including the discount format) and retail warehousing over 280 square metres (the Sunday trading threshold). It is noted that a significant proportion of new retail development will involve recycling existing retail floorspace and little new additional floorspace would be chargeable for CIL. As such a nil rate is considered appropriate for retail under 280 square metres.

## **Infrastructure and Funding Assessment**

34. Information has been collected from various sources to demonstrate the range of infrastructure required to deliver the scale of growth identified in the Local Plan 2031 Part 1. The Infrastructure and Funding Assessment demonstrates that a

funding gap exists between the costs of infrastructure required to deliver the development set out in the Local Plan compared to the funding currently available.

35. In the preparation of the LPP1 the council has produced an Infrastructure Delivery Plan (IDP) to support the production of the Local Plan and identify the future infrastructure and service need of the District for the plan period. The IDP includes the known infrastructure required to support growth and is a continually evolving document that will be updated on a regular basis and will respond to changes. An updated IDP has been prepared to support the submission draft of the LPP1. A list of infrastructure projects eligible for CIL funding, drawn from the IDP and which form the basis of the funding gap evidence.

## **Relationship between CIL and S106 agreements**

36. The CIL Regulations specifically define the scope of “planning obligations” (i.e. S106 agreements). Regulation 122 sets out three tests, whereby a S106 agreement must be:
- a. necessary to make the development acceptable in planning terms;
  - b. directly related to the development; and
  - c. fairly and reasonably related in scale and kind to the development
37. A S106 agreement for an individual development scheme can only be entered into when all three tests are satisfied. In addition, when a charging authority begins charging CIL, or after 6th April 2015 whichever is sooner, the pooling of contributions through S106 will be restricted to five separate planning obligations towards a specific infrastructure project (e.g. a new primary school) or type of infrastructure (e.g. transport). Any planning obligations entered into on or after 6th April 2010 (the date the original CIL Regulations came into force) will be included in the limit.
38. It is critical to note that CIL will supplement and not replace the use of S106 agreements. The implementation of CIL will reduce the scope and range of infrastructure for which S106 contributions may be sought. It is therefore necessary to understand which types of infrastructure may continue to be covered by S106 agreements, once CIL is implemented.
39. Councils are not allowed to “double-dip” from developments, by securing payment for a project (or infrastructure type) from both CIL and S106. The Regulation 123 (R123) list provides details of those projects / infrastructure types to be funded by CIL, and details of the types of infrastructure that may be sought via S106 agreements is included within Appendix 1.
40. The introduction of CIL means it is necessary for the Council to clearly and unambiguously identify the types of infrastructure that will be funded through CIL (once implemented) and those that will continue to be funded through S106 contributions. The following overarching principles apply:

- S106 contributions are limited to site specific infrastructure requirements arising from a new development scheme;
- S106 contributions cannot be sought in relation to any specific projects identified on the CIL R123 list;
- CIL and S106 contributions are mutually exclusive – where CIL contributions are triggered for infrastructure categories identified in the R123 list, then no further S106 contributions may be requested for these types of infrastructure;
- Developer contributions for affordable housing are expressly **excluded** from CIL and will therefore continue to be sought through S106 agreements

41. A Planning Obligations SPD will be produced in due course to supplement the Regulation 123 list and details of S106 contributions as identified within Appendix 1.

## Draft Regulation 123 List

42. Regulation 123 of the CIL Regulations 2010 (as amended) states that the charging authority must set out a list of projects or types of infrastructure that it intends to fund (in part or in whole) through CIL. This list is commonly known as the Regulation 123 list (or R123 list). Infrastructure types or projects that are listed on the R123 list (or in the absence of a list, all infrastructure) cannot also be secured through S106 agreements, as explained above. The CIL guidance requires potential charging authorities to prepare a draft R123 list for the examination of the CIL charging schedule, with the final list to be published following Council approval of the charging schedule. A draft R123 list has been provided within the Draft Charging Schedule consultation document.

43. The R123 list includes a range of infrastructure projects, the cost of which is far in excess of the estimated CIL receipts. The final list will be based on this draft, but inclusion in this draft does not signify a commitment from the Council to include in the final list, to fund all of the projects listed, or the entirety of any one project through CIL. The order in the table does not imply any order of preference for spending CIL.

## Discretionary Relief

### a) Exceptional circumstances

44. CIL Regulations 55, 56 and 57 allow charging authorities the option to offer relief from CIL where sites are rendered unviable through exceptional circumstances and specific criteria can be met.

45. Relief can only be offered where the applicant enters into a Section 106 agreement for on-site infrastructure. The S106 would have to be proven to make the development economically unviable and charging authorities must be satisfied that relief would not constitute notifiable state aid.

46. A number of representations received during the PDCS consultation requested the Council consider allowing exceptional circumstances relief. At the current time, the Council does not intend to offer exceptional circumstances relief. The Council will keep its position on exceptional circumstances relief under constant review. It will review its current position before the commencement of any future CIL charge.

#### **b) Charitable**

47. Development by registered charities for the delivery of their charitable purposes is entitled to mandatory relief from CIL (Regulation 43); however, CIL regulations 44-45 allow charging authorities to offer discretionary charitable relief from CIL, which would potentially apply to development of land owned by charities for housing or retail uses. No PDCS representations were received relating to this type of relief; the Council is not intending to introduce discretionary charitable relief at this time.

## **How CIL will operate**

#### **a) Instalment Policy**

48. In most cases, CIL payment is due within 60 days of the commencement of development; however, the Council can introduce payment by instalments in line with CIL Regulation 69B (2011), which would allow phased payments over longer periods.

49. An instalment policy was included with the PDCS and generated a range of responses. Responses included those who felt that the thresholds and payment period should be increased to support development cash flow, and responses who felt thresholds should be reduced to ensure earlier payment of CIL. The Council recognises the importance of offering payment by instalments, without which, the burden of CIL will be early in the development process causing a significant adverse impact on cash flow. A draft instalment policy is included within the Draft Charging Schedule consultation document which the Council considers balances the burden of CIL on development cash flow against the need to secure CIL for infrastructure.

50. The instalment policy is not part of the charging schedule and will not form part of the examination, but is included within the consultation material to enable interested parties to consider its implication on development finance and delivery.

## **b) Phasing**

51. The CIL Regulations 2010 (as amended 2014) also make provision for the phasing of levy payments to all types of planning permission (including hybrid) to deal fairly with more complex developments. While this will not affect the total amount of CIL payable for a development, it will have a positive impact on cash flow for developers, who previously had to pay the entire levy on commencement of development (see CIL Regulation 2010 8(3A) (as amended 2014). Phasing differs from instalments. Each phase is a separate chargeable development for the purposes of paying CIL and the instalments policy applies to each phase. Therefore, it is likely to apply to larger schemes which can easily be divided into a series of distinct phases and which may be delivered over a number of years. Upon adoption of CIL applicants will be advised to speak to their case officer at an early stage to agree any phasing details and how they will affect payments.

## **c) Payment in kind**

52. The CIL Regulations allow charging authorities the opportunity to accept transfers of land (including infrastructure on the land) as a 'payment in kind' for the whole or part of CIL, but only where the land is intended to provide or facilitate the provision of infrastructure to support planned development. The most recently revised CL Regulations (2014) have extended this to include the provision of infrastructure either on or off the site of the chargeable development. PDCS consultation representations requested the Council consider accepting payment of land in lieu of CIL to assist development delivery.
53. At the current time, the Council does not intend to offer payment in kind the Council will keep its position on payment in kind under constant review.

## **d) Meaningful Proportion**

54. The 2013 CIL Regulations, issued following the PDCS consultation stage, provide clarity on the requirement for a meaningful proportion of funds collected through CIL to be made available to the local community.
55. Where there is a Neighbourhood Plan in place or permission is granted by a Neighbourhood Development Order, the Council must pass 25% of CIL funds to the relevant parish council where the development is taking place. Where there is no Neighbourhood Plan or Development Order, this neighbourhood proportion is reduced to 15%, subject to a cap of £100 per household in the relevant parish council area per year.
56. The neighbourhood funding element can be spent on a wider range of items than general CIL funds to support the development of the local council's area, or any part of that area, by funding:
- a. The provision, improvement, replacement, operation or maintenance of infrastructure; or



- b. Anything else that is concerned with addressing the demands that development places on an area

57. Parish and community councils have the option to allow some or all of these funds to remain with the District Council and there are provisions for the District Council to reclaim CIL monies not spent within a 5 year period. If CIL monies are reclaimed in this way, they must be spent within the parish that they have been reclaimed from.

58. The Vale of White Horse District Council will encourage town and parish councils to responsibly spend their neighbourhood funding element prioritising Regulation 123 list infrastructure items. Failure to do this will reduce funds available for infrastructure provision and slow delivery of important items.

## Appendix 1 CIL and S106

### Guide to funding mechanisms for different infrastructure types

Infrastructure type	CIL	S106
<b>Affordable housing</b>		√
<b>Recreation and Leisure:</b>		
Off-site provision, improvements and management of strategic and local sports and recreation facilities (indoor and outdoor)	√	
New provision and management of sports and recreation facilities (indoor and outdoor) required on-site as part of a development		√
<b>Open space, play, green space, biodiversity and allotments:</b>		
Increasing capacity, improvements and management to quality of existing strategic and local open space (including amenity space, play areas, allotments, green space and biodiversity)	√	
New provision and management of open space (including amenity space, play areas, allotments, green space and biodiversity) required on-site as part of a development		√
<b>Community and cultural infrastructure:</b>		
New provision and management of community centres/halls required on-site as part of a development		√
Improvements to existing community centres/halls and all other community facilities (including youth support)	√	
Increasing capacity at libraries including increases in stock (books, audiovisual	√	

Infrastructure type	CIL	S106
materials etc.) and Museum Resource Centre		
Extensions and/or new library buildings required directly as result of a development		√
Provision and management of public realm/ public art required on-site as part of a development		√
Enhancement of public realm/public art	√	
Cemeteries	√	
<b>Education:</b>		
Increases in school capacity (including pre-school, primary, secondary, sixth form, special education needs and adult education)	√	
Extensions and/or new school buildings (including pre-school, primary, secondary, sixth form, special education needs and adult education) required directly as a result of a development		√
<b>Transport:</b>		
Strategic highways or transport infrastructure projects (including public rights of way)	√	
Site specific infrastructure (including public rights of way)		√
Travel plan measures		√
<b>Recycling:</b>		
Improvements to household waste and recycling centres	√	
Provision of waste and recycling receptacles required directly as a result of a development		√

Infrastructure type	CIL	S106
<b>Health care provision:</b>		
Increasing capacity at local surgeries	√	
Extensions and/or new doctors surgeries required directly as a result of a development		√
<b>Fire and Rescue:</b>		
Extensions and/or new fire and rescue service infrastructure	√	
<b>Community safety:</b>		
Improvements to community safety	√	
<b>Adult Day care:</b>		
Expansion and improvement of adult day care facilities	√	
<b>Street naming and numbering required directly as a result of a development</b>		√
<b>Flood protection and water management</b>		√

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