

# REGENERATION COMMUNITY AND CULTURE OVERVIEW AND SCRUTINY COMMITTEE

11 APRIL 2013

## COMMUNITY INFRASTRUCTURE LEVY (CIL) CONSULTATION ON PRELIMINARY DRAFT CHARGING SCHEDULE

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### Summary

The Community Infrastructure Levy (CIL) allows local authorities in England and Wales to raise funds from developers undertaking new building projects. The money can be used to fund infrastructure required within the Council's area.

This report forms part of the consultation on the CIL Preliminary Draft Charging Schedule.

### 1. Budget and Policy Framework

- 1.1 In accordance with the Planning Act 2008 the final adoption of a CIL Charging Schedule is a matter for Council.
- 1.2 It is probable that should a CIL be introduced, it will raise more income from new development than the current mechanism of Section 106 obligations.
- 1.3 CIL is also related to the Local Development Framework (LDF, part of the Policy Framework) and the LDF must be progressed to a certain stage before a CIL can be considered.

### 2. Background

- 2.1 CIL is a levy that local authorities (known as Charging Authorities after adoption of CIL) can choose to apply to new developments in their area. The levy can apply to every new dwelling and commercial development, and can only be spent on providing infrastructure to support the development within that authority's area.

- 2.2 A Charging Authority must have an up to date development plan, evidence of infrastructure gaps (aggregate gaps) and appropriate available evidence on viability, before a CIL can be set.
- 2.3 After 6 April 2014 the use of pooled contributions collected through Section 106 obligations will be limited for all authorities. For those authorities adopting the CIL the restrictions will come into place on its adoption. This is consistent with the principle that the vehicle for future collection of pooled contributions for infrastructure should be CIL.
- 2.4 The Community Infrastructure Levy Regulations 2010 set out the procedures required for a Council to become a Charging Authority (CA). This procedure includes a consultation exercise on a “preliminary draft charging schedule” (PDCS). The CIL rates the Council intends to charge on different types of development, based on a viability assessment, are set out on page 10 of the PDCS (Appendix 1). Members are asked to note that the infrastructure table at the end of the PDCS is currently being updated and will be available later this year.
- 2.5 Representations received will be published on line with the Council’s responses.
- 2.6 On 12 February 2013 Cabinet approved :
- a consultation exercise from 1 March to 19 April 2013 on the preliminary draft charging schedule, and
  - that the Director of Regeneration, Community and Culture, in consultation with the Portfolio Holder for Strategic Development and Economic Growth is given delegated authority to agree the detailed wording in the consultation document.
- 2.7 This report is the consultation mechanism with RCC Overview and Scrutiny Committee.

### **3. Options**

- 3.1 If the council wishes to continue to collect contributions from developers to help fund infrastructure, it will need to adopt a CIL Charging Schedule.
3. Under current government guidance Section 106 agreements will be scaled back from April 2014.

### **4. Resource required**

- 4.1 The work of producing a CIL Charging Schedule is mainly being carried out via existing staff resource, but funding has been reserved to cover associated costs including the public examination.

## 5. Advice and analysis

- 5.1 To enable Medway Council to become a CIL CA, it is necessary to undertake consultation on a preliminary draft charging schedule, consultation on a draft charging schedule and a public examination.
- 5.2 Following the public examination and the Inspector approval of the draft charging schedule, a report will be submitted to Council in about early 2014, seeking adoption of CIL.
- 5.3 Consultation will include developers, agents, Parish Councils, Kent County Council and other adjoining local authorities.

## 6. Risk management

<b>Risk</b>	<b>Description</b>	<b>Action to avoid or mitigate risk</b>	<b>Risk rating</b>
Procedures are not carried out to achieve CIL Charging Authority status	Section 106 agreements will be scaled back in April 2014. If CIL not adopted, there would no mechanism to collect developer contributions at the level currently received	Follow procedures required under CIL Regulations, including consultation exercises and public examination	B2

## 7. Financial and legal implications

- 7.1 It is probable that CIL will raise more income from new development than the current mechanism of Section 106 obligations.
- 7.2 The legal implications are set out in the body of the report.

## 8. Recommendations

- 8.1 That RCC Overview and Scrutiny review the Preliminary Draft Charging Schedule and make comments as appropriate.

### Lead officer contact

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[jill.king@medway.gov.uk](mailto:jill.king@medway.gov.uk)

## **Background papers**

CLG Community Infrastructure Levy Regulations 2010

<http://www.legislation.gov.uk/all?title=Community%20Infrastructure%20Regulations%202010>

CLG Community Infrastructure Levy Guidance : charge setting and charging schedule procedures 2010 <https://www.gov.uk/government/publications/community-infrastructure-levy-guidance-charges>

C LG Community Infrastructure Levy: an overview, May 2011

<https://www.gov.uk/government/publications/community-infrastructure-levy-overview>

CLG Community Infrastructure Levy Relief Information Document, May 2011

<https://www.gov.uk/government/publications/community-infrastructure-levy-relief-guidance>

CLG Community Infrastructure Levy – collection and enforcement, October 2011

<https://www.gov.uk/government/publications/community-infrastructure-levy-collection-and-enforcement-guidance>

CLG Community Infrastructure Levy Guidance, December 2012

<https://www.gov.uk/government/publications/community-infrastructure-levy-guidance>

**Appendix 1**

Medway Council

**Community Infrastructure Levy**

Consultation on  
Preliminary Draft Charging Schedule

1 March 2013 – 19 April 2013



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## **1. Introduction :**

### **What is the Community Infrastructure Levy (CIL)?**

- 1.1 CIL is for 'top up' funding for infrastructure to support the development of the area and does not replace mainstream funding sources. It also supports development that does not require planning permission. It can be used to fund a wide range of infrastructure that is needed as a result of development including new/safer road schemes, flood defences, schools and health and social care facilities, park improvements, green spaces and leisure centres, but not for the provision of affordable housing. It can also fund improvement, replacement, operation or maintenance of infrastructure to support the development in the area.
- 1.2 CIL is a charge on new development and becomes liable when planning permission is granted.
- 1.3 The levy is applied as £x per square metre on net additional floorspace (calculated internally) payable by the owner of the land, and is index linked. Any new build (whether a new building or an extension) is only liable for the levy if it has 100 square metres, or more, of gross internal floor space, or involves the creation of additional dwellings, even when that is below 100 square metres.
- 1.4 CIL becomes due on commencement of the development, and must be paid within 60 days from commencement if no instalment policy has been adopted.
- 1.5 Charging authorities must spend income from the levy on infrastructure to support the development of the area.
- 1.6 Those neighbourhoods who welcome new development will receive a proportion of CIL funding generated from development in their areas.
- 1.7 5% of CIL can be used to cover CIL administrative costs as the Charging Authority feels appropriate. Up to 5% of CIL receipts during the first full 3 years of Charging Authority status, can be used to repay costs for the set up and implementation costs of CIL.
- 1.8 To become a CIL Charging Authority (CA), Medway Council has to go through a series of procedures (see Section 6 "What happens next?" on page 14). Consultation on this preliminary draft charging schedule is one of the processes required.
- 1.9 To achieve CIL CA status, an up to date development plan must be in place . Evidence of the existence of an infrastructure gap, and that future development would be viable after the introduction of CIL, is required at a public examination. The inspector of the examination will decide if this evidence supports the implementation of Charging Authority status and the implementation of CIL.

## **Why is CIL being introduced now?**

- 1.10 Section 106 agreements are legal agreements which commit developers to make financial contributions, or provide infrastructure, such as highway works, to mitigate the impact of the development. This is the current mechanism used by Medway Council for developer contributions.
- 1.11 From April 2014 (or if CIL Charging Authority Status is achieved before April 2014), the use of Section 106 agreements is being scaled back as CIL is the government's preferred mechanism for developer contributions.
- 1.12 Section 106 agreements will only be used for site specific infrastructure, where appropriate.
- 1.13 A list of CIL funded and Section 106 funded developments will be published on line, to ensure that there is no double charging for any development.

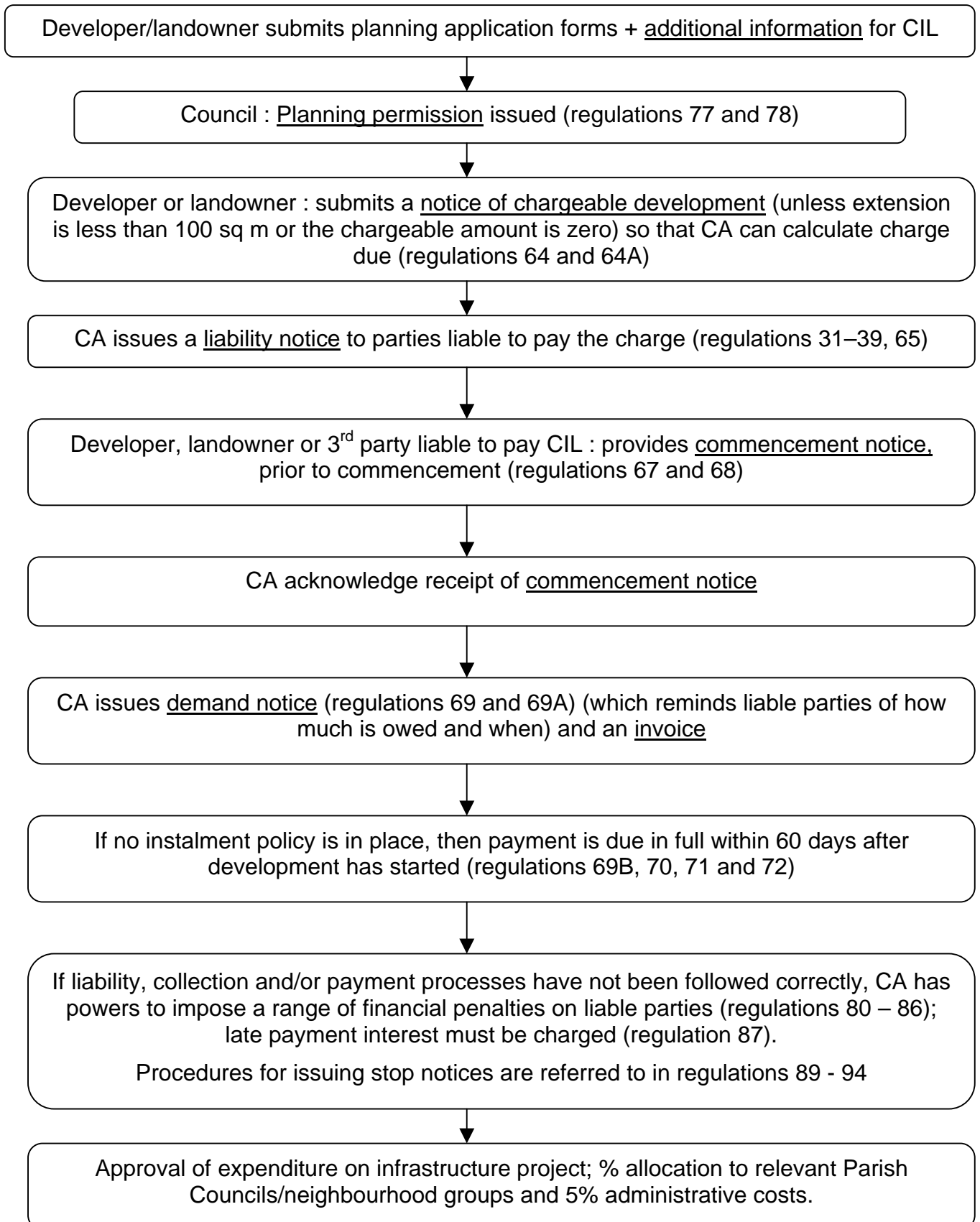
## **Engaging with our stakeholders :**

- 1.14 Prior to this consultation, a series of meetings have been held to inform and discuss CIL with a variety of stakeholders. These were as follows :
  - Local Development Framework Advisory Group – 12/07/2012, 13/11/1012, 10/12/2012, 17/01/2013
  - Council members – 27/11/2012
  - Medway Rural Liaison Committee (made up of Parish Council representatives) 04/12/2012
  - Developers, agents, Parish Councils, registered social landlords – 22/01/2013.
- 1.15 CIL regulations require that this consultation includes the Home & Communities Agency, Parish Councils, adjoining planning authorities, responsible regional authority, consultation bodies, and persons who are resident or carrying on business in its area.
- 1.16 In addition to including this consultation on the website, [www.medway.gov.uk/CIL](http://www.medway.gov.uk/CIL) and emailing the organisations listed in 1.15, a 'flyer' on this consultation of the preliminary draft charging schedule has been included with the annual March distribution of council tax and business rates' bills.



## 2 : Flowchart showing the basic CIL process

'Regulations' refer to Community Infrastructure Levy Regulations which can be found at [www.communities.gov.uk](http://www.communities.gov.uk) (CA = Charging Authority)



### 3. Evidence required for setting CIL :

#### Viability assessment :

3.1 CIL is intended to encourage development growth. The rates to be charged must strike an appropriate balance between securing additional investment for infrastructure to support development, and the potential economic effect of imposing the levy – this is at the centre of the charge setting process.

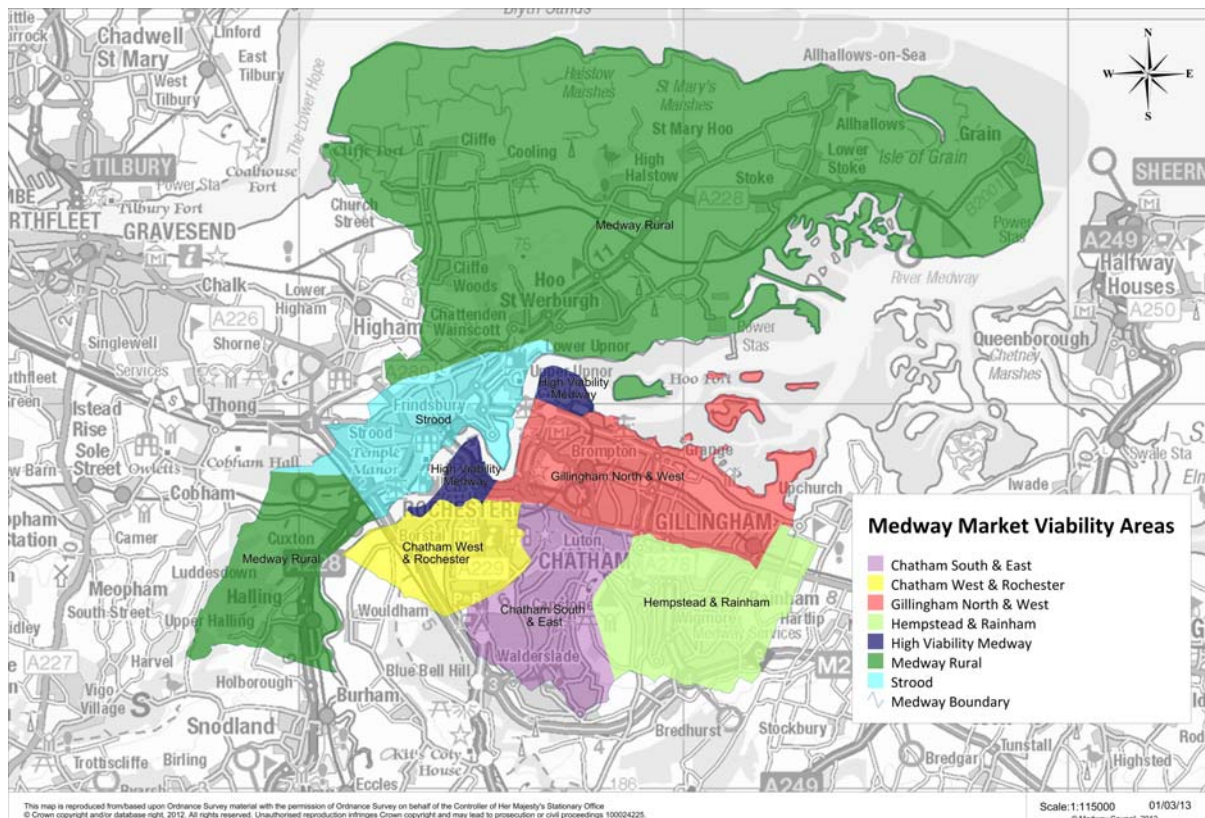
3.2 Dr Andrew Golland has carried out a viability assessment on development within the Medway Council area. This document is published on the website at [www.medway.gov.uk/CIL](http://www.medway.gov.uk/CIL)

- **Residential**

3.3 The assessment included a range of development types across a range of scheme sizes and densities, and across a range of sub markets (in line with the council's Affordable Housing Viability Study (AHVS) dated October 2009). The house prices relating to the sub markets provide the basis for indicative new build values.

3.4 The analysis identified 7 sub market areas within Medway. These are High Viability Medway, Hempstead to Rainham, Medway Rural, Chatham West and Rochester, Chatham South and East, Strood and Gillingham.

The map below shows the sub market areas in GIS format:



- 3.5 Generally, viability was found to be stronger in the residential sector than in the commercial. Although house prices in Medway are relatively low by South East standards, they do, in most instances, exceed build costs by a margin, which is not the case for most forms of commercial development.
- 3.6 The viability report sets out 3 possible options for setting CIL, with suggested CIL rates varying from £50 m<sup>2</sup> for lower viability areas, up to a possible £500 m<sup>2</sup> for higher viability areas.
- 3.7 The council intends to make the CIL process as simple to implement as possible. To set charges for each of the 7 sub markets would make the process too unwieldy and complicated. It is proposed that there should be only 2 charging zones. These are as follows :
- Zone A (higher viability) : which covers St Mary's Island, Rochester Riverside and other areas in Rochester, Hempstead, Wigmore, South Rainham and rural areas
  - Zone B (lower viability) : which covers Chatham West, Rochester West and North, Chatham South, Chatham East, Strood, Gillingham North and Gillingham West.
- 3.8 It is also proposed that each of these zones, based on postcodes, have 2 charges; a higher charge for developments of up to 14 dwellings (where there is no affordable housing provision), and a lower charge for developments of 15 dwellings or more, where there is a requirement for the developer to provide affordable housing.
- 3.9 Proposed charges are set out on page 10. A map identifying the 2 zones can be found on page 11.
- 3.10 These proposed charges reflect an awareness by the Council of the current economic climate and the need to encourage growth. The highest charge proposed is significantly lower than the maximum possible charge suggested in the viability assessment.
- **Commercial development**
- 3.11 The evidence suggests that only retail development will be capable of paying a CIL. The analysis of mainstream new office and industrial units suggests that these are currently not likely to be viable if CIL contributions were to be required.
- 3.12 The precise levy to charge on retail units in the high street is difficult to assess as landowner expectations for this type of development are not generally known. The Viability Report states that the figures available for retail development in general suggest that there is reasonably substantial residual value in this form of development. On the basis of the experience of other authorities with an adopted CIL (or currently going through the process of adoption), a range of between £70 - £100 per m<sup>2</sup> would seem to be appropriate.

- 3.13 The Viability Report also states that as the existing use value of High Street shops is likely to be high, town centre retail development may have less headroom for a CIL charge than out of or edge of town locations.

### **Infrastructure Plan**

- 3.14 The CIL regulations require a Charging Schedule to be supported by appropriate, available evidence on infrastructure needs and costs in the area. This evidence must be linked to the up-to-date development plan for the area. The legislation and guidance does allow updated evidence to be produced to inform and support CIL if the development plan evidence no longer reflects current priorities.
- 3.15 A summary table of infrastructure needs in Medway is included at Appendix 1. This was produced alongside work on the Infrastructure Delivery Schedule (IDS) that forms part of the Council's draft Core Strategy. The IDS is focussed on infrastructure needs that arise directly from the impacts of the development proposed in the LDF Core Strategy. The summary table at Appendix 1 also considers wider infrastructure needs that "support" development rather than mitigating a direct impact. An example of this is improved access to high-speed broadband. This need is not caused by an impact of any of the development proposed in the plan, but it is a key factor influencing the desirability of the area as a location for higher viability business uses and therefore the success of the Council's employment strategy. It would therefore still fall within the scope of CIL.
- 3.16 Based on these infrastructure requirements, there is a significant funding gap, which justifies the rates of CIL proposed in our Preliminary Draft Charging Schedule.
- 3.17 The information that informed the summary table dates back to 2010 and 2011. In some cases needs and funding streams have changed significantly even in this relatively short time, due to the ongoing changes to government funding and to the way services are delivered in areas such as education and health. Some of the schemes in the document are no longer relevant or possible, and for many others the funding options have changed. The Council is therefore undertaking additional infrastructure planning work to support the production of CIL. This will inform the list that the Council must produce to set out the types of infrastructure that we may spend money from CIL on. It will also contain more detailed and up-to-date information about other funding streams.
- 3.18 Early work on the updated Infrastructure Plan suggests that it will continue to show a significant funding gap, and existing evidence gives enough confidence to support this early stage of CIL production. The updated Infrastructure Plan will be available alongside the CIL Draft Charging Schedule (which is scheduled for consultation in June/July).

## **CIL Guidance December 2012**

3.19 CIL guidance, published in December 2012, clarifies further information to be available at the public examination. This includes

- Providing information on Section 106 contributions received in recent years
- Setting out how Section 106 policies will be varied when CIL is implemented, and the extent to which Section 106 targets have been met.
- Setting out the relevant local policy changes to be implemented when CIL is introduced
- Demonstrating how CIL rates will contribute towards implementation of the development plan, and show potential effects of proposed levy rates on economic viability for development across the area
- Describing the proposed approach to future use of any pooled Section 106 contributions based on available evidence.

#### 4. Preliminary Draft Charging Schedule

- 4.1 Medway Council is seeking your views on the preliminary draft charging schedule below, and whether you support the suggested charges as appropriate. Your comments will be reviewed and taken into account when finalising a draft charging schedule for public examination, and final approval by Full Council.
- 4.2 For residential development, the area covered by Medway Council has been split into 2 zones. A map showing these zones is on the following page.
- Zone A covers higher viability areas (St Mary's Island, Rochester Riverside, South Rainham, Hempstead, Wigmore and rural areas)
  - Zone B covers lower viability areas (Chatham West, Rochester, Chatham South and East, Strood, Gillingham North and West)
- 4.3 Charges in each zone apply to 2 sizes of development – up to and including 14 dwellings, and 15 dwellings and above. Levy is charged per m<sup>2</sup> of internal floorspace.
- 4.3 This methodology takes into account affordable housing requirements on developments of 15 dwellings and above.

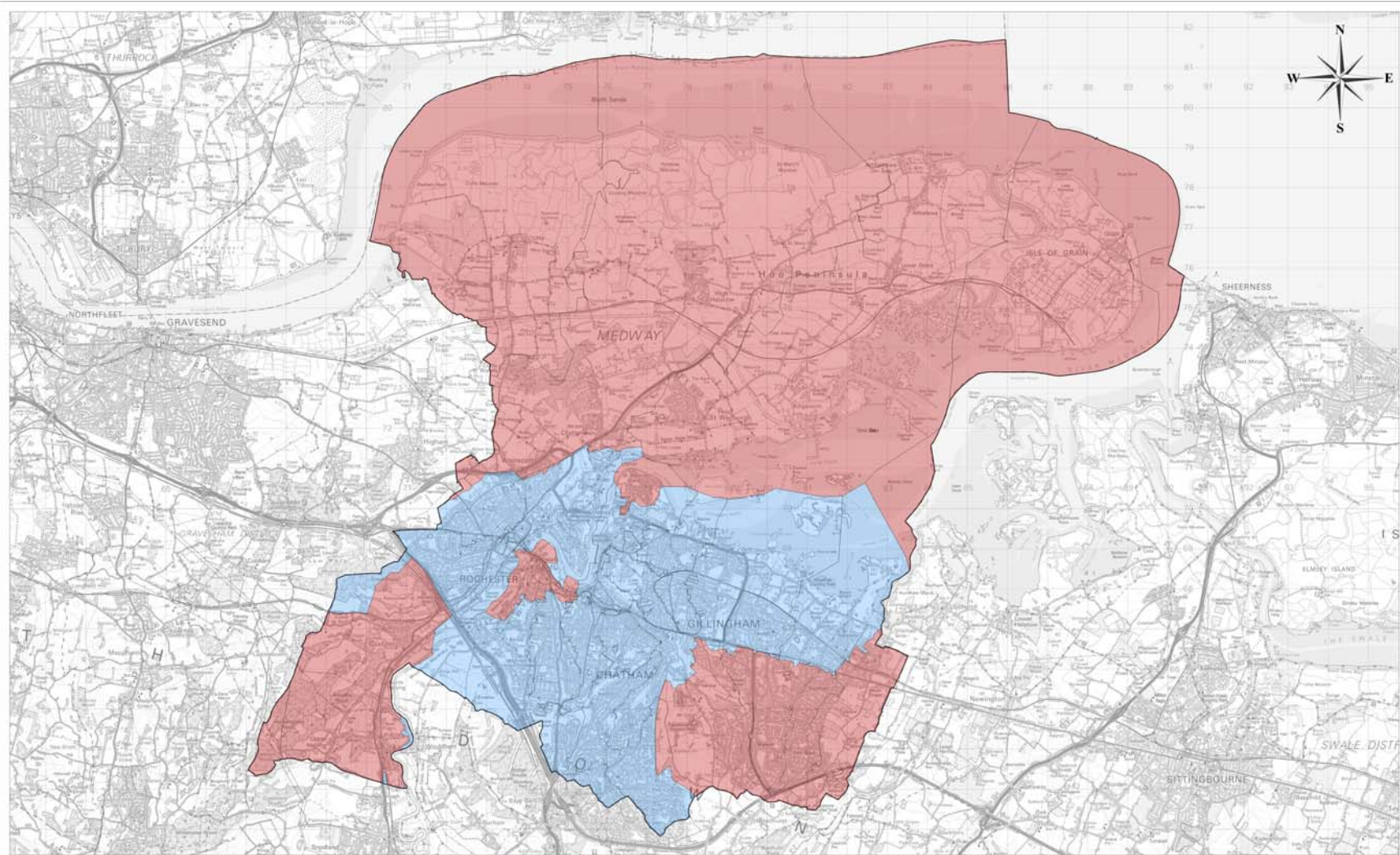
#### Residential :

<b>area</b>	<b>Charge per m<sup>2</sup></b>
Zone A : 15 dwellings and above	£150
Zone A : up to and including 14 dwellings	£200
Zone B : 15 dwellings and above	£50
Zone B : up to and including 14 dwellings	£150

#### Other development :

Edge of town / out of town superstore type development (see map identifying areas on page 8)	£75
Other retail (except superstores)	£0
All other types of development, including education, care homes and health facilities	£0



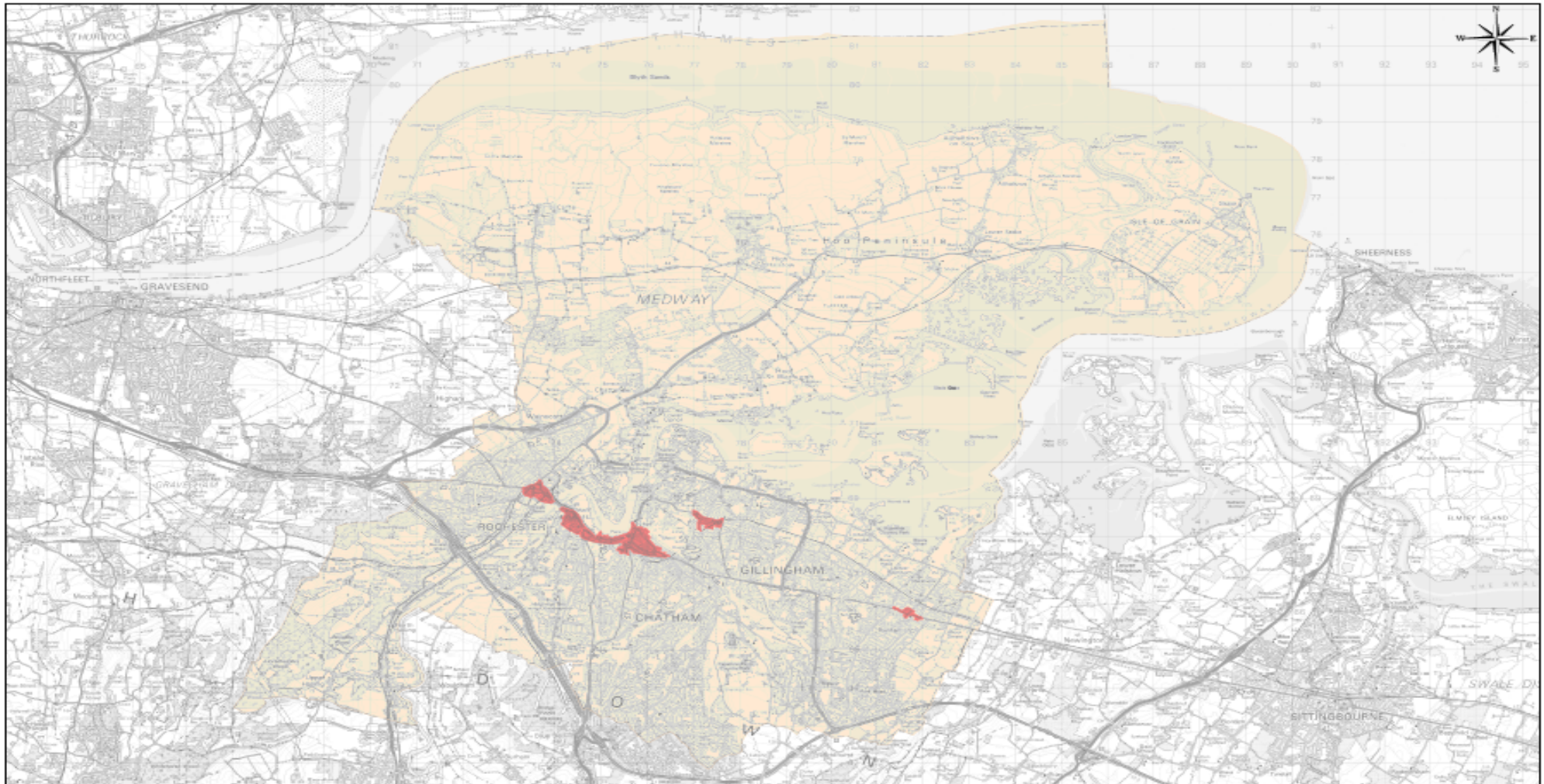


### CIL Charging Zones

- Zone A Higher Viability
- Zone B Lower Viability

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Scale: 1:130000      01/03/13  
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**CIL Retail Charging Zones**

- Zone A Higher Retail Value
- Zone B Lower Retail Value

  
 Medway  
 Serving You

Scale: 1:85000    19/12/12  
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## 5. The consultation process

5.1 The consultation period runs from 1 March – 5pm on 19 April 2013.

5.2 All the information related to this CIL consultation is available at [www.medway.gov.uk/CIL](http://www.medway.gov.uk/CIL). You can follow this link to make comments online.

5.3 Copies are available to view at the following libraries :

- Chatham
- Cuxton
- Gillingham
- Grain
- Hempstead
- Hoo
- Lordswood
- Luton
- Rainham
- Rochester
- Strood
- Thomas Aveling School
- Twydall
- Walderslade Hook Meadow
- Walderslade Village
- Wigmore

5.3 You can send your representation :

### **By post to**

Section 106/CIL Officer  
Medway Council  
Development Management  
Regeneration Community & Culture  
Gun Wharf  
Dock Road  
Chatham ME4 4TR

### **By email to**

[S106@medway.gov.uk](mailto:S106@medway.gov.uk)

5.4 After the closing date, all comments and representations received will be reviewed. They will be published on the website with Medway Council's response in May 2013.

5.5 Your comments will be taken into account when producing the draft charging schedule, which will be subject to consultation between July and August 2013.

## 6. What happens next?

- 6.1 At the end of the consultation period, all the comments will be reviewed. A list of the representations received, and the Council's responses to them, will be published on Medway Council's website [www.medway.gov.uk/CIL](http://www.medway.gov.uk/CIL)
- 6.2 The draft charging schedule will be amended, as appropriate, to address issues raised during this consultation.
- 6.3 Another consultation will be carried out on the draft charging schedule. This is likely to be in tandem with consultation on a draft Supplementary Planning Document (SPD) on Developer Contributions.
- 6.4 Any representations received on this second consultation will be reviewed, and published on line with the Council's responses.
- 6.5 The draft charging schedule will be submitted, with other relevant documents (e.g. infrastructure plan, viability assessment) to a public examination. The Inspector will decide if there is sufficient evidence to support the draft charging schedule.
- 6.6 If the Inspector decides that there is evidence to support the charging schedule, then the Inspector will inform Medway Council that they can become a CIL Charging Authority (CA).
- 6.7 Medway Council will publish on line the date on which it intends to become a Charging Authority. The timescale should enable adequate time for any unsigned Section 106 Agreements to be completed.

<b>Procedure</b>	<b>Estimated date</b>
Consultation on Preliminary Draft Charging Schedule	March – mid April 2013
Representations/responses published on line	May 2013
Consultation on Draft Charging Schedule	June – mid July 2013
Submission for CIL examination	August 2013
Public Examination	October 2013
Approval for adoption at Full Council	23 January 2014
Adoption of CIL Charging Authority status	1 April 2014

## 8. Further information

8.1 Information on CIL can be found at the following websites :

CLG Community Infrastructure Levy Regulations 2010

<http://www.legislation.gov.uk/all?title=Community%20Infrastructure%20Regulations%202010>

CLG Community Infrastructure Levy Guidance : charge setting and charging schedule procedures 2010 <https://www.gov.uk/government/publications/community-infrastructure-levy-guidance-charges>

C LG Community Infrastructure Levy: an overview, May 2011

<https://www.gov.uk/government/publications/community-infrastructure-levy-overview>

CLG Community Infrastructure Levy Relief Information Document, May 2011

<https://www.gov.uk/government/publications/community-infrastructure-levy-relief-guidance>

CLG Community Infrastructure Levy – collection and enforcement, October 2011

<https://www.gov.uk/government/publications/community-infrastructure-levy-collection-and-enforcement-guidance>

CLG Community Infrastructure Levy Guidance, December 2012

<https://www.gov.uk/government/publications/community-infrastructure-levy-guidance>

8.2 Information on exemptions and the terms of an instalments policy, if adopted, will become available prior to public examination.

8.3 This document is available in alternative formats and languages. For further information please use one of the following options.

Email : [S106@medway.gov.uk](mailto:S106@medway.gov.uk)

Write to :

S106/CIL Officer  
Medway Council  
Development Management  
Dock Road  
Chatham  
ME4 4TR

Ring : 01634 331594

8.3 The Community Infrastructure Levy webpage at [www.medway.gov.uk/CIL](http://www.medway.gov.uk/CIL) will be regularly updated to reflect the latest information/progress to achieve CIL Charging Authority status.

## Appendix 1

Type	Scheme	Requirements	Indicative Phasing	Cost (approx)	Identified/committed funding <sup>1</sup>	Funding gap <sup>1</sup>	Possible additional funding streams <sup>1</sup>
Community services & social care	Community / Outreach Centres	Social capital improvements in Brook Lines neighbourhood and community facility within Luton (potential co-location with NHS)	1	Unknown	Unknown	Unknown	
Community services & social care	Multi cultural community centre	Colonial Building refurbishment / redeveloped Machine Shop No. 8	1	£20,000,000	£0	£20,000,000	
Community services & social care	'Changing Places' facilities	Toilet facilities to support a personalised model of social care delivery (likely 6 across Medway)	1	£180,000	£0	£180,000	
Community services & social care	Further Community Hubs	Opportunities to be explored by officers e.g. within Strood Tesco scheme & at Eastgate House, Rochester	1, 2 & 3	Unknown	Unknown	Unknown	
Community services & social care	Early years provision	New Sure Start facility required per 12,500 population increase (likely to apply to Lodge Hill)	2 & 3	Unknown	Unknown	Unknown	Developer provision in kind, Medway Council funding
<b>Community services &amp; social care sub-totals</b>				<b>£20,180,000</b>	<b>£0</b>	<b>£20,180,000</b>	
Education & Learning	Primary Strategy for Change delivery	Programme of capital projects (7 specific schemes) to bring schools up to 21st Century School standards and respond to pupil planning needs	1	£15,000,000	£15,000,000	£0	
Education & Learning	New Academy schools	Replacement of existing secondary schools at: <ul style="list-style-type: none"> <li>• Chapter &amp; Temple schools</li> <li>• New Brompton College</li> <li>• Chatham South and Medway Community College</li> </ul>	1	£90,000,000	£90,000,000	£0	
Education & Learning	SEN provision	Build 2 Primary schools and a secondary hub.	1, 2 & 3	Unknown	£0	Unknown	
Education & Learning	Relocation of UCA	University development of approximately 25000sq/m & 500 student bed-spaces, potentially at Interface Land, Chatham Maritime	1, 2 or 3	£75,000,000	Unknown	£75,000,000 <sup>2</sup>	Private/university funding (including central government grant)
Education &	Basic needs	Enlarging schools (particularly primary) to meet	2 & 3	£3,000,000	£3,000,000	£0	

Type	Scheme	Requirements	Indicative Phasing	Cost (approx)	Identified/committed funding <sup>1</sup>	Funding gap <sup>1</sup>	Possible additional funding streams <sup>1</sup>
Learning	for Schools	forthcoming spike in the population trends					
Education & learning sub-total				<b>£183,000,000</b>	<b>£108,000,000</b>	<b>£75,000,000</b>	
Emergency services	Fire and Rescue	Replacement Chatham fire station - no site currently identified. May be beyond 2026.	3	Unknown	Unknown	Unknown	Kent Fire & Rescue
Emergency services	Medway Police Station	Additional buildings/IT/cars capacity will be required to accommodate the extra policing resources needed as a consequence of Medway's housing and population growth. Likely to require extension to the existing building.	2 & 3	£1,630,000	£0	£1,630,000	Kent Police, central government funding
Emergency services	Neighbourhood Policing	Neighbourhood policing base within new development at Lodge Hill - may be co-located with other community or emergency services	2 & 3	Unknown	Developer provision in kind	£0	
Emergency services	Ambulance Service	A base/facility at Lodge Hill to provide capability for the scale of homes proposed on the Hoo Peninsula and further industrial development on the Isle of Grain.	2 & 3	Unknown	Developer provision in kind	£0	South East & Coast Ambulance Service
<b>Emergency services sub-total</b>				<b>£1,630,000</b>	<b>£0</b>	<b>£1,630,000</b>	
Green Infrastructure & Public Realm	Chatham Town Centre	Public realm improvements	1	£11,800,000	£0	£11,800,000	Single Conversation, developer provision in kind on larger sites
Green Infrastructure & Public Realm	Strood Town Centre	Public realm and highways improvements	1	£5,620,000	£0	£5,620,000	Single Conversation, s106, Medway Council capital funding
Green Infrastructure & Public Realm	Hoo Peninsula - Stepping Stones	Delivery of new community facilities to support greater accessibility and enhanced green tourism, connecting central wooded ridge & the estuary marshlands to key communities.	1	£4,902,000	£0	£4,902,000	Single Conversation, Medway Council and partners capital funding

Type	Scheme	Requirements	Indicative Phasing	Cost (approx)	Identified/committed funding <sup>1</sup>	Funding gap <sup>1</sup>	Possible additional funding streams <sup>1</sup>
Green Infrastructure & Public Realm	Active Spaces (Outdoor Sport and Play sites)	Play facilities-numerous sites, inc: <ul style="list-style-type: none"> <li>• Improve football facilities at Borstal/Shorts Way Recreation Ground</li> <li>• Provide additional all weather tennis courts in Gillingham, Chatham &amp; Rainham</li> <li>• Improve football facilities at Beechings Way Recreation Ground</li> <li>• Provide artificial turf hockey pitch(es)</li> </ul>	1	£2,000,000	£526,199	£1,473,801	Big Lottery Fund & Playbuilder, S106 / Medway Council funding
Green Infrastructure & Public Realm	Great Lines Heritage Park	Heritage and open space enhancements to shortlisted World Heritage Site:	1	£9,390,000	£4,180,000	£5,210,000	Private investment/ sponsorship, HLF bid(s)
Green Infrastructure & Public Realm	Gateways to the Gateway	Delivery of key projects at Capstone Country Park, Ranscombe Country Park, Ranscombe Farm Reserve and Horsted Valley	1	£11,770,000	Unknown	Unknown	Single Conversation, Medway Council & partners funding
Green Infrastructure & Public Realm	Urban Health	Chatham, Gillingham & Strood – create network of urban green spaces	1	£4,550,000	£1,229,325	£3,320,675	Various funding secured; Single Conversation & s106 / Medway
Green Infrastructure & Public Realm	Rochester Riverside	New public spaces within new development	2	Unknown	Developer provision in kind	£0	
Green Infrastructure & Public Realm	North Bank River Path (dependent on Flood Defence works)	Continuous route connecting Maidstone with Medway, Hoo Peninsula & proposed Thames Estuary Path, including: <ul style="list-style-type: none"> <li>• Temple Waterfront to Strood Riverside via Rochester Bridge</li> <li>• Medway City Estate to Whitewall Creek Park and Ride</li> <li>• Upnor to Hoo</li> </ul>	1 & 2	£2,540,000	£0	£2,540,000	Developer provision in kind

Type	Scheme	Requirements	Indicative Phasing	Cost (approx)	Identified/committed funding <sup>1</sup>	Funding gap <sup>1</sup>	Possible additional funding streams <sup>1</sup>
Green Infrastructure & Public Realm	Gillingham Green Spaces	Connect & improve green spaces, including: <ul style="list-style-type: none"> <li>Gillingham Park refurbishment</li> <li>Queen Elizabeth Playing Fields</li> <li>Balmoral Gardens</li> </ul>	1 & 2	Unknown	£17,835	Unknown	Developer provision in kind (Balmoral Gardens)
Green Infrastructure & Public Realm	Gillingham Town Centre	Public realm improvements, including: <ul style="list-style-type: none"> <li>Medway Park junction</li> <li>High Street/Arden St junction</li> <li>High Street/Skinner Street</li> <li>Gillingham Train Station</li> </ul>	1 & 2	£1,320,000	£820,000	£500,000	
Green Infrastructure & Public Realm	Strood Green Spaces	Connect public spaces & amenities with green route network, including: <ul style="list-style-type: none"> <li>Temple Waterfront</li> <li>Broomhill Park</li> <li>Strood Waterfront</li> </ul>	1 & 2	Unknown	Developer provision in kind (Temple Waterfront & Strood Waterfront)	Unknown	
Green Infrastructure & Public Realm	South Bank River Path (dependent on Flood Defence works)	Continuous route connecting Maidstone and Swale, including: <ul style="list-style-type: none"> <li>Rochester Riverside</li> <li>Interface Land</li> <li>Chatham Waterfront (Sun Pier to Chatham Dockyard)</li> </ul>	1, 2 & 3	On-site works unknown; Chatham off-site works £900,000	Developer provision in kind within site boundaries	£900,000	
Green Infrastructure & Public Realm	Chatham Green Spaces	Network of high quality green spaces in the town centre, including: <ul style="list-style-type: none"> <li>Waterfront Park</li> <li>Town Hall Gardens</li> <li>Victoria Gardens</li> </ul>	1, 2 & 3	£1,200,000	£0	£1,200,000	Single Conversation, Medway Council capital funding
Green Infrastructure & Public Realm	Gateways to the Gateway	Connections via Capstone Valley, Horsted Valley & Darland Banks, and North Gillingham to Riverside Country Park via Lower Rainham & on to Swale	Unknown	Unknown	Unknown	Unknown	

Type	Scheme	Requirements	Indicative Phasing	Cost (approx)	Identified/committed funding <sup>1</sup>	Funding gap <sup>1</sup>	Possible additional funding streams <sup>1</sup>
<b>Green infrastructure &amp; public realm sub-totals</b>				<b>£55,992,000</b>	<b>£6,773,359</b>	<b>£49,218,641</b>	
Health Care	Reprovision of the Child Development Centre, Gillingham	Children's specialist services - community healthy living centres & space in a centrally located building	1	£1,000,000	Unknown	£1,000,000	NHS funding
Health Care	Chatham Healthy Living Centre, Clover Street	New build facility providing for a wide range of services, including 2 - 5 GP's, dental services & potential re-provision of community beds currently based at St Bartholomew's Hospital	1	Unknown	Unknown	Unknown	NHS funding, sale of sites being replaced, s106
Health Care	Luton Healthy Living Centre	New building providing community, mental health & out of hospital services, also 3-4 GP's	1	Unknown	Unknown	Unknown	NHS funding, third party income, s106
Health Care	Wainscott GP Surgery	New build facility providing GP services	2	Unknown	Developer provision in kind (land only)	Unknown	NHS funding
Health Care	Medway Maritime Hospital	Major refurbishment / replacement of general & acute mental health inpatient beds	2	£25,000,000	£5,000,000	£20,000,000	NHS funding
Health Care	Twydall	Community, mental health & out of hospital services, also 4 GP's	1 & 2	Unknown	Unknown	Unknown	NHS funding
<b>Health care sub-totals</b>				<b>£26,000,000</b>	<b>£5,000,000</b>	<b>£21,000,000</b>	
Leisure & Culture	PPG17 standard attainment	Detailed requirements to be confirmed for the following typologies with regards to quantity, quality and accessibility: <ul style="list-style-type: none"> <li>• Allotments</li> <li>• Play space</li> <li>• Youth play space</li> <li>• Formal sport pitches</li> <li>• Parks</li> <li>• Amenity spaces</li> <li>• Countryside areas</li> </ul>	1	Unknown	£0	Unknown	Developers to provide in kind on larger sites



Type	Scheme	Requirements	Indicative Phasing	Cost (approx)	Identified/ committed funding <sup>1</sup>	Funding gap <sup>1</sup>	Possible additional funding streams <sup>1</sup>
Leisure & Culture	Indoor court facilities	Provision of four '4 court' halls (Sport England standards)	1	£10,860,000	£0	£10,860,000	Potential for community use agreements with secondary schools inc. new facilities at Lodge Hill
Leisure & Culture	Eastgate House	Cultural venue	1	£2,000,000	£0	£2,000,000	Possible HLF bid, Medway Council capital funding
Leisure & Culture	Medway History Centre, Strood	Replacement library combined with new facilities and replacement history centre	1	£5,000,000	£0	£5,000,000	Medway Council capital funding
Leisure & Culture	Waterfront Arts Complex / Cultural Centre, Chatham	Design & scope of works not known	2	£15,000,000	£0	£15,000,000	Medway Council capital funding, private investment
Leisure & Culture	Hoo Peninsula, Chattenden & Wainscott	Site-wide sports pitches strategy bringing together schools & on-site provision with neighbouring provision	2	Unknown	£0	Unknown	Developer funding or in-kind provision (Lodge Hill); Parish Council funding; community use agreements
<b>Leisure &amp; Culture sub-totals</b>				<b>£32,860,000</b>	<b>£0</b>	<b>£32,860,000</b>	
Telecoms	BT	Next Generation Broadband Access UK roll-out (fibre to the home / cabinet)	1, 2 & 3	Unknown	Unknown	Unknown	Short-medium term "not-spots" will persist without funding
Telecoms	Virgin Media	No strategic roll-out but sites in Strood and Rochester easily 'cabled-up'	Not known	£0	£0	£0	Private investment - Virgin Media

Type	Scheme	Requirements	Indicative Phasing	Cost (approx)	Identified/committed funding <sup>1</sup>	Funding gap <sup>1</sup>	Possible additional funding streams <sup>1</sup>
Telecoms sub-totals				£0	£0	£0	
Transport & Movement	Tackling congestion hotspots / capacity enhancements	Provision of pedestrian and cycle facilities at Darnley Arch, potentially including railway bridge widening works	1	£1,000,000	£600,000	£400,000	Network Rail - if timed to coincide with their bridge works
Transport & Movement	Quality Public Transport Corridor Phases 2 and associated Park and Ride	Whitewall Creek Park and Ride	1	Unknown	Developer provision in kind	£0	
Transport & Movement	Tackling congestion hotspots / capacity enhancements	Upgrades to & signalisation of Sans Pareil roundabout	1 & 2	Unknown	Developer provision in kind	Unknown	
Transport & Movement	Tackling congestion hotspots / capacity enhancements	Improvements to A2/A228 links through Strood town centre	2	Unknown	£0	Unknown	
Transport & Movement	Tackling congestion hotspots / capacity enhancements	A2 junction with Canal Road	2	Unknown	£0	Unknown	Developer funding (Civic centre site)
Transport & Movement	Tackling congestion hotspots / capacity enhancements	A2 Star Hill junction with High Street	2	Unknown	£0	Unknown	Developer funding

Type	Scheme	Requirements	Indicative Phasing	Cost (approx)	Identified/ committed funding <sup>1</sup>	Funding gap <sup>1</sup>	Possible additional funding streams <sup>1</sup>
Transport & Movement	Tackling congestion hotspots / capacity enhancements	A231 Dock Road junction with Wood Street roundabout - bus priority measures, facilities for cyclists and mitigating future congestion increases	2	£210,000	£105,000	£105,000	Bid for DfT/Sustrans cycle safety funding
Transport & Movement	Tackling congestion hotspots / capacity enhancements	A278 junction with Wigmore Road – mitigation of increasing congestion	2	Unknown	£0	Unknown	LTP funding
Transport & Movement	Tackling congestion hotspots / capacity enhancements	A2 junction with Mierscourt Road, Rainham - intervention to improve significant localised congestion	2	Unknown	£0	Unknown	LTP funding
Transport & Movement	Quality Public Transport Corridor Phases 2 and associated Park and Ride	Expansion and improvement of Horsted Park & Ride	2	£4,000,000	£200,000	£3,800,000	LTP funding
Transport & Movement	Rail transport improvements	Strood Railway Station – replacement station to accommodate HS1 trains, platform extensions, DDA compliance and town centre interchange	2	£12,000,000	£3,000,000	£9,000,000	Network Rail funding
Transport & Movement	Tackling congestion hotspots / capacity enhancements	A228 Ropers Lane to Grain - Capacity & safety improvements	1 & 2	£22,000,000	£5,000,000	£17,000,000	CIF, developer funding, Major Scheme bid, Medway Council capital funding
Transport & Movement	Tackling congestion hotspots / capacity enhancements	A2 junctions and link between Chatham Hill and Canterbury Street junctions - scheme needed to tackle significant local congestion & increase capacity;	1 & 2	£1,000,000	£0	£1,000,000	LTP3 funding

Type	Scheme	Requirements	Indicative Phasing	Cost (approx)	Identified/ committed funding <sup>1</sup>	Funding gap <sup>1</sup>	Possible additional funding streams <sup>1</sup>
Transport & Movement	Quality Public Transport Corridor Phases 2 and associated Park and Ride	Provision of bus priority measures and improved facilities on routes from: <ul style="list-style-type: none"> <li>Whitewall Creek Park &amp; Ride to Chatham &amp; Strood town centres</li> <li>Horsted Park &amp; Ride to Chatham</li> <li>A2 urban corridor</li> </ul>	1 & 2	£10,000,000	£100,000	£9,900,000	
Transport & Movement	Rail transport improvements	Rochester Bridge Rail Junction - critical to public transport capacity throughout N Kent;	1 & 2	£30,000,000	£0	£30,000,000	Network Rail funding
Transport & Movement	Rail transport improvements	Rochester Railway Station – replacement station to accommodate HS1 trains, platform extensions and town centre interchange (as set out in RUS)	1 & 2	£26,000,000	£26,000,000	£0	Network Rail funding
Transport & Movement	Strategic pedestrian / cycle network across North Kent	Increased linkages and improved facilities on: <ul style="list-style-type: none"> <li>Maidstone to Medway link</li> <li>East/West links (Gravesham to Swale through Medway)</li> <li>Links to Lodge Hill and Ranscombe Farm;</li> </ul>	1 & 2	£8,000,000	£40,000	£7,960,000	Developer funding (Lodge Hill); EU funding bids for Green Infrastructure; Sustrans
Transport & Movement	Rail transport improvements	Accessibility improvements to relocated Rochester Station	1, 2 & 3	£2,500,000	£500,000	£2,000,000	Developer funding
Transport & Movement	Green Grid	Partnership working to identify and deliver walking, cycling and equestrian access improvements throughout Medway on Strategic corridors	1, 2 & 3	Unknown	£0	Unknown	LTP3, S106, external bidding
Transport & Movement	River Taxi pilot service linking existing piers on river Medway	Improvements to Sun pier and Rochester Pier.	1, 2 & 3	£2,000,000	£0	£2,000,000	Medway Council
Transport & Movement	Tackling congestion hotspots / capacity enhancements	A228 to Grain railway new bridge (Long term scheme)	2 & 3	£15,000,000	£0	£15,000,000	LTP funding

Type	Scheme	Requirements	Indicative Phasing	Cost (approx)	Identified/ committed funding <sup>1</sup>	Funding gap <sup>1</sup>	Possible additional funding streams <sup>1</sup>
Transport & Movement	Tackling congestion hotspots / capacity enhancements	A289 Four Elms to Medway Tunnel – major scheme to increase capacity	2 & 3	£25,000,000	£0	£25,000,000	Major scheme bid, CIF, developer funding (including Lodge Hill)
Transport & Movement	Tackling congestion hotspots / capacity enhancements	A2 Star Hill junction with A229 City Way roundabout - delivery timeframe linked to the development of Rochester Riverside	2 & 3	Unknown	Developer provision in kind	£0	Developer funding (Rochester Riverside)
Transport & Movement	Tackling congestion hotspots / capacity enhancements	A2 junctions with A278 Hoath Way & A289 Ito Way - transport modelling indicates long term requirement	2 & 3	Unknown	£0	Unknown	
Transport & Movement	Rail transport improvements	Chatham Railway Station interchange reconstruction	2 & 3	£17,000,000	£0	£17,000,000	CIF & s106 (potentially up to £10m) / Network Rail
Transport & Movement	Rail transport improvements	Thamesport Freightline – upgrading of Hoo junction to Grain branch	2 & 3	£13,300,000	£0	£13,300,000	Regional Infrastructure Fund, CIF & s106, Network Rail
<b>Transport &amp; Movement sub-totals</b>				<b>£202,010,000</b>	<b>£35,545,000</b>	<b>£136,465,000</b>	
Utilities etc	Water Supply	Measures to increase capacity and ensure security of supply, including: <ul style="list-style-type: none"> <li>• Universal metering</li> <li>• Asset improvement schemes for groundwater sources</li> <li>• Optimisation of interzonal transfers</li> </ul>	1	Unknown	Unknown	£0	Southern Water funding - through water charges
Utilities etc	Waste & Minerals	New disposal site for hazardous waste & inert waste with up to max 38 tonnes waste transporting vehicles per day	1, 2 & 3	Unknown	Unknown	£0	Private investment - may be some funding required for highways capacity

Type	Scheme	Requirements	Indicative Phasing	Cost (approx)	Identified/committed funding <sup>1</sup>	Funding gap <sup>1</sup>	Possible additional funding streams <sup>1</sup>
Utilities etc	Waste Water Treatment	Provide the capacity required to meet the needs of future development	1, 2 & 3	Unknown	£0	Unknown	Southern Water funding, direct developer funding
Utilities etc	Drainage & Flood Alleviation	Flood defence measures for riverside development sites and existing development	1, 2 & 3	£238,530,000 <sup>2</sup>	£0	£238,530,000	Developer funding/provision in kind on specific sites; bid for EA funding
Utilities etc	Electricity Supply	May be required to provide capacity for new developments but details unknown as EDF do not invest in infrastructure ahead of need	1, 2 & 3	Unknown	£0	Unknown	EDF funding, direct developer funding
Utilities etc	Gas Supply	No strategic requirements known – provider responds as development brought forward.	1, 2 & 3	Unknown	£0	£0	Scotia Gas Networks (or commercial supplier); direct developer funding
Utilities etc	Water supply	Measures to ensure security of water supply and increase capacity, including: <ul style="list-style-type: none"> <li>Renewal of the bulk supply to SE Water</li> <li>Licence variation to the River Medway Scheme</li> <li>Licence variation for S271 groundwater source</li> <li>6.5 MI/d of leakage reduction</li> </ul>	2 & 3	Unknown	Unknown	£0	Southern Water funding - through water charges
<b>Utilities etc. sub-totals</b>				<b>£238,530,000</b>	<b>£0</b>	<b>£238,530,000</b>	
				<b>TOTALS</b>	<b>£747,202,000<sup>3</sup></b>	<b>£154,318,359<sup>3</sup></b>	<b>£574,883,641<sup>3</sup></b>

### Notes on table

1: Committed funding, funding gaps and possible alternative funding streams are all a snapshot of the situation when the work underpinning this table was undertaken. In many cases they include funding streams that no longer exist or a level of Medway Council funding that cannot be sustained in the current economic climate. The fact that something has “committed” funding in this table should therefore not be taken as a guarantee that the equivalent funding remains committed to it today.

2: These are worst case scenario funding gaps, because either the amount of external funding that may be committed to the project is unknown, or because there are a range of options that could (or may be required to) meet the need and the most expensive has been listed here. In the case of flood defence works this **excludes** the cost of any land raising beyond the defences themselves.

3: These figures are likely to be underestimates, due to the number of requirements where the cost and/or the committed funding are unknown. It should also be noted that these are 2010/2011 prices and do not take any account of inflation since that date.