



# **The Community Infrastructure Levy**

## **Background document**

**June 2014**



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## 1.0 Introduction

### The West Northamptonshire Partnership

- 1.1 The three Councils of Daventry District, Northampton Borough and South Northamptonshire have worked together through the West Northamptonshire Joint Planning Unit to produce a strategic planning framework for the West Northamptonshire area. The West Northamptonshire Joint Core Strategy (JCS) provides strategic planning guidance for the areas of Daventry District, Northampton Borough and South Northamptonshire for the period to 2029 and sets out the requirements for new development including housing and employment growth. The JCS is supported by the West Northamptonshire Infrastructure Delivery Plan Update 2013. This sets out the infrastructure required to support the new development to 2029 and its estimated costing.
- 1.2 The three Councils are also working together to provide a coordinated approach to the implementation of CIL. However, each of the district/borough Councils' within West Northamptonshire will be an independent CIL Charging Authority for their area and each district/borough has its own charging schedule. The Councils share the evidence base. The West Northamptonshire Joint Planning Unit is coordinating the Draft Charging Schedule consultations on behalf of the partner Councils.

### The Community Infrastructure Levy

- 1.3 This document has been prepared in support of the Community Infrastructure Levies (CILs) being progressed by the partner Councils across West Northamptonshire. This document sits alongside the Viability Assessment and the Infrastructure Development Plan (IDP) as part of the evidence base. It sets out the considerations the Council has taken into account in determining the appropriate rate at which to set CIL.
- 1.4 Most new development will have some impact on infrastructure in the area. Across West Northamptonshire many elements of community and physical infrastructure are operating at full or near full capacity. Therefore, to be sustainable, new development needs to be accompanied by the facilities that are needed to support it. CIL provides a means by which development can share the costs of this provision.
- 1.5 CIL is set at a fixed rate and charged per net additional square metre of floor space. It will apply to most new development. Further details of the proposed CIL rates in West Northamptonshire, the types of development to which it will apply and how the charge will be calculated are provided in the CIL Draft Charging Schedules available via the following link: <http://www.westnorthamptonshirejpu.org/connect.ti/website/view?objectId=2737520>.
- 1.6 In the past, development contributions towards infrastructure have been secured largely through section 106 agreements (S106) as part of planning consents. Although limited use of s106 will continue alongside CIL, the Government has restricted how s106 can be used. The Councils believe that introducing CIL as a mechanism to raise funding for strategic infrastructure is essential. This has a number of benefits:
  - The cost of funding infrastructure will be shared across a range of developments.
  - CIL receipts can be pooled to pay for strategic infrastructure - this will be restricted with S106 from April 2015.
  - It will provide more certainty for developers - they will know from the outset how much they have to pay.

- It is a simpler and quicker process for both the Council and developer – it will not delay development.
- Part of the funds raised can be used by local communities to address the impacts of new development in their neighbourhood (see Chapter 4).

## **2.0 Consultation**

### **The Preliminary Draft Charging Schedule Consultations**

2.1 In accordance with Regulation 15(7), responses to the Preliminary Draft Charging Schedule consultations undertaken by the JPU on behalf of the partner Councils of West Northamptonshire have been taken into account in preparing the Draft Charging Schedule (DCS) documents. Following public consultation on the Preliminary Draft Charging Schedule in April/May 2013, the Councils have further developed work on the infrastructure requirements of the Joint Core Strategy. They have also worked further with viability consultants to determine the most appropriate approach for each CIL.

2.2 Details of the consultation methods used and issues raised during consultation of the Preliminary Draft Charging Schedule are available in the Statement of Consultation available via the following link:

<http://www.westnorthamptonshirejpu.org/connect.ti/website/view?objectId=2737520>.

2.3 The following consultations were taken into account in preparing the DCS submission documents:

- Stakeholder workshops July 2012, January 2013 and May 2014;
- Consultation on Preliminary Draft Charging Schedule April-May 2013;
- Representations to the Proposed Main Modifications to the Joint Core Strategy, in Public Examination, January 2014; and
- Ongoing meetings and discussions with key stakeholders and service providers.

### **Next Steps**

2.4 After this consultation the partner Councils will consider the consultation responses and will decide whether to make further changes. Significant changes may need to be subject to a further round of public consultation. Should the Councils consider that significant changes are not required then they intend to submit the Charging Schedules, with any minor amendments, for joint independent examination in October 2014.

### **Post adoption**

2.5 The process of setting and revising a charging schedule requires the local authority to monitor sales values, build costs and developer activity (i.e. planning applications, site purchases etc.), to indicate the health of the market, its reaction to CIL and whether a CIL charge needs changing.

2.6 The overall Charging Schedule will be reviewed to take account of changes in viability; this will be when changes to sales values, build costs and developer activity are sufficient to indicate that a review is required.

### **3.0 How the CIL rates have been set**

- 3.1 In setting the rate of CIL, regard has been had to the Planning Act 2008, the Community Infrastructure Regulations 2010 as amended in 2011, 2012, 2013 and 2014 and the Community Infrastructure Levy Guidance.
- 3.2 The proposed CIL rate has been determined by considering, on the one hand, the cost of required infrastructure and, on the other, the viability of development. The infrastructure requirements are based on the Joint Core Strategy assessment of what is needed to support planned development as outlined in the Infrastructure Delivery Plan (IDP).
- 3.3 Development viability has tested the types of development that are likely to arise across West Northamptonshire and taken into account policy requirements set out in the Joint Core Strategy.
- 3.4 The Councils are seeking to set rates which do not threaten the ability to develop, viably, the sites and the scale of development identified in the Joint Core Strategy. Regard has been had to ensuring that strategic objectives set out in the Core Strategy are not undermined. This relates both to the development and the infrastructure that is needed to achieve the Joint Core Strategy objectives. The CIL Regulations require that the charging authority determines an appropriate balance for its local area taking into account the desirability of CIL to contribute towards the infrastructure costs of planned development, and other potential sources of funding versus the potential effects (taken as a whole) on the viability of development in the area.

## **4.0 Infrastructure**

- 4.1 To ensure that the CIL rate is reasonable in relation to infrastructure requirements, the cost of providing the necessary infrastructure to support development has been calculated. The calculation is based on the Infrastructure Delivery Plan (IDP) as updated 2013.
- 4.2 The IDP is a supporting document to the Joint Core Strategy. It sets out social, physical and green infrastructure needed to support planned development for the period to 2029. Funds raised through CIL are not expected to fully fund all identified infrastructure but will be one element in a package of funding sources.
- 4.3 The West Northamptonshire Joint Core Strategy will provide the up to date local plan requirement. The West Northamptonshire Infrastructure Delivery Plan Update 2013 shows a significant funding gap across the West Northamptonshire area.
- 4.4 Regulation 123 of the CIL Regulations requires each charging authority to publish a list of infrastructure to be delivered via the CIL. The partner Councils are consulting on the Regulation 123 Lists (commonly known as R123 Lists) and they can be found via the following link:  
<http://www.westnorthamptonshirejpu.org/connect.ti/website/view?objectId=2737520>. It is intended that site- specific infrastructure will still be secured via s106 agreements, see Chapter 7.
- 4.5 It should be noted that a number of the Sustainable Urban Extensions (SUEs) will have outline permission, and be subject to full S106 agreements before CIL is introduced. They would not therefore be anticipated to pay CIL. Once CIL is in place, it would be anticipated, broadly, that SUEs would provide site-related infrastructure on site and contribute towards strategic infrastructure through CIL. See Chapter 5 for further details.
- 4.6 The partner Councils recognise that there are a number of projects which will be wholly or partly funded by CIL in the future.. It is anticipated that as these projects progress, amendments to the R123 Lists will be made as necessary to reflect the need to deliver further strategic infrastructure projects.
- 4.7 Table 1 presents an indicative list of the cost of all schemes currently identified within the IDP that are likely to be funded, in whole or part, through CIL. Appendix 1 lists each project within the IDP and shows which projects are intended to be delivered via CIL. A number of CIL related schemes do not have indicative costs at this time, the costs and funding gap illustrated in Table 1 should therefore be regarded as a minimum.

**Table 1 – Indicative CIL funding gap across West Northamptonshire authorities in £m based on all strategic projects within the IDP identified for CIL funding.**

Infrastructure type	Northampton			Daventry District			South Northants		
	cost est.	funding secured	funding gap	cost est.	funding secured	funding gap	cost est.	funding secured	funding gap
Transport	39.2	1.3	37.9	70.4	4.9	65.52	42.1	3.1	39.0
Education	44.8	27.2	17.6	7.4	3.0	4.40	16.3	2.1	14.2
Emergency services	7.3	0.0	7.3	5.0	0.1	4.9	4.4	0.16	4.24
Cultural development	8.1	0.0	8.1	2.4	0.0	2.4	1.7	0.0	1.7
Community halls	0.00	0.0	0.00	5.0	0.0	5.0	0.0	0.0	0.0
Indoor/outdoor sports	3.9	0.0	3.9	7.1	0.5	6.6	7.0	0.0	7.0
Public realm	1.9	0.0	1.9	0.6	0.0	0.6	0.4	0.0	0.4

Green infrastructure	3.4	0.0	3.4	16.0	0.0	16.0	2.2	0.07	2.13
<b>TOTAL (rounded)</b>	<b>108.6</b>	<b>28.5</b>	<b>80.1</b>	<b>113.9</b>	<b>8.5</b>	<b>105.42</b>	<b>74.1</b>	<b>5.43</b>	<b>68.67</b>

*NB. Several of the strategic infrastructure projects required as a result of growth in the Northampton Related Development Area (NRDA) will require joint contributions across the partnership. Broad assumptions have been made on strategic project contributions based on the proportion of development apportioned to each district within the NRDA. Further information on joint working arrangements is given in Chapter 6.*

- 4.8 Appendix 2 illustrates each project within the IDP likely to be wholly or partly funded by CIL and the funding already secured for each project. The minimum funding gap for likely CIL related infrastructure across West Northamptonshire totals £296.7m. The total projected revenue for CIL across the plan period to 2029 for West Northamptonshire is £102m, assuming all affordable housing targets are met. Although the amount of CIL revenue is therefore likely to be well short of the aggregate funding gap, it is clear that the introduction of CIL into West Northamptonshire would make a significant contribution and is fully justified.
- 4.9 The Regulations include a duty to pass CIL to local neighbourhoods. This requires each charging authority to pass on a proportion of CIL receipts (between a capped 15% to an uncapped 25%) arising from development within the area of a parish council or other local areas. Table 2 provides an illustration of this. The definition of infrastructure for neighbourhood purposes is much broader than that for the R123 Lists. Also, whilst neighbourhoods may choose to use their allocation to support infrastructure on the 123 List, this is not guaranteed. Therefore, using an illustrative figure of 15% across all areas, the total projected revenue for CIL available for use on 'strategic' infrastructure across the plan period to 2029 is £87m.
- 4.10 A number of respondents at the Preliminary Draft Charging Schedule consultation expressed concerns that CIL may divert future funding from more locally based infrastructure initiatives. The duty to pay a proportion of CIL to parish councils (and to use it in consultation with the local community in areas without a parish council) will ensure that at least a proportion of funding will be retained locally in order to fund infrastructure that is locally required to service the needs of development.

Table 2 – An illustration of neighbourhood funding allocations

Parish Council with Neighbourhood Plan 25% passed to the Parish Council	Non Parish Council with Neighbourhood Plan 25% spent on priorities following engagement with the local community
Parish Council without Neighbourhood Plan 15% passed to the Parish Council Capped at £100 per Council tax dwelling per year.	Non Parish Council without Neighbourhood Plan 15% spent on priorities following engagement with the local community Capped at £100 per Council tax dwelling per year.

- 4.11 At the proposed rates, CIL will provide an important contribution towards closing the funding gap. A significant contribution is to be made by already committed funding, including agreed s106 contributions and public funding. Substantial additional funding will,

however, be required from a range of sources such as the New Homes Bonus, Business Rates Retention and other public funding initiatives. The Councils are also seeking to work with Northamptonshire County Council to develop innovative mechanisms including forward funding against future revenue receipts.

- 4.12 Maximising the potential contribution from CIL, whilst ensuring that development remains broadly viable in the area, will provide greater certainty that essential infrastructure to support development can be achieved. Uncertainty, or failure to deliver the infrastructure, could put the delivery of development at risk or result in impacts from developments which are unacceptable.

### **Infrastructure Delivery Workshop**

- 4.13 In May 2014, the partner Councils hosted a workshop event to discuss infrastructure delivery, the prioritisation of projects and alternative funding mechanisms. The workshop was open to developers and service providers in and around the Northamptonshire area.
- 4.14 In total 194 stakeholders were invited and 28 people attended. Of the 28 which attended the meeting, 15 people represented developers and 13 people represented service providers. The meeting followed a formal structure which included an introduction, a presentation on CIL and work being completed by the partner Councils and concluded with a debate on issues arising.
- 4.15 Attendees raised issues and concerns they have with regards to CIL in more general terms although most discussion focused on the delivery of infrastructure in support of the Joint Core Strategy. Developers and service providers discussed possible issues associated with the implementation of CIL in terms of viability, flexibility and funding. In terms of infrastructure delivery, some of the key views expressed included:
- Attendees felt that a prioritisation of projects would be helpful to determine which projects will realistically be delivered through CIL.
  - The R123 lists should be short and focused on strategic projects.
  - The provision of investment plans from service providers would be desirable in identifying specific projects for inclusion on the R123 Lists.
  - Some service providers were sceptical about the benefits of CIL to their infrastructure delivery.
  - Developers would welcome assistance with early start-up costs for sites.
- 4.16 The partner Councils have considered the comments made at the workshop. The partner Councils recognise that assistance in the early stages of development could be facilitated through the introduction of an instalment policy. A draft instalment policy is included alongside the Draft Charging Schedule consultations available via the following link: <http://www.westnorthamptonshirejpu.org/connect.ti/website/view?objectId=2737520>.

## **5.0 Viability**

- 5.1 CIL regulations require that the viability of development is taken into account in setting the charge. GVA were appointed by the Councils to give viability advice on potential CIL rates for different uses and locations across West Northamptonshire. Following consultation on the Preliminary Draft Charging Schedule, the Viability Assessment (referred to as the Study) has been updated to provide additional information on the viability assumptions. The further findings have enabled review of the proposed levy rates and potential impacts of CIL on development in the area.
- 5.2 The Study is strategic in nature and provides generalised results. It is not intended to determine viability of individual schemes as these may vary according to the specific circumstances of the site. The Study is based on planned development set out in the Joint Core Strategy. It has assessed a range of future development scenarios appropriate to the area of West Northamptonshire in order to test the margin available for CIL. The scenarios are set out at p.16 of the Study. The scenarios take into account submission Joint Core Strategy policies as proposed to be modified.
- 5.3 The base case for the scenarios assumed the levels of affordable housing provision as set out in Policy H2 of the Joint Core Strategy, and that there would no grant available towards affordable housing in mixed housing schemes. In line with other viability assessments, it is expected that if grants were to become available, viability would improve significantly.
- 5.4 The scenarios tested have resulted in a range of CIL rates at which development would be viable. Further scenarios have been provided to gauge the impact of CIL on viability when considering a change in sales values and build costs. Government guidance advises that CIL rates should be set in a way which avoids undue complexity. In recommending CIL rates, the consultants, therefore, amalgamated the scenarios into broader bands of intended uses and locations of development, where this was compatible with viability outcomes.
- 5.5 The recommended CIL rates have been determined with consideration to the nature of planned development across West Northamptonshire and its impact on existing infrastructure.

### **Sustainable Urban Extensions**

- 5.6 In responses to the Preliminary Draft CIL consultations, concern was expressed that viability of large strategic residential sites would be affected by the proposed CIL rate. Some consultees proposed setting a nil rate for these developments. Given the wide ranging strategic infrastructure required as a result of planned growth in the Joint Core Strategy, the impact these larger residential sites have on the existing infrastructure and the restrictions on pooling S106 contributions from April 2015, it is clear that these larger sites should contribute towards key pieces of strategic infrastructure via CIL. The consultants have reviewed the assumptions and consider the nominal £50 per m<sup>2</sup> residential Sustainable Urban Extension CIL rate to be appropriate. They consider that this rate will not put the viability of these sites at risk. The proposed instalments policy would also assist.
- 5.7 Whilst a generous level of additional costs associated with bringing sites of this nature forward has been assumed, the Councils recognise that in some cases there may be abnormal costs which affect viability. A number of actions could be considered in these situations:
- Being flexible in negotiating affordable housing requirements. The Councils already apply a flexible approach in S106 negotiations, with consideration of different

affordable housing tenures or deferment of affordable housing to later phases of a scheme when there is improved viability. Sites of this nature are likely to take a number of years to be built out thus providing the potential for improved viability in later phases of a scheme. This more flexible approach is advocated by the Government.

- Provision of an instalment policy to ease cash flow burdens (as proposed).
- Appropriate phasing of development granted outline permission. The CIL Regulations state that “each phase of development is a separate chargeable development” where outline permission is granted. This will enable the CIL contributions to be spread over a longer period.
- Opportunities to offer exceptional circumstances relief. The partner Councils will consider the option to offer this relief. This can be reviewed at any time.
- Offsetting of CIL in land or infrastructure provision. Developers may consider that they are able to provide land or infrastructure in lieu of their CIL liability, in conformity with Regulations 73 and 73A of the CIL Regulations.

- 5.8 The draft R123 Lists set out future requirements and Appendix 1 ensures that there will be no duplication of funding (CIL and s106 / s278) for any specific item of infrastructure. The list indicates those components that will continue to be subject to s106 at specific strategic sites and those that in future will be funded through CIL.

#### **Small sites**

- 5.9 Our consultants, GVA, have previously shown that smaller residential schemes in the rural areas that do not have to provide affordable housing (as they are under the threshold) could afford to pay a higher rate of CIL. However, at the time of the consultation into the Preliminary Draft Charging Schedule there was conflicting advice on whether charging separately for residential development in this way was permissible. The amended Regulations have now clarified that this is permissible.
- 5.10 Investigations show that these sites have provided a considerable amount to the overall development across the rural areas in recent years. Their cumulative impact has significant implications for the ongoing provision of supporting infrastructure. Without the additional financial obligation of affordable housing these sites are more viable. Based on viability evidence, the Councils have therefore decided to include a higher CIL rate for these sites at the Draft Charging Schedule stage.

#### **Retail development**

- 5.11 The consultants, GVA, tested a large number of different retail typologies to seek to establish whether there is any difference in the outcome as a result of the location, the form or the size of the development. No alternative viability scenarios have been provided by respondents during the consultation.
- 5.12 Conditions in some of the town centres will remain challenging and no significant improvement in the short term is anticipated. Scenarios in these locations did not perform well in testing and, therefore, a nil CIL charge is still proposed for Daventry and Northampton central areas.

### **Other development types**

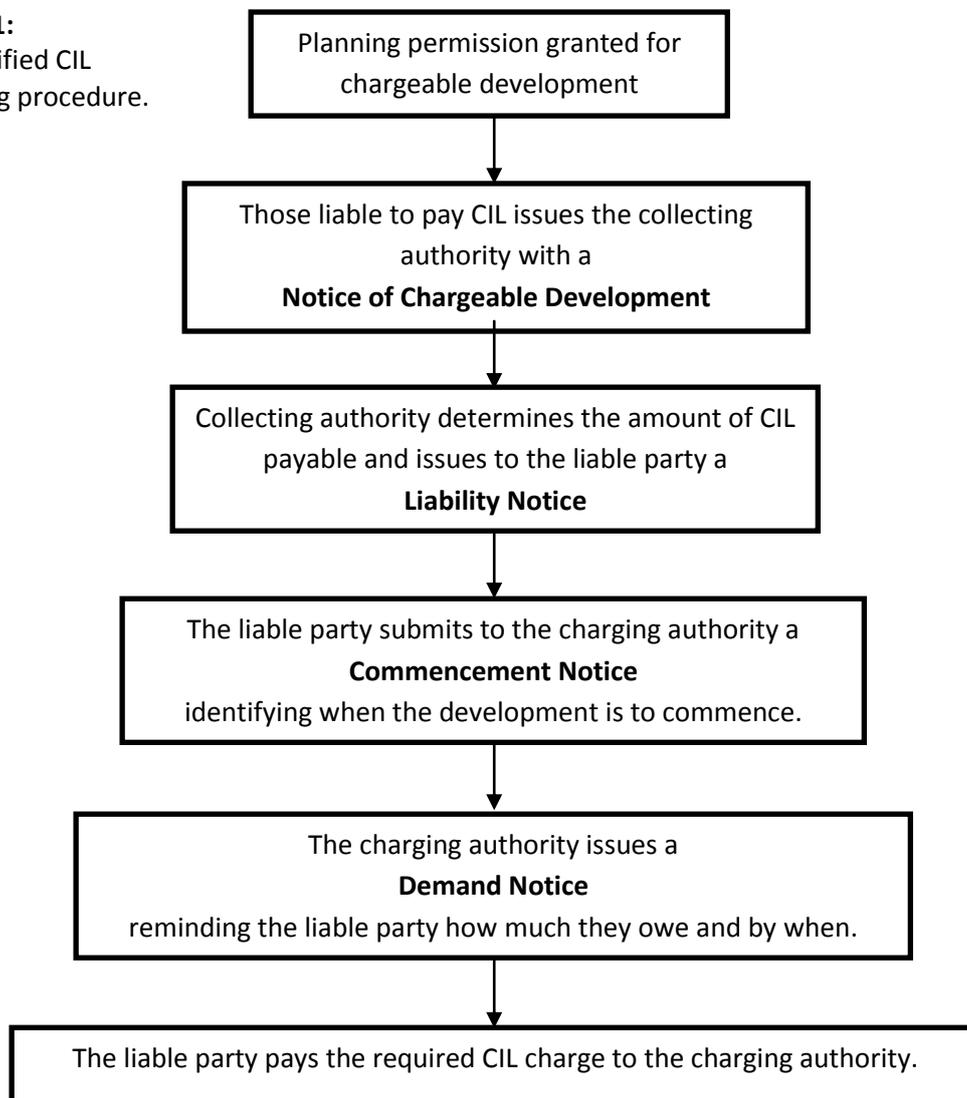
- 5.13 The consultants can see no case for suggesting that a CIL be charged for the other uses that have been tested, except in the case of any for the private leisure schemes and private care homes that may come forward during the life of the CIL that can be classified as Use Class C3. We note that there may be a potential to charge a CIL for student housing but the scheme proposed by the University of Northampton already has outline approval and would therefore not be liable for CIL. It may also be able to show that the specific circumstances of its scheme, as a charitable trust, effectively preclude a payment.
- 5.14 The updated 2014 report completed by GVA is available via the following link:  
<http://www.westnorthamptonshirejpu.org/connect.ti/website/view?objectId=2737520>.

## 6.0 Operating CIL

6.1 Receipts raised will be spent on infrastructure needed to support new development across West Northamptonshire. The receipts will not cover the full costs of all the essential infrastructure and other sources of funding will need to be secured. The partner Councils have an established approach to joint working and will continue to work closely with infrastructure providers such as Northamptonshire County Council to prioritise and allocate funds in a way which supports development and is cost effective. Work is underway to develop an operational framework between the Councils to ensure the effective use of CIL funds, particularly in relation to the delivery of strategic and cross boundary infrastructure.

6.2 Each Council will be the Collecting Authority for the purpose of Part 11 of the Planning Act 2008 and the CIL Regulations (as amended). When planning permission is granted the relevant authority will issue a liability notice setting out the amount payable and the payment procedures. A simplified procedure is set out in the figure below.

**Figure 1:**  
A simplified CIL charging procedure.



6.3 A list of infrastructure to be funded wholly or in part by CIL will be published within the R123 Lists once a Charging Schedule is adopted. Draft R123 Lists have been identified for consultation purposes available via the following link:

<http://www.westnorthamptonshirejpu.org/connect.ti/website/view?objectId=2737520>. The R123 Lists may change over time in response to monitoring of development delivery and its demands on infrastructure work.

6.4 In line with CIL Regulations, the Councils will report annually on:

- How much CIL monies have been collected;
- How much CIL revenue has been spent and on which projects and other expenditure; and
- The amount retained at the end of the reporting year.

6.5 The effect of CIL will be monitored. Although it is likely that a review of rates would take place in 5 years from introduction this could be brought forward if monitoring indicates that CIL rates are impeding planned development, if existing development scenarios are likely to change significantly or if other unidentified changes occur in the economic climate.

## **7.0 The future for Section 106 (Planning obligations)**

- 7.1 Once a CIL charging schedule is adopted (or after April 2015), no more than 5 developments can make S106 contributions to one piece of infrastructure. In West Northamptonshire, development contributions will need to be pooled to provide new facilities such as strategic transport improvements. Publication of the R123 List will help ensure that ‘double dipping’<sup>1</sup> does not occur<sup>2</sup>.
- 7.2 On site provision or improvement of facilities, such as pedestrian and cycle routes or a children’s play area will be required as part of a scheme, as at present. These requirements may be secured through s106 agreements and will be in addition to CIL. Appendix 1 provides a list of the infrastructure likely to be required through s106 after the introduction of CIL as derived from the Infrastructure Delivery Plan, 2013, that accompanies the West Northamptonshire Joint Core Strategy and supports planned developments in that Plan.
- 7.3 Comments made at the Infrastructure Delivery Workshop (see page 7) suggest that developers would prefer to deliver site specific infrastructure where possible as it provides more control and enables them to plan more effectively for the delivery of each site trajectory. West Northamptonshire has a number of Sustainable Urban Extensions with s106 agreements requiring site specific infrastructure, such as schools, where the demand arises directly from the site. This infrastructure has been excluded from the R123 Lists.
- 7.4 The partner Councils intend to update their s106 Supplementary Planning Documents (SPDs) in due course. In any interim before these documents are revised items in them which relate to R123 headings would cease to apply in any event.

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<sup>1</sup> ‘Double dipping’ is a term used to reflect the potential for a developer to pay for the same item of infrastructure twice, once through a site specific s106 agreement and then again through CIL.

<sup>2</sup> However, it is legitimate for the parish element of CIL to be used for the same scheme as S106 contributions.

## **8.0 Exemptions and discretionary relief**

8.1 The CIL Regulations allow the following types of development to be exempt or to obtain relief from CIL:

1. Where the gross internal area of new build is less than 100m<sup>2</sup> unless the floorspace involves the creation of a new dwelling (Regulation 42).
2. Where the development is a residential annex or extension subject to conditions (Regulation 42A).
3. Development on land owned by a charity and where the development is to be used for charitable purposes, subject to conditions. (Regulation 43).
4. Where the development includes affordable housing, subject to conditions (Social housing relief - Regulation 49).
5. Where a development comprises self-build housing or self-build communal development subject to conditions (Regulation 54A).

8.2 In addition charging authorities may permit discretionary relief from CIL. Discretionary charity relief may cover the following circumstances:

1. Development on land owned by charities where the chargeable development is held as an investment to support the charitable purposes, subject to conditions (Regulation 44).
2. Development by charities which are exempt under Regulation 43 but where the exemption would constitute State aid, subject to conditions (Regulation 45).
3. Discretionary relief for exceptional circumstances may be granted where the charging authority considers that to require payment of the CIL would have an unacceptable impact on the economic viability of the development. Relief cannot constitute State aid. (Regulation 55).

8.3 Northampton Borough Council is considering the option to offer this relief and South Northamptonshire Council intend to offer exceptional relief from adoption of a CIL. Daventry District Council is not intending to introduce exceptional relief. This can be reviewed at any time. It is likely that such relief will be rare and must be given within the Regulation procedure and in accordance with State aid rules.

### **Payment in Kind**

8.4 The CIL Regulations allow a charging authority to accept land or infrastructure in lieu of the CIL charge. Valuation of this land and/or infrastructure and procedures for this are set out in the CIL Regulations. Partner Councils will consider this form of payment in the appropriate circumstances.

## **Phasing of Payments**

- 8.5 Payment of the charge is due when the development commences and must be made within 60 days of commencement, unless the charging authority introduces alternative arrangements. The partner Councils intend to introduce payment by instalments to assist larger developments, in order to aid viability. The proposed draft instalment policies are available via the following link:

<http://www.westnorthamptonshirejpu.org/connect.ti/website/view?objectId=2737520>

and are being consulted on alongside the Draft Charging Schedules.

- 8.6 In the case of outline planning permission which is to be developed in phases, each phase of development is charged separately. A charge does not apply to phases of development where the outline permission has been granted in advance of CIL adoption.

## 9.0 Programme for the three West Northamptonshire CILs

9.1 Figure 2 outlines the proposed project programme timeline for the CILs across West Northamptonshire.

**Figure 2: Project Programme.**



**Appendix 1 – Infrastructure Projects set out in the West Northamptonshire Infrastructure Delivery Plan (IDP)**

- i.i Projects identified in the Infrastructure Delivery Plan (Update 2013) and potential funding sources once CIL is adopted are set out in the Table below. The table is intended to show the intended relationship between CIL and s106 agreements to avoid ‘double dipping’. All projects have the ability to be supplemented by additional funding as priorities and future funding streams are identified.
- i.ii Public sector funding is identified where known bidding streams are being actively pursued.

<b>IDP Ref.</b>	<b>Description</b>	<b>Potential funding source</b>	
<b>Transport</b>			
<b>Northampton and NRDA</b>			
T1	A45/M1 Northampton Growth Management Scheme	CIL/ Public sector	
T2	North West Bypass Phase 1 (A428 to Grange Farm)	NBC & SNC: S106	DDC: CIL
T3	North West Bypass Phase 2 (Grange Farm to A5199)	CIL	
T4	Sandy Lane Relief Road Phase 2 related to Upton Lodge Norwood Farm developments	S106/ Public sector funding	
T6	New Railway Transport Interchange at Northampton Castle Station	Funded	
T7	Kingsthorpe Corridor Improvements	CIL	
T9	Plough Junction Improvements	CIL	
T10	Ransome Road Nunn Mills Link Road	CIL	
T12	Bedford Road Bus Priority Improvements	CIL	
T13	Wellingborough Road Bus Improvements	CIL	
T14	Inter Urban Bus Service Improvement	CIL	
T15	Cycle and Walking Routes, and Crossing	CIL	
T16	A43 Corridor Improvements	S106/ Public sector funding	
T17	Round Spinney Interchange & St Gregorys Rd Roundabout Improvements	S106/ Public sector funding	
T18	Local Multi Modal Interchange and Bus Route Improvement/Provision	S106	
T19	Kettering Road Bus Priority	S106	
T20	Walking and Cycling Improvement (Northampton North SUE)	S106	
T21	Potential Junction Provision/ Improvements	S106	
T22	Bus Route Improvement	S106	
T23	Walking and Cycling Improvement (Northampton West SUE)	S106	
T24	Towcester Road Bus Priority related to Northampton South	S106	
T25	Bus Route Improvement related to Northampton South	S106	
T26	Walking and Cycling Improvement (Northampton South SUE)	S106	
T27	London Road Bus Priority	S106	
T28	Bus Route Improvement	S106	
T29	Walking and Cycling Improvement (Northampton South of Brackmills SUE)	S106	
T30	Harlestone Road/Mill Lane Junction Improvements	S106	
T31	Dallington to Kings Heath Road Improvements	S106	
T32	Bus Route Improvement	S106	

<b>IDP Ref.</b>	<b>Description</b>	<b>Potential funding source</b>	
T33	Walking and Cycling Improvement (Northampton Kings Heath SUE)	S106	
T34	Bus Route Improvement	S106	
T35	Walking and Cycling Improvement (Northampton North of Whitehills SUE)	S106	
T36	Bus Route Improvement	S106	
T37	Walking and Cycling Improvement (Northampton Upton Park SUE)	S106	
T64	Spencer Bridge Road Corridor Improvements	S106	
<b>Daventry</b>			
T38	A5/A45 Weedon Junction Improvements	Funded	
T39	Daventry Development Link - A45 Daventry to Northampton Corridor Improvements	DDC/NBC: CIL/ Public sector funding	SNC: S106/ Public sector funding
T40	Relocation or Restructure of Bus Station	CIL	
T41	Improvements to Long Buckby Station Facilities	CIL	
T42	Long Buckby to Daventry Bus Route	CIL	
T43	Improvements to Public Transport Provisions	CIL	
T44	Cycling Improvements within the Town	CIL	
T45	A5/B5385 Junction Improvement	S106	
T46	B4036 Realignment	S106	
T47	Norton Traffic Calming	S106	
T48	Public Transport Provision to Town Centre and Long Buckby	CIL	
T49	Walking and Cycling Provision (Daventry North East SUE)	S106	
<b>Towcester</b>			
T50	Walking and Cycling Improvements in the Existing Urban Area	CIL	
T51	Tove Roundabout (A5/A43 Junction) Improvements	Funded	
T52	Abthorpe Roundabout (A5/A43 Junction) Improvements	S106/ Public sector funding	
T53	A5 Relief Road and Junction associated with SUE	S106/ Public sector funding	
T54	Improvements to Public Transport Provisions	S106	
T55	Walking and Cycling Provision (Towcester South SUE)	S106	
T56	A43 and A5 Improvements and Junction Improvements associated with Silverstone Circuit Expansion	S106	
<b>Brackley</b>			
T57	Walking and Cycling Improvement in Existing Urban Area	CIL	
T58	Halse Road Link – Road/Bus Link between Brackley North and Urban Area	S106	
T59	Bus Route Improvement	S106	
T60	Traffic Calming at Halse Village	S106	
T61	Bus Route Improvement	S106	
T62	Traffic Calming at Turweston Road	S106	
T63	Improvements to A43 junctions at Brackley.	S106	
<b>Junction 16 Strategic Employment Site</b>			
n/a	Junction 16 improvements (as a result of the Main Modifications to the Joint Core)	S106	

IDP Ref.	Description	Potential funding source
	Strategy)	
<b>Health</b>		
<b>Northampton and NRDA</b>		
H1	Contribution to improving Local Health Centres at Wootton Medical Centre and Grange Park Medical Centre	S106
H2	Contribution required to develop a 9 GP practice within multi-purpose building located on Kings Heath SUE. (Approx 1,000sqm building required).	S106
H3	Contribution towards Internal Refurbishment of existing GP practice.	S106
H4	Relocation of existing GP practice and expansion to cater for patient Increase.	S106
<b>Daventry</b>		
H5	New Primary Care Health Centre incorporating relocation of existing GP practice(s) at Town Centre location	S106/Public funding
<b>Towcester</b>		
H6	Funded new GP surgery on site.	S106
<b>Brackley</b>		
H7	New Primary Care Centre (2 relocated GP Surgeries, Pharmacy, NHS Dental Facility and 60 Bed Care Home).	S106
<b>Education - Primary</b>		
<b>Northampton and NRDA</b>		
E1	Extensions to Existing Primary Schools in Northampton Urban Area	CIL
E2	New two form entry Primary School at Avon Nunn Mills/Ransome Road	S106
E3	New two form entry Primary School at Upton Lodge (to also include additional 1 x three form entry Primary School as a result of the Main Modifications to the Joint Core Strategy)	S106
E4	New two form entry Primary School at Pineham	S106
E5	New two form entry Primary School at Northampton South SUE	S106
E6	New two form entry Primary School at Northampton South of Brackmills SUE	S106
E7	Two x new two form entry Primary Schools at Northampton Kings Heath SUE	S106
E8	New two form entry Primary School at Northampton Upton Park SUE	S106
E9	New two form entry Primary School at Northampton North of Whitehills SUE	S106
E10	New three form entry Primary School at Northampton North SUE (to also include additional 1 x two form of entry Primary School as a result of the Main Modifications to the Joint Core Strategy)	S106
E11	New two form entry Primary School at Northampton West SUE (to also include additional 1 x two form of entry Primary	S106

IDP Ref.	Description	Potential funding source
	School as a result of the Main Modifications to the Joint Core Strategy)	
E26	New two form entry free school at Duston Secondary School to provide an all-through school	Funded
E27	New two form entry free school at Malcolm Arnold town centre site	Funded
<b>Daventry</b>		
E12	New two form entry Primary School at Monksmoor Development	S106
E13	Two x new two form entry Primary Schools at Daventry North East SUE to 2026	S106
E28	New one form entry free school at Middlemore Development.	S106
<b>Towcester</b>		
E14	Two new two form entry Primary School at Towcester South SUE to 2026	S106
<b>Brackley</b>		
E15	New two form entry Primary School at Brackley North SUE	S106
<b>Education - Secondary</b>		
<b>Northampton and NRDA</b>		
E16	New Secondary School (located at Northampton Kings Heath SUE) 8 to 10 form entry	S106
E18	Special Needs Unit	CIL
E29	New eight form entry Secondary School (Former Royal Mail Sorting Office on Barrack Road under consideration)	Funded
E30	New eight to ten form entry Secondary School (John Dryden House under consideration)	CIL
E31	New Northampton UTC	Funded
<b>Daventry</b>		
E19	New Secondary School (located at Daventry North East SUE - 8 form entry)	CIL (if required)
E21	Special Needs Unit	CIL/ Public funding
<b>Towcester</b>		
E22	Extended and Modified Sponne Secondary School to accommodate an additional one form entry and supporting facilities.	CIL
E24	Special Needs Unit	CIL
<b>Brackley</b>		
E25	Extended Magdalen College School at Brackley. Additional one form entry.	CIL
<b>Community and leisure infrastructure – community halls/centres</b>		
<b>Northampton and NRDA</b>		
C1	Multi Use Community Building (Avon/Nunn Mills)	S106
C2	Multi Use Community Building (Northampton Kings Heath SUE)	S106
C3	Multi Use Community Building (Northampton West SUE)	S106
C4	Multi Use Community Building (Northampton North SUE)	S106
<b>Daventry</b>		
C5	Community Space within Town Centre Multi Use Facility	S106
C6	Multi Use Community Building (Daventry North East SUE)	S106

IDP Ref.	Description	Potential funding source	
<b>Towcester</b>			
C7	Community Space within Moat Lane Multi Use Facility	Funded	
C8	Multi Use Community Building (Towcester South SUE)	S106	
<b>Community and leisure infrastructure - emergency services</b>			
<b>Northampton and NRDA</b>			
ES1	Fire and Rescue Infrastructure	CIL/S106*	
ES2	Police and Safer Community Infrastructure	CIL/S106*	
<b>Daventry</b>			
ES3	Fire and Rescue Infrastructure	CIL*	
ES4	Police and Safer Community Infrastructure	S106	
<b>South Northants</b>			
ES5	Fire and Rescue Infrastructure	CIL/S106*	
ES6	Police and Safer Community Infrastructure	CIL/S106*	
<i>*Site specific emergency services provision (such as fire hydrants) to be funded via S106. Strategic provision to be addressed via CIL as projects are identified.</i>			
<b>Community and leisure infrastructure – cultural development</b>			
<b>Northampton and NRDA</b>			
CD1	Upgrades to existing Libraries and opportunities for relocation of Library provision within multi use buildings associated with SUEs and large developments	NBC & SNC: CIL	DDC: S106
CD2	Refurbishment and extension at Northampton Library	NBC & SNC: CIL	DDC: S106
<b>Daventry</b>			
CD3	Daventry Library Plus – Located within Multi Use Building	S106/Funded	
<b>Towcester</b>			
CD4	Towcester Library Plus relocated to Moat Lane Development	Funded	
<b>Community and leisure infrastructure – indoor and outdoor sports</b>			
<b>Northampton and NRDA</b>			
S1	Provision of New 8 Court Sports Hall	CIL	
S2	Provision of New Swimming Pool	CIL	
S3	Improvements to existing Rugby facilities in Northampton.	CIL	
<b>Daventry</b>			
S4	New 4 Lane 25m Swimming Pool	CIL	
S5	Sports Hall	CIL	
S6	2 Synthetic Turf Pitches	CIL	
<b>Towcester</b>			
S7	16ha to provide for Football Pitches	CIL	
S8	Pursue use of Tove Flood Plain for Informal Sports Pitches, Outdoor Gym and Walking Routes	CIL	
S9	1 x Synthetic Sports Pitch	CIL	
<b>Brackley</b>			
S10	Replace Brackley Pool with 6 Lane x 25m Pool	CIL	
S11	3ha Additional Playing Pitch (Football)	CIL	
S12	1 x Synthetic Playing Pitch	CIL	
<b>Community and leisure infrastructure – public realm</b>			
<b>Northampton and NRDA</b>			
PR1	Public Realm Improvements Abingdon Street	CIL	
PR2	Public Realm Improvements Bridge Street	CIL	
PR3	Public Realm Improvements Drapery /Bus Interchange	CIL	

<b>IDP Ref.</b>	<b>Description</b>	<b>Potential funding source</b>
PR4	Public Realm Improvements Silver Street/Access to the Derngate Theatre	CIL
PR5	Public Realm Improvements Angel Street/Access to Mercers Row	CIL
PR6	Other Public Realm Improvements through ongoing regeneration of the Town Centre	CIL
<b>Daventry</b>		
PR7	Public Realm Improvements through ongoing regeneration of the Town Centre	CIL
<b>Towcester</b>		
PR8	Create "Town Centre Fund" to enable Physical Improvement and Promotion of Towcester Town Centre	CIL
PR9	Physical Improvements to Northern and Southern Gateways of the Town Centre	CIL
PR10	Alterations to Market Square Car Park and Public Realm Improvements	CIL
<b>Brackley</b>		
PR11	Create "Town Centre Fund" to enable physical improvement and promotion of Brackley Town Centre	CIL
PR12	Physical Improvements to Northern and Southern Gateways of the Town Centre	CIL
PR13	Public Realm Improvements to Market Place, Market Street, Halls Lane and Draymans Walk	CIL
<b>Open space and green infrastructure</b>		
<b>Northampton and NRDA</b>		
OP1	Beckets Park Improvements	CIL
OP2	Abington Park Improvements	CIL
OP3	Racecourse Park Improvements	CIL
OP4	River Nene Regional Park - Improvements to riverside walkways.	CIL
OP5	Harpole Country Park - 37 ha to serve residents of Upton Lodge.	S106
OP5	District Park to serve the Wider Area.	S106
<b>Daventry</b>		
OP6	Urban Park Linking Town Centre Sites to Wider Urban Area	CIL
OP7	Borough Hill Country Park extensions/enhancements as formal Country Park	CIL
OP8	Canal Park Linking the Expanded Country Park and Boundary Park	CIL
OP9	Extension of Canal to Town Centre and Interconnect with Green Space Network.	CIL
OP10	Daventry Country Park Expansion.	S106
<b>Towcester</b>		
OP11	Allocate Land for New Allotments in Towcester.	S106
OP12	Improving all Existing Green Infrastructure in the Town – inc. New Green Corridor from Sponne School to Bickerstaffs Rd. Improvements to Islington Rd Rec Ground.	CIL
OP13	New 11ha Town Park at Wood Burcote to be provided as part of the SUE development.	S106
<b>Brackley</b>		

<b>IDP Ref.</b>	<b>Description</b>	<b>Potential funding source</b>
OP14	Allocate land for New Allotments	CIL
OP15	Provide New Open Space by extending St James Park to the North West	CIL
OP16	Enhancement of disused railway embankment off Glebe Drive	CIL
<b>Utilities - energy</b>		
<b>Northampton and NRDA</b>		
U1	Replacement of transformers with higher rated units or install Secondary Substation	Provider
U2	132kv Cable from Grendon to Nunn Mills – General upgrade and potential undergrounding	Provider
U3	Move Substation and upgrade connections to grid.	Developer*/ Provider
U4	One new 33/11kv Primary Substation plus reinforcement in local 11kv grid	Developer*/ Provider
U5	Upgrade to Brackmills Primary Substation	Developer*/ Provider
<b>Daventry</b>		
U6	New Primary Substation for full 4,000 homes development	Developer*
<b>Towcester</b>		
U7	New Primary Substation	Developer*
U8	New cabling from Brackley Substation to Silverstone Circuit	Developer*
<b>Utilities – waste water</b>		
<b>Northampton and NRDA</b>		
W1	Waste and Surface Water Infrastructure, Requirement and Cost Subject to Ongoing Discussions with Anglian Water	Developer*
W2	Extension to Great Billing Waste Water Treatment Works	Provider
W3	Connection to the Waste Water Network from SUEs and Other Developments.	Developer*
<b>Towcester</b>		
W5	Upgrading Towcester Waste Water Treatment Works.	Provider
<b>Brackley</b>		
W7	Upgrading Brackley Waste Water Treatment Works.	Provider
W8	New Sewer from the East of Brackley Town	Developer*
<i>*Site specific works for utilities subject to developer negotiations with service providers.</i>		

**Appendix 2 – Secured funding sources for projects likely to be wholly or partly funded by CIL**

**IDP Infrastructure Projects Wholly or Partly Funded by CIL - Split between the Three Local Authority Areas**

Element of joint funding attributed*		(£million)						Comments		
Ref	Project	DDC	Secured	NBC	Secured	SNC	Secured	Total Cost	Notes	Secured funding source
T1	NGMS	2.448	0	8.078	1.3	2.45	0	12.24	Project required for growth across the NRDA.	s106 agreements.
T3	North West Bypass Phase 2	3.26	1.0	10.76	0	2.28	0	16.3	Project required for growth across Northampton West which includes sites in SNC and DDC.	s106 agreements.
T7	Kingsthorpe Corridor	0.44	1.5	1.452	0	0.31	0	2.2	Project required for growth across Northampton West which includes sites in SNC and DDC.	s106 agreements.
T9	Plough Junction Improvements	0	0	3	0	0	0	3	Project required for growth at Northampton St Johns area therefore NBC only.	
T10	Ransome Road / Nunn Mills link	0	0	0	0	17.6	0	17.6	Project required for growth at Avon Nunn Mills therefore NBC only.	
T12	Bedford Road Bus	0	0	2.2	0	0	0	2.2	Project required for growth at Northampton Town Centre therefore NBC only.	

Ref	Project	DDC	Secured	NBC	Secured	SNC	Secured	Total Cost	Notes	Secured funding source
T13	Wellingborough Road Bus	0	0	1.4	0	0	0	1.4	Project required for growth at Northampton (East) within NBC area only	
T14	Inter Urban Bus	0.24	0	0.792	0	0.17	0	1.2	Project required for growth across the NRDA	
T15	Walking and Cycling	2.8	0	9.24	0	1.96	0	14	Project required for growth across the NRDA	
T39	Daventry Development Link	54.0	2.3	n/a	n/a	n/a	n/a	54.0		s106 agreements.
T40	Bus station (Daventry)	-	0	n/a	n/a	n/a	n/a	-	Costs unknown	
T41	Long Buckby Station Facilities	1.2	0.08	n/a	n/a	n/a	n/a	1.2		s106 agreements.
T42	Long Buckby to Daventry Bus Route	2.0	0	n/a	n/a	n/a	n/a	2.0		
T43	Improvements to Public Transport	1.0	0	n/a	n/a	n/a	n/a	1.0		
T44	Daventry Cycling Improvements	2.35	0	n/a	n/a	n/a	n/a	2.35		
T50	Walking and Cycling Improvements in Existing Urban Area	n/a	n/a	n/a	n/a	2	0.06	2.0	Towcester	s106 agreements.
T51	Tove Roundabout (A5/A43)	n/a	n/a	n/a	n/a	3.0	3.0	3.0		Pinch Point Funding
T52	Abthorpe Roundabout (A5/A43)	n/a	n/a	n/a	n/a	6.0	0	6.0		
T57	Walking and Cycling Improvement in Existing Urban Area	n/a	n/a	n/a	n/a	5.8	0	5.8	Brackley	

Ref	Project	DDC	Secured	NBC	Secured	SNC	Secured	Total Cost	Notes	Secured funding source
T64	Spencer Bridge Road	0.7	0	2.31	0	0.49	0	3.5	Project required for growth across the wider NRDA area	
E1	Extensions to Primary Schools	n/a	n/a	27	17.3	n/a	n/a	27.0	Project required for growth in existing urban area therefore NBC only	s106 (£1.6m) NCC Capital Programme & Grant from Department for Education (£14.7m)
E21	Special Needs Unit Daventry	2.0	0	n/a	n/a	n/a	n/a	2.0	Free school bid	
E22	Sponne extensions	n/a	n/a	n/a	n/a	7.0	0	7.0		
E24	Special Needs Unit South Northants	n/a	n/a	n/a	n/a	2.0	0	2.0		
E25	Magdalen College 1 x form entry	n/a	n/a	n/a	n/a	3.5	0	3.5		
E29	Secondary School (Barrack Road)	3.0	3.0	9.9	9.9	2.1	2.1	15.0	Project required for growth across the NRDA	Department for Education
E30	Secondary School (John Dryden House)	2.0	0	6.6	0	1.4	0	10.0	Project required for growth across the NRDA	
C5	Daventry town centre multi use facility	5.0	0	n/a	n/a	n/a	n/a	n/a		s106 agreements.
ES1	Fire and Rescue Northampton	0.56	0	1.848	0	0.39	0	2.8	Project required for growth across the NRDA	
ES2	Police and Safer Communities Northampton	1.64	0	5.412	0	1.15	0	8.2	Project required for growth across the NRDA	

Ref	Project	DDC	Secured	NBC	Secured	SNC	Secured	Total Cost	Notes	Secured funding source
ES3	Fire and Rescue Daventry	0.9	0.1	n/a	n/a	n/a	n/a	0.9		
ES4	Police and Safer Communities Daventry	1.9	0	n/a	n/a	n/a	n/a	1.9		
ES5	Fire and Rescue South Northants	n/a	n/a	n/a	n/a	0.95	0.06	0.95		
ES6	Police and Safer Communities South Northants	n/a	n/a	n/a	n/a	1.9	0.1	1.9		
CD1	Library Upgrades general	0.3	0	0.99	0	0.21	0	1.5	Project required for growth across the NRDA	
CD2	Library Upgrade Northampton	2.14	0	7.062	0	1.498	0	10.7	Project required for growth across the NRDA	
S1	New 8 Court Sports Hall	0.54	0	1.782	0	0.38	0	2.7	Project required for growth across the NRDA	
S2	Swimming Pool	0.64	0	2.112	0	0.45	0	3.2	Project required for growth across the NRDA	
S4	New 4 lane 25m swimming pool (Daventry)	2.5	0.18	n/a	n/a	n/a	n/a	2.5		s106 agreements.
S5	Sports hall (Daventry)	2.2	0.28	n/a	n/a	n/a	n/a	2.2		s106 agreements.
S6	2 synthetic sports pitches (Daventry)	1.2	0	n/a	n/a	n/a	n/a	1.2		
S7	16ha to provide for football pitches (Towcester)	n/a	n/a	n/a	n/a	-	0	-	Costs unknown	

Ref	Project	DDC	Secured	NBC	Secured	SNC	Secured	Total Cost	Notes	Secured funding source
S8	Tove Flood Plain - Informal Sports (Towcester)	n/a	n/a	n/a	n/a	-	0	-	Costs unknown.	
S9	1 x Synthetic Sports Pitch (Towcester)	n/a	n/a	n/a	n/a	0.6	0	0.6		
S10	Replace Brackley Pool with 6 Lane x 25m Pool	n/a	n/a	n/a	n/a	5.0	0	5.0		s106 agreements secured towards strategic sports provision. Awaiting distribution.
S11	3ha Additional Playing Pitch (Football) Brackley	n/a	n/a	n/a	n/a	-	0	-	Costs unknown.	
S12	1 x Synthetic Playing Pitch - Brackley	n/a	n/a	n/a	n/a	0.6	0	-		
PR1	Abington Street	0.26	0	0.858	0	0.18	0	1.3	Project required for growth across the NRDA.	
PR2	Bridge Street	0.08	0	0.264	0	0.06	0	0.4	Project required for growth across the NRDA.	
PR3	Drapery / Bus Interchange	0.12	0	0.396	0	0.08	0	0.6	Project required for growth across the NRDA.	
PR4	Silver Street / Dergate	0.04	0	0.132	0	0.03	0	0.2	Project required for growth across the NRDA.	
PR5	Angel Street / Mercers Row	0.08	0	0.264	0	0.06	0	0.4	Project required for growth across the NRDA.	

Ref	Project	DDC	Secured	NBC	Secured	SNC	Secured	Total Cost	Notes	Secured funding source
PR6	Town centre Public Realm Improvements (Northampton)	n/a	n/a	-	-	n/a	n/a	-	Costs are unknown against these projects. Secured funding is not illustrated as inclusion would misrepresent funding gap.	Some funds have been secured through s106 commitments but are not shown as estimated project costs unavailable.
PR7	Town centre Public Realm Improvements (Daventry)	-	-	n/a	n/a	n/a	n/a	-		
PR8	Towcester town centre fund	n/a	n/a	n/a	n/a	-	-	-		
PR9	Towcester gateway projects	n/a	n/a	n/a	n/a	-	-	-		
PR10	Towcester Market Square car park and public realm	n/a	n/a	n/a	n/a	-	-	-		
PR11	Brackley town centre fund	n/a	n/a	n/a	n/a	-	-	-		
PR12	Brackley gateway projects	n/a	n/a	n/a	n/a	-	-	-		
PR13	Market Place, Market Street, Halls Lane, Draymans Walk	n/a	n/a	n/a	n/a	-	-	-		
OP1	Beckets Park	0.1	0	0.33	0	0.07	0	0.5	Project required for growth across the NRDA	
OP2	Abington Park	0.48	0	1.584	0	0.34	0	2.4	Project required for growth across the NRDA	
OP3	Racecourse	0.36	0	1.188	0	0.25	0	1.8	Project required for growth across the NRDA	
OP4	River Nene RP	0.1	0	0.33	0	0.07	0	0.5	Project required for growth across the NRDA	

Ref	Project	DDC	Secured	NBC	Secured	SNC	Secured	Total Cost	Notes	Secured funding source
OP6	Urban Park Linking Town Centre Sites to Urban Area	0.5	0	n/a	n/a	n/a	n/a	0.5		
OP7	Borough Hill Country Park extensions/enhancements	1.5	0	n/a	n/a	n/a	n/a	1.5		
OP8	Canal Park	1.0	0	n/a	n/a	n/a	n/a	1.0		
OP9	Extension of Canal to Town Centre	12.0	0	n/a	n/a	n/a	n/a	12.0		
OP14	Allocate land for allotments (Brackley)	n/a	n/a	n/a	n/a	-	-	-	Costs unknown	£120,000 secured against s106.
OP15	Extend St James Park to north west	n/a	n/a	n/a	n/a	0.5	0	0.5		
OP16	Enhancement of disused railway embankment	n/a	n/a	n/a	n/a	0.5	0	0.5		
<b>Totals</b>		<b>113.98</b>	<b>8.44</b>	<b>108.60</b>	<b>28.50</b>	<b>74.09</b>	<b>5.39</b>	<b>296.67</b>		

\*Where projects are required by wider growth within the whole NRDA as specified in the IDP the costs are split between the three local authority areas based on the percentage of NRDA growth expected to take place within each of the three areas as follows: Northampton Borough = 66%, Daventry District = 20% and South Northamptonshire = 14%.