

CIL Compliance Statement

Local Planning Authority

Town and Country Planning Act 1990
Community Infrastructure Levy Regulations 2010
Section 78 appeal against the refusal of planning permission

Appeal: APP/W0340/W/25/3360702

Site: Land bounded by Hoad Way, M4 and High Street, Theale

Proposal: Full planning application for the construction of 2 employment units for flexible uses within Class E (light industrial), B2 and/or B8 of the Use Classes Order (including ancillary office provision) with associated enabling works, access from Hoad Way, parking and landscaping.

Date: June 2025

Council Reference: 24/00145/FULMAJ

CIL Compliance Statement

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1. Introduction

Scope of statement

- 1.1 This statement has been prepared for the appeal against the refusal of 24/00145/FULMAJ for the full planning application for the construction of 2 employment units for flexible uses with Class E (light industrial), B2 and/or B8 of the Use Class Order (including ancillary office provision) with associated enabling works, access from Hoad Way, parking and landscaping at Land Bounded by Hoad Way, M4 and High Street, Theale.
- 1.2 This statement justifies the planning obligations sought in relation to the appeal proposal, in the context of the relevant legislation and policies.
- 1.3 Section 122 of the Community Infrastructure Levy (CIL) Regulation 2010 (as amended) provide the three tests for planning obligations, which are repeated by the NPPF. It provides that a planning obligation may only constitute a reason for granting planning permission for development if the obligation is:
 - a) Necessary to make the development acceptable in planning terms;
 - b) Directly related to the development; and
 - c) Fairly and reasonably related in scale and kind to the development.
- 1.4 West Berkshire Council is the Local Planning Authority and the CIL Charging Authority in respect of this application. The Council's CIL was implemented on 1 April 2015. Whilst CIL replaces most of the previous system of developer contributions collected under Section 106, it will still be necessary to have S106 planning obligations under certain circumstances, for example to provide affordable housing, or provide infrastructure on site, or pay for infrastructure improvements required off site but specifically as a result of a development.
- 1.5 The Council adopted a CIL Charging Schedule (**Appendix 1**) and approved a Regulation 123 List (**Appendix 2**) on 4th March 2014, with an implementation date of 1st April 2015. Development permitted from 1 April 2015 onwards is liable to pay the Levy as set out in the CIL Charging Schedule.

- 1.6 This statement considers compliance in respect of each of the planning obligations proposed in the S106 agreement between the Appellants and the Council should the appeal be allowed.

Policy context

- 1.7 The statutory development plan for West Berkshire is currently made up of a number of different documents¹. The table below sets out those development plan documents that are relevant to the proposed planning obligations, together with a list of the relevant policies.

Development Plan Document	Relevant Policies
West Berkshire Core Strategy 2006-2026 (WBCS) http://info.westberks.gov.uk/corestrategy	CS17

- 1.8 It has been agreed under Statement of Common Ground (CD7.1) that the Local Plan Review emerging policies carry significant weight at time of agreement (13th May 2025). A special meeting will be held on 10th June 2025, where Councillors will decide whether to adopt the Local Plan Review. The following emerging policies are considered relevant to the planning obligations: SP11 (Biodiversity and Geodiversity) and SP20 (Strategic Approach to Employment Land).
- 1.9 A number of documents are material conditions relevant to the proposed planning obligations.
- 1.10 The **National Planning Policy Framework (NPPF)** sets out the Government's planning policies for England and how these should be applied. The NPPF is a material consideration in planning decision, which should be read as a whole (including its footnotes and annexes).

¹ Full development plan: West Berkshire Core Strategy 2006-2026 (adopted July 2012); Housing Site Allocations DPD 2006-2026 (adopted May 2017); West Berkshire District Local Plan 1991-2006 Saved Policies 2007 (as amended in July 2012 and May 2017); Stratfield Mortimer Neighbourhood Development Plan (adopted June 2017); South East Plan, Natural Resource Management Policy 6 (relating to the Thames Basin Heaths Special Protection Area); Cold Ash Neighbourhood Development Plan (adopted May 2024); Compton Neighbourhood Development Plan (adopted February 2022); Hermitage Neighbourhood Development Plan (adopted May 2024); and Minerals and Waste Local Plan 2022-2037 (adopted December 2022).

- 1.11 The **Planning Practice Guidance (PPG)** is an online publication which supplements the NPPF and, as a statement of government policy, may also be material when deciding applications/appeals.
- 1.12 The **Planning Obligations SPD (2014)** was adopted by the Council in December 2014, following a period of consultation which took place in Summer 2014. It sets out the Council's approach for securing contributions and requiring obligations from development, alongside the Community Infrastructure Levy (CIL). This approach is in accordance with national CIL Regulations and the council's pdf CIL Regulation 123 List.

Proposed planning obligations

- 1.13 The following planning obligations are proposed. CIL compliance is considered in subsequent sections of this statement.
- a) Off-Site Biodiversity
 - b) Employment and Skills Plan
- 1.14 The Council's Transport Policy Officers' consultation response during the consideration of the application identified a monetary contribution for the monitoring of the Framework Travel Plan which would be required to be secured by S106. However, after further consultation with the Council's Transport Policy Officers, it was considered that a monetary contribution would not be required. Therefore, it is considered it is more appropriate to suggest a condition securing the implementation and monitoring of the submitted Framework Travel Plan (CD1.35).

2. Off-Site Biodiversity

Proposed planning obligation

- 2.1 To secure at least a 1% biodiversity net gain for the proposed development. A Biodiversity Net Gain Report will be produced, and this will provide details of off-site measures. It is proposed that to secure off-site measures an Off-Site Biodiversity Agreement will be completed and agreed. At present the Council do not have specific details on how the off-site mitigation and net gain will be delivered.

Mechanism:	Having regard to the CIL Regulations 123 list, the obligation is due to provide direct mitigation measures for the proposed development.
Necessary to make the development acceptable:	<p>CD1.56 advises that there is a residual loss of habitat biodiversity units that will be compensated by using off-site biodiversity compensation scheme. At a minimum this will achieve +0.01 Biodiversity Units. Without this there would be a residual loss of habitat Biodiversity Units on site.</p> <p>Relevant Policies and Documents: the NPPF, Policy CS17, Emerging Policy SP11 and the Planning Obligations SPD.</p>
Directly related to the development:	The loss of habitat Biodiversity Units is as a direct result of the proposed development and therefore are required to be compensated.
Fairly and reasonably related in scale and kind to the development:	Off-site biodiversity compensation was proposed as part of the application (CD1.56) and proportionate to the development to compensate and achieve biodiversity enhancements.

3. Employment and Skills Plan

Proposed planning obligation

- 3.1 This seeks to secure a plan during the construction phase of the development to provide local employment and training opportunities.

Mechanism:	Having regard to the CIL Regulations 123 list, the Employment and Skills Plan is a direct provision of the development during the construction of the proposed development.
Necessary to make the development acceptable:	Emerging Policy SP20 advises that where feasible and appropriate the Council will encourage Employment and Skills Plan as part of major business development. This is to ensure opportunities are made for local people during construction. The supporting text within this policy advises this is important factor for building economic resilience.
Directly related to the development:	It is identified by the appellant that an Employment and Skills Plan could be delivered through the construction phase of this business development.
Fairly and reasonably related in scale and kind to the development:	The application is a major and a business development proposal. The Employment and Skills Plan would only relate to the construction phase of the development.

Appendix 1

Community Infrastructure Levy Charging Schedule

Adopted March 2014 - Effective from 1 April 2015



WestBerkshire
C O U N C I L

Community Infrastructure Levy: Charging Schedule

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Community Infrastructure Levy: Charging Schedule

1 Introduction to the Community Infrastructure Levy

1.1 This Community Infrastructure Levy (CIL) Charging Schedule has been adopted by West Berkshire District Council at a meeting of Full Council in March 2014. As a Unitary Authority, the Council is both a Charging Authority and a Collecting Authority.

1.2 The Charging Schedule⁽¹⁾ is issued, approved and published in accordance with Part 11 of the Planning Act 2008⁽²⁾ (as amended by Part 6 of the Localism Act 2011), and the Community Infrastructure Levy Regulations 2010⁽³⁾ (as amended by the CIL (Amendment) Regulations 2011⁽⁴⁾, the CIL (Amendment) Regulations 2012⁽⁵⁾, the CIL (Amendment) Regulations 2013⁽⁶⁾, and the CIL (Amendment) Regulations 2014⁽⁷⁾) ("the Regulations").

1.3 The Charging Schedule takes effect from 1st April 2015.

What is CIL?

1.4 The Community Infrastructure Levy (commonly known as CIL) is a tool intended to secure contributions from developers towards improvements and enhancements to infrastructure required as a result of development. It is intended to supplement other funds to provide new infrastructure in the District - it is not intended to provide the full costs associated with all the infrastructure required.

1.5 The purpose of the levy is to give developers more certainty about costs and to give councils and local communities more flexibility about how infrastructure is funded. The money raised through the levy can be used to fund a range of projects including towards:

- roads and other transport facilities;
- flood defences;
- schools and other educational facilities;
- medical facilities;
- sporting and recreational facilities; and
- open spaces.

How is it calculated and what development is liable?

1.6 CIL will be levied at a rate per m² (based on Gross Internal Floorspace) on new development of more than 100m² of floorspace (net) or when a new dwelling is created (even if it is less than 100m²). Please see the table at paragraph 5.1 for the rates applicable for different types of development.

1.7 There will be no CIL charge for Change of Use applications unless additional floorspace is created and no charge for the subdivision of existing dwellings. In addition CIL is not payable on:

- Structures into which people do not normally go;
- Structures which are not buildings;
- All Affordable Housing (including the element of a mixed development which is provided as affordable housing);

1 West Berkshire District Council's CIL web page: <http://info.westberks.gov.uk/cil>

2 Planning Act 2008: http://www.legislation.gov.uk/ukpga/2008/29/pdfs/ukpga_20080029_en.pdf

3 Community Infrastructure Levy Regulations 2010: http://www.legislation.gov.uk/uksi/2010/948/pdfs/uksi_20100948_en.pdf

4 CIL (Amendment) Regulations 2011: http://www.legislation.gov.uk/uksi/2011/987/pdfs/uksi_20110987_en.pdf

5 CIL (Amendment) Regulations 2012: http://www.legislation.gov.uk/uksi/2012/2975/pdfs/uksi_20122975_en.pdf

6 CIL (Amendment) Regulations 2013: http://www.legislation.gov.uk/uksi/2013/982/pdfs/uksi_20130982_en.pdf

7 CIL (Amendment) Regulations 2014: http://www.legislation.gov.uk/uksi/2014/385/pdfs/uksi_20140385_en.pdf

Community Infrastructure Levy: Charging Schedule

- Temporary buildings;
- Self-build housing;
- Residential annexes and extensions;
- Development for charitable purposes; and
- Applications for development where no buildings are proposed (e.g. mineral extraction sites).

When is it payable?

1.8 As set out in Regulations, CIL is payable within 60 days of commencement of development, although the Regulations allow for an instalment policy to be adopted alongside CIL if the authority wishes. West Berkshire Council's instalment policy is attached as Appendix B to this document.

1.9 The responsibility to pay the levy lies with the owner of the land, unless liability is assumed as set out in Regulations 31 to 39 (as amended), and the amount payable will be calculated in accordance with Regulation 40 (as amended).

2 CIL and its relationship with S106

2.1 With the introduction of a CIL charge, the use of S106 obligations is restricted to site specific impacts, for instance enabling works such as site access, or the provision of facilities and infrastructure directly required as a result of large scale developments, and the provision of affordable housing.

2.2 This position is reflected in our Developer Contributions SPD which has been updated during 2014 and adopted at a meeting of Full Council in December 2014.

2.3 The Council has prepared a Regulation 123 list, setting out the infrastructure intended to be funded from the levy.

3 Discretionary Relief

3.1 West Berkshire Council does not intend to adopt an Exceptional Circumstances policy.

Community Infrastructure Levy: Charging Schedule

4 Evidence Base

4.1 In setting its CIL rates (in accordance with Regulation 14(1) of the Community Infrastructure Regulations 2010), West Berkshire District Council has aimed to strike what appears to the Council to be an appropriate balance between:

- the desirability of funding from CIL (in whole or part) the infrastructure required to support the development of its area; and
- the potential effects of the imposition of CIL on the economic viability of its area.

4.2 In order to set appropriate rates the Council has had regard to:

- The adopted West Berkshire Local Plan Core Strategy (June 2012)⁽⁸⁾.
- The refreshed Infrastructure Delivery Plan (IDP) (March 2013)⁽⁹⁾, which details the infrastructure required to support development in the period of the West Berkshire Local Plan Core Strategy (2006 - 2026).
- The West Berkshire CIL Viability Study (January 2013)⁽¹⁰⁾ prepared for the Council by Dixon Searle LLP.

4.3 These documents are available to download from the Council's website as supporting information used to guide the rates of CIL.

West Berkshire Local Plan Core Strategy

4.4 The Core Strategy was adopted by the Council in July 2012. This document forms part of the West Berkshire District Local Plan. It sets out the long term vision for the District to 2026 and translates this into spatial planning terms, setting out proposals for where development will go and how this development will be built.

4.5 The Core Strategy sets out top level spatial policies on the four areas which make up the District, it sets out a settlement hierarchy and broad housing numbers for each of the spatial areas. It also provides core policies to guide development, including policies on retail, employment, affordable housing, flooding, infrastructure and the historic environment. The Core Strategy identifies two strategic site allocations, one at Newbury Racecourse and one at Sandleford Park, to help deliver the Districts housing requirement of 10,500 net additional dwellings over the plan period.

4.6 The Core Strategy provides an overall framework for the more detailed policies and site specific proposals to be contained in other documents of the Local Plan.

Infrastructure Delivery Plan

4.7 The latest update to the Infrastructure Delivery Plan (IDP) took place in February and March 2013. The refresh involved contacting all service units, infrastructure providers, and all Parish and Town Councils. The IDP shows a gross funding requirement in excess of £257 million. Funding already earmarked, or expected to be available totals £93.8 million, leaving a shortfall in funding of £163.5 million. The following table shows the additional housing requirement across West Berkshire's four spatial areas and an estimate of CIL receipts based on delivery in line with the housing requirement at the proposed CIL rates. It shows that CIL receipts will contribute towards the funding requirement, but there will be a substantial shortfall.

8 West Berkshire Core Strategy DPD: <http://info.westberks.gov.uk/index.aspx?articleid=28782>

9 West Berkshire Infrastructure Delivery Plan: <http://info.westberks.gov.uk/cil>

10 West Berkshire CIL Viability Study: <http://info.westberks.gov.uk/cil>

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4.8 Funding Gap Analysis

	A	B	C	D	E	F	G
Spatial Area	Additional Housing Requirement 2014 – 2026 ⁽¹⁾	CIL Rate per m ²	Estimate of Minimum Floorspace created ⁽³⁾ (M ²)	Estimate of Maximum Floorspace created ⁽⁴⁾ (M ²)	Minimum Anticipated CIL Receipt (B x C)	Maximum Anticipated CIL Receipt (B x D)	Net Funding requirement from IDP
Newbury / Thatcham ⁽²⁾	2,200	£75	99,000	275,000	£7.425m	£20.625m	
Eastern Urban Area	690	£75	31,050	86,250	£2,329m	£6.469m	
East Kennet Valley	260	£125	11,700	32,500	£1.462m	£4.062m	
North Wessex Downs AONB	670	£125	30,150	83,750	£3.769m	£10.469m	
TOTALS	3,820		171,900m²	477,500m²	£14.985m	£41.625m	£163.5m

Notes to Table:

1. Additional Housing requirement taken from Infrastructure Delivery Plan Table 2.1 'Anticipated additional housing requirement 2014-2026'
2. Housing Requirement includes 1,000 planned for Sandleford Strategic Site within the plan period
3. Minimum floorspace based on dwelling size of 1bed private flat, taken from DSP viability study Figure 4: Residential Unit Sizes
4. Maximum floorspace based on dwelling size of 4bed private house, taken from DSP viability study Figure 4: Residential Unit Sizes

4.9 Calculation of Shortfall

Net Funding Requirement from Infrastructure Delivery Plan	£163.5 million (Column G)
Shortfall based on Minimum CIL Receipt	£148.5 million (Column G minus Column E)
Shortfall based on Maximum CIL Receipt	£121.9 million (Column G minus Column F)

Community Infrastructure Levy: Charging Schedule

4.10 Given that the likely scale of development in terms of unit size cannot be accurately predicted, the above calculation shows a significant shortfall even if the largest homes are delivered over the plan period.

Viability Study

4.11 The West Berkshire CIL Viability Study was prepared in January 2013 by Dixon Searle LLP. The study investigated the potential scope for CIL charging in West Berkshire. This was done by considering the economic viability of residential and commercial / non-residential scenarios within West Berkshire; taking into account the range of normal costs and obligations associated with development, as would be borne by development schemes alongside the CIL charge. It provided the Council with advice as to the likely viability of seeking developer contributions towards infrastructure provision through the CIL. This included the consideration of viability and the potential charging rate or rates appropriate in the local context as part of a suitable and achievable overall package of planning obligations. The viability study ensures that the rate set is not at the limits of site viability and that delivery of development is not threatened.

Further Supporting Information

4.12 In addition to the documents referred to above, further documents are available from the Council's website as supporting information, all of which can be found at www.westberks.gov.uk/cil

Community Infrastructure Levy: Charging Schedule

5 Charging Schedule

5.1 Based on the findings and outcomes of the West Berkshire CIL Viability Study the following rates of CIL are charged:

		Newbury & Thatcham, and Eastern Urban Area	Area of Outstanding Natural Beauty, and East Kennet Valley
Type of Development	Use Class	CIL Rate per sq.m	CIL Rate per sq.m
Residential (See Notes 1 and 2 below)	C3 & C4	£75	£125
Retail	A1 to A5	£125	£125
Business Development - Offices	B1a to B1c	£0	£0
Business Development - Industrial	B2	£0	£0
Business Development - Warehousing	B8	£0	£0
Hotels	C1	£0	£0
Residential Institutions	C2 & C2a	£0	£0
Community and all Other Uses	-	£0	£0

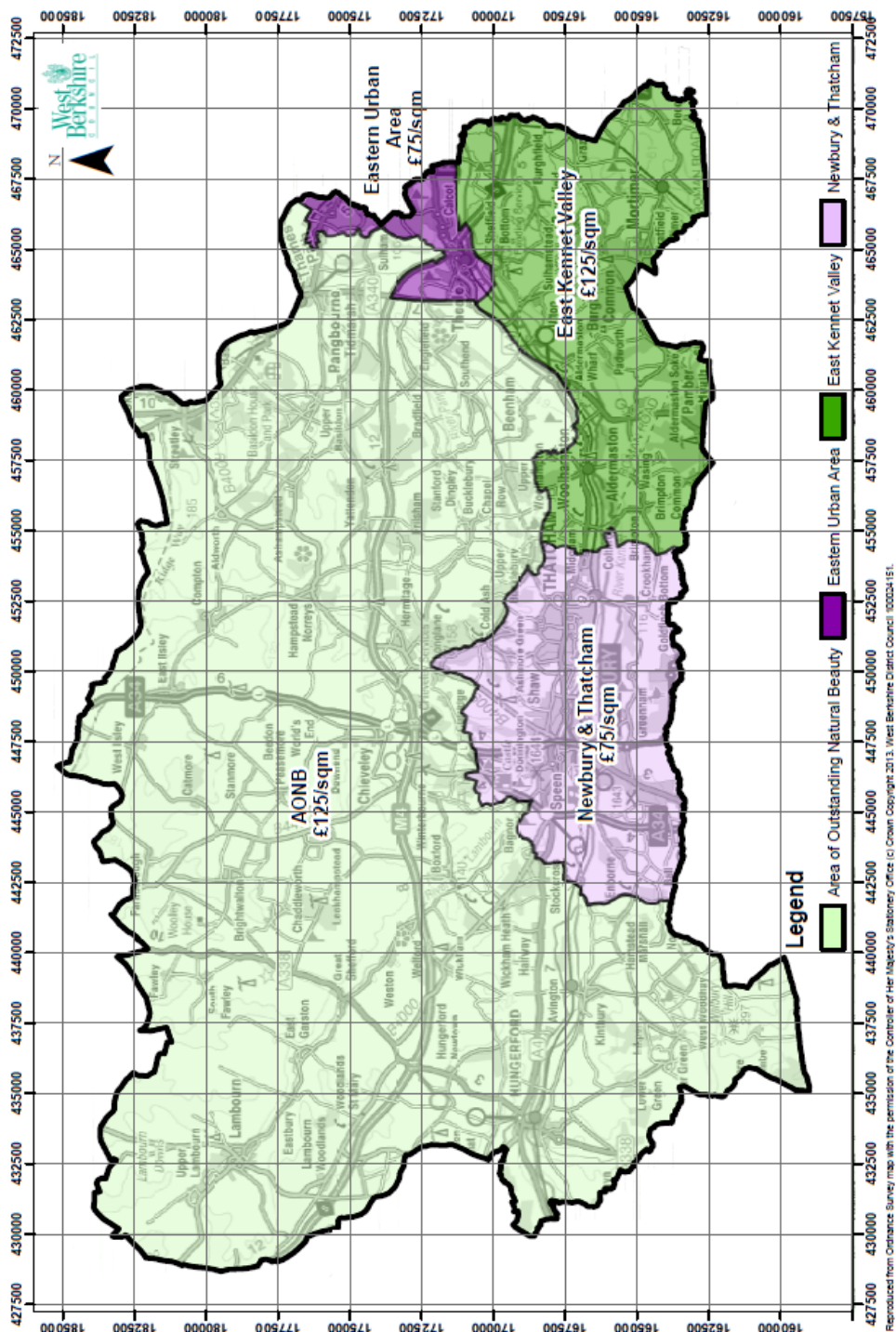
5.2 Notes:

(1) Please see Differential Rate Map at Appendix A. The differential rate map is available on the Council's mapping system. This allows the service units and public to view which rate is chargeable for a particular site.

(2) Detailed Differential Rate Maps for Residential development are available as supporting information at Appendix C.

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Appendix A: Differential Rate Map



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Appendix B: Instalment Policy

Level of CIL Payable	Instalment Policy
Where the chargeable amount is less than £15,000	No instalments - the full amount is payable within 60 days of commencement
£15,000 or greater but less than £100,000	50% within 60 days of commencement, and 50% within 180 days of commencement
£100,000 or greater but less than £200,000	35% within 60 days of commencement, 35% within 180 days of commencement, and 30% within 270 days of commencement
£200,000 or greater but less than £1,000,000	25% within 60 days of commencement, 25% within 180 days of commencement, 25% within 270 days of commencement, and 25% within 360 days of commencement
£1,000,000 or greater	25% within 180 days of commencement, 25% within 360 days of commencement, 25% within 540 days of commencement, and 25% within 720 days of commencement

Notes:

B.1 The commencement date is the date given on the commencement notice as advised by the liable party under Regulation 67. The failure to provide such notification in accordance with the Regulations results in the removal of the use of the instalments policy. Full payment would then become due within 60 days of commencement, including payment of the surcharge as detailed in Part 9 of the Regulations.

B.2 This instalment plan is subject to change at any time in accordance with Regulation 69B of the CIL (Amendment) Regulations 2011.

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Appendix C: Appendix C: Residential Differential Rate Maps

C.1 The following maps show every parish where there are two different residential charging zones:

Map 1 - Beenham Parish

Map 2 -Bucklebury Parish

Map 3 -Cold Ash Parish

Map 4 - Englefield Parish

Map 5 - Hamstead Marshall Parish

Map 6 - Purley-on-Thames Parish

Map 7 - Shaw cum Donnington Parish

Map 8 - Speen Parish

Map 9 - Theale Parish

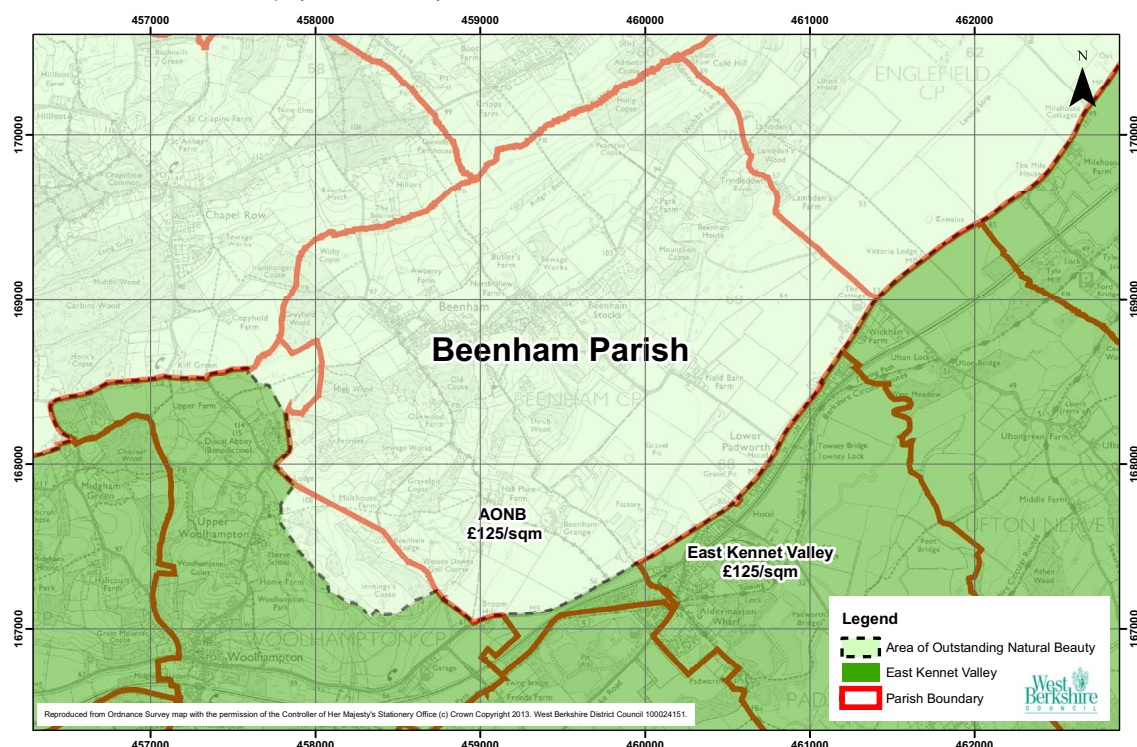
Map 10 - Tilehurst Parish

Map 11 - Woolhampton Parish

C.2 Please note these maps are available via our website as larger scale pdf documents, which will enable you to view in more detail by using the zoom function.

C.3 Map 1

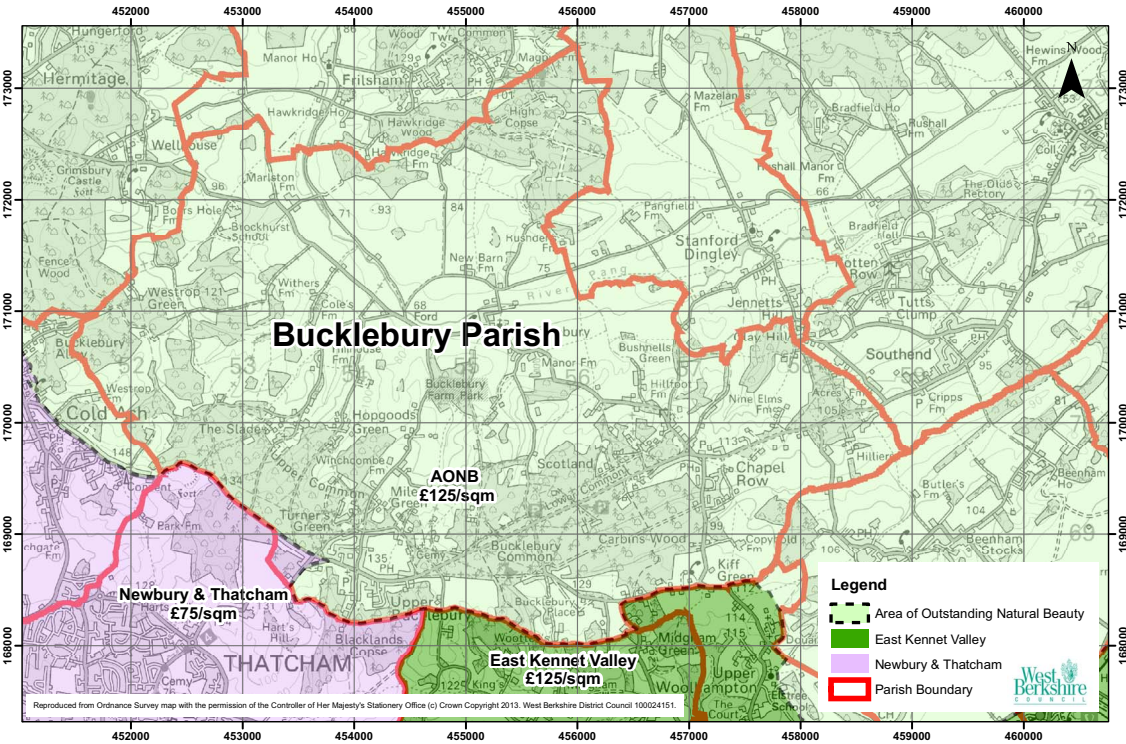
Differential Rate Map (Residential) - Beenham Parish



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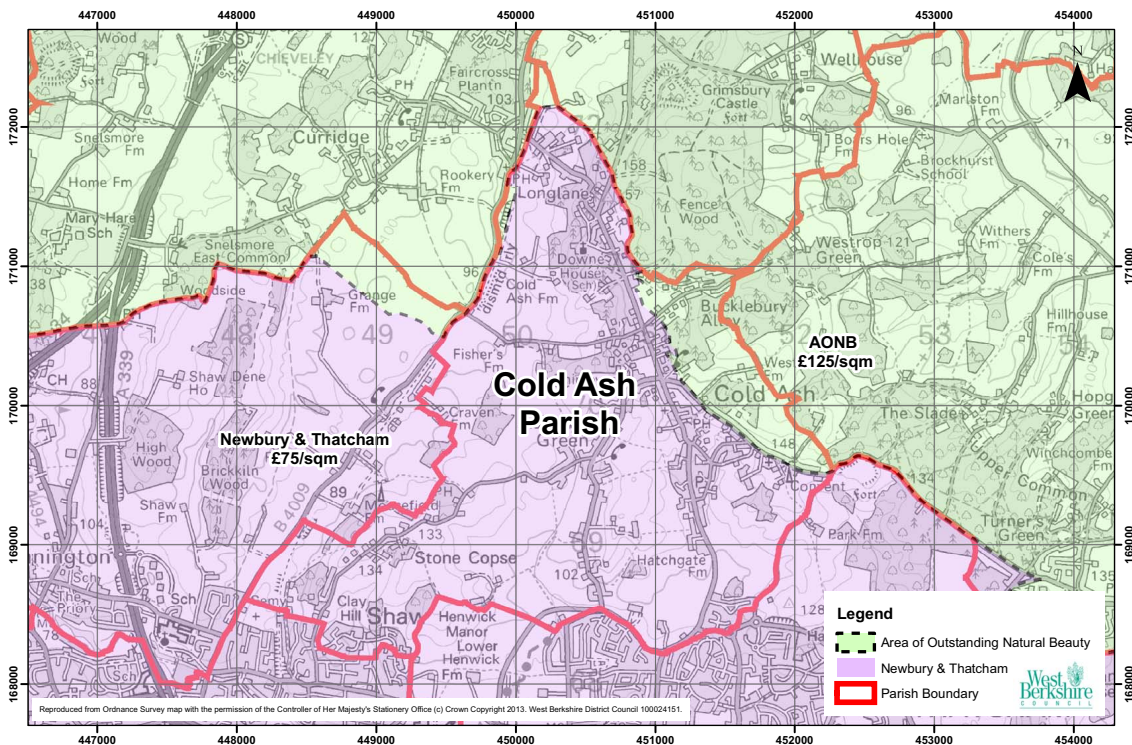
C.4 Map 2

Differential Rate Map (Residential) - Bucklebury Parish



C.5 Map 3

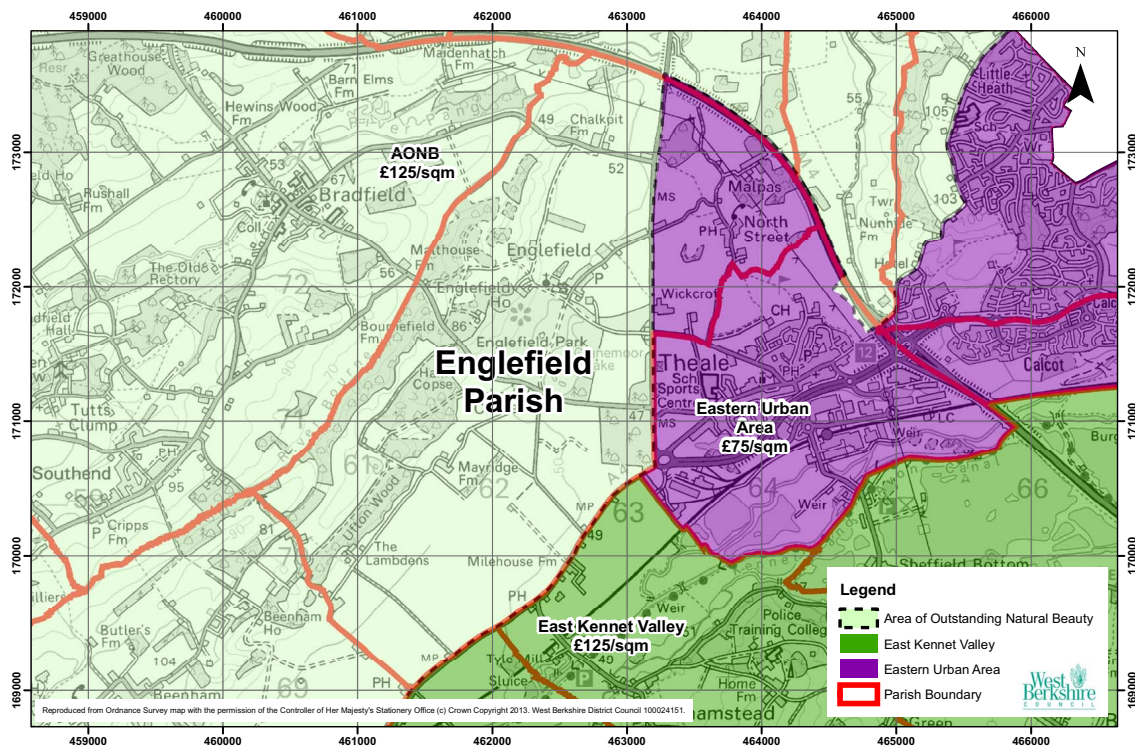
Differential Rate Map (Residential) - Cold Ash Parish



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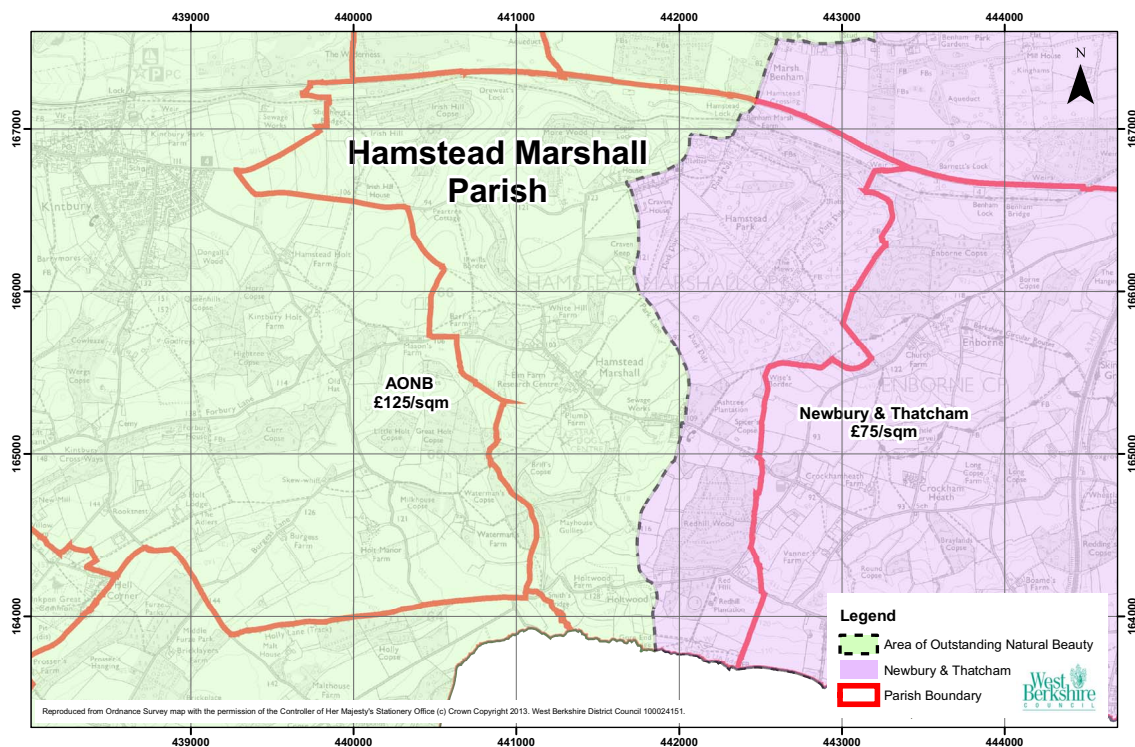
C.6 Map 4

Differential Rate Map (Residential) - Englefield Parish



C.7 Map 5

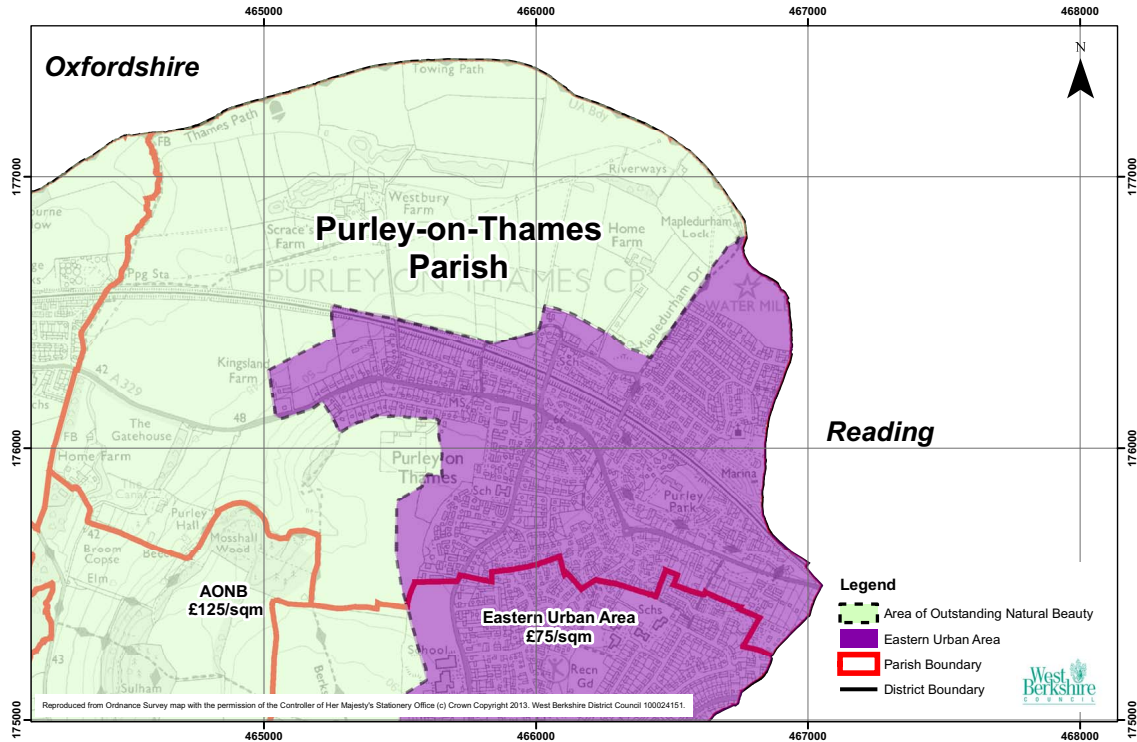
Differential Rate Map (Residential) - Hamstead Marshall Parish



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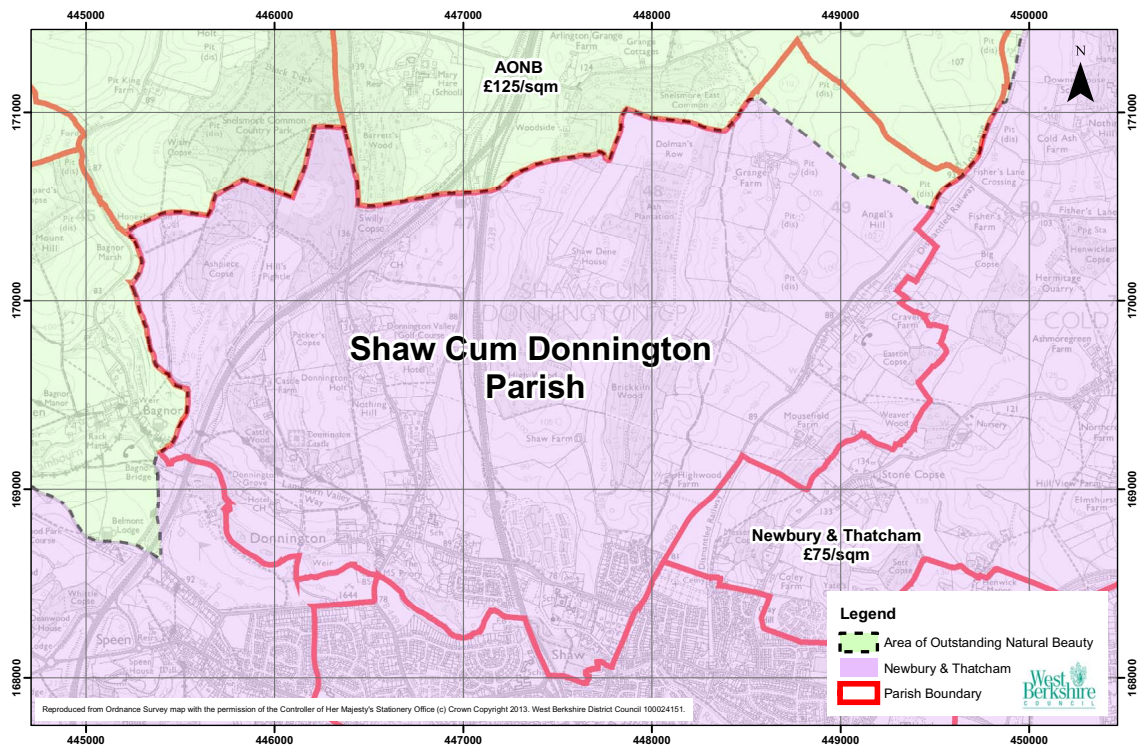
C.8 Map 6

Differential Rate Map (Residential) - Purley-on-Thames Parish



C.9 Map 7

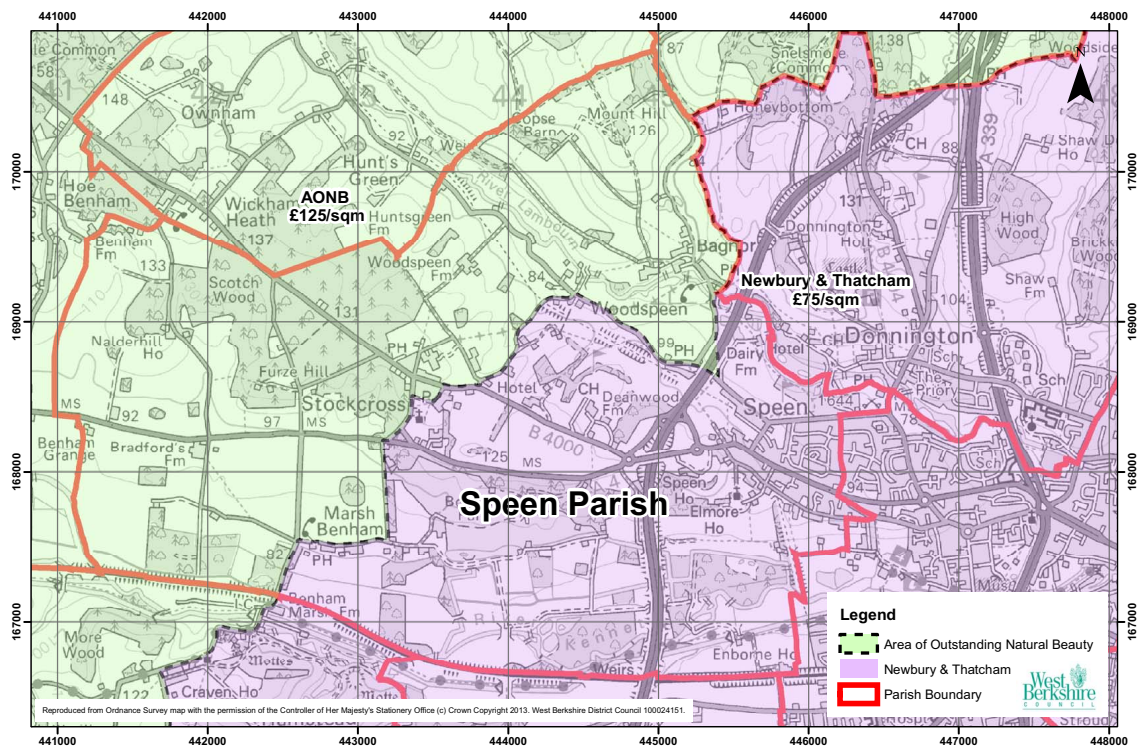
Differential Rate Map (Residential) - Shaw Cum Donnington Parish



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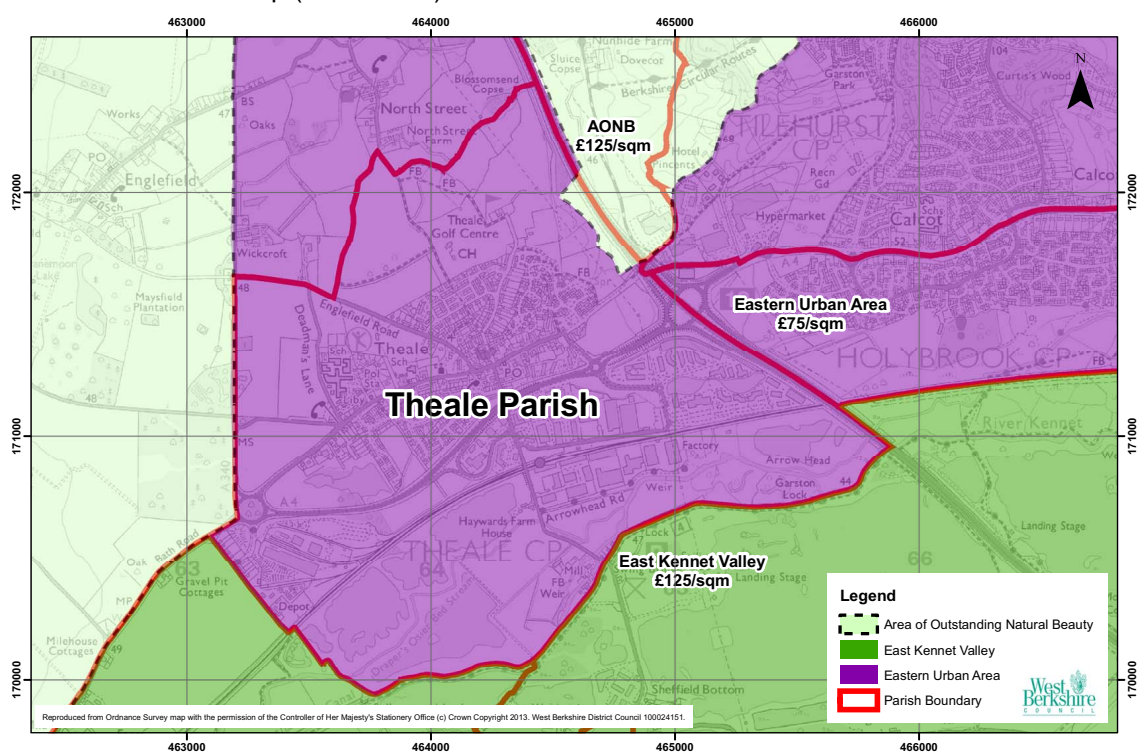
C.10 Map 8

Differential Rate Map (Residential) - Speen Parish



C.11 Map 9

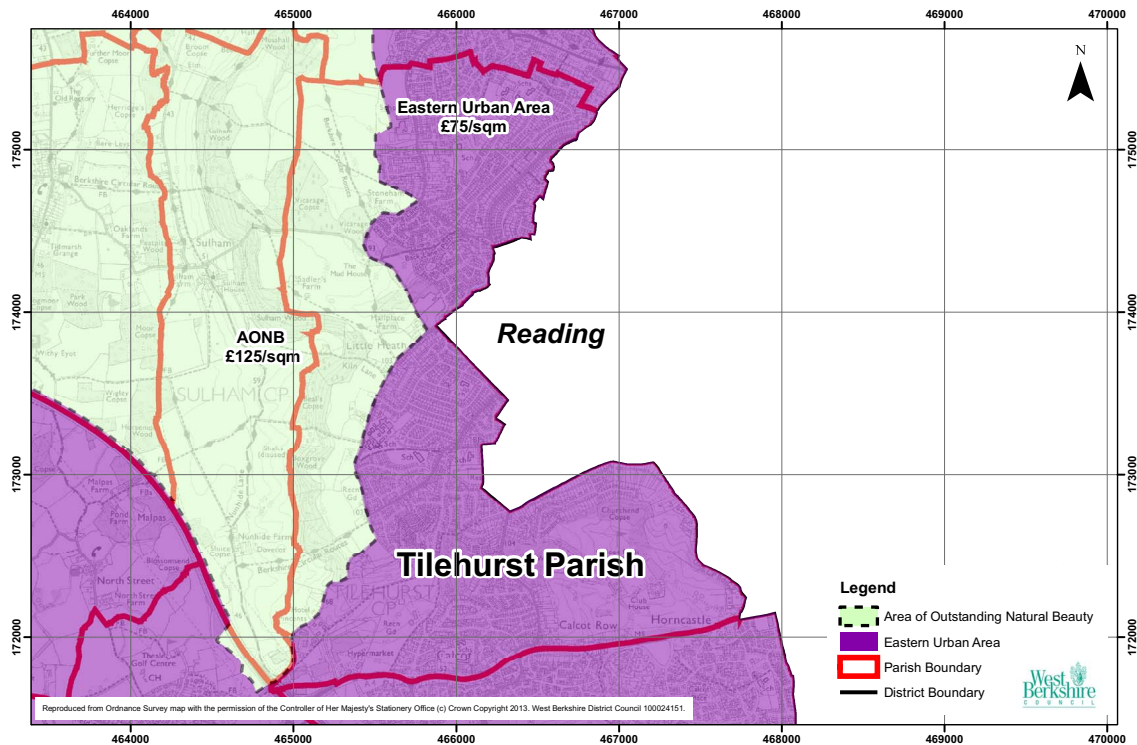
Differential Rate Map (Residential) - Theale Parish



Community Infrastructure Levy: Charging Schedule

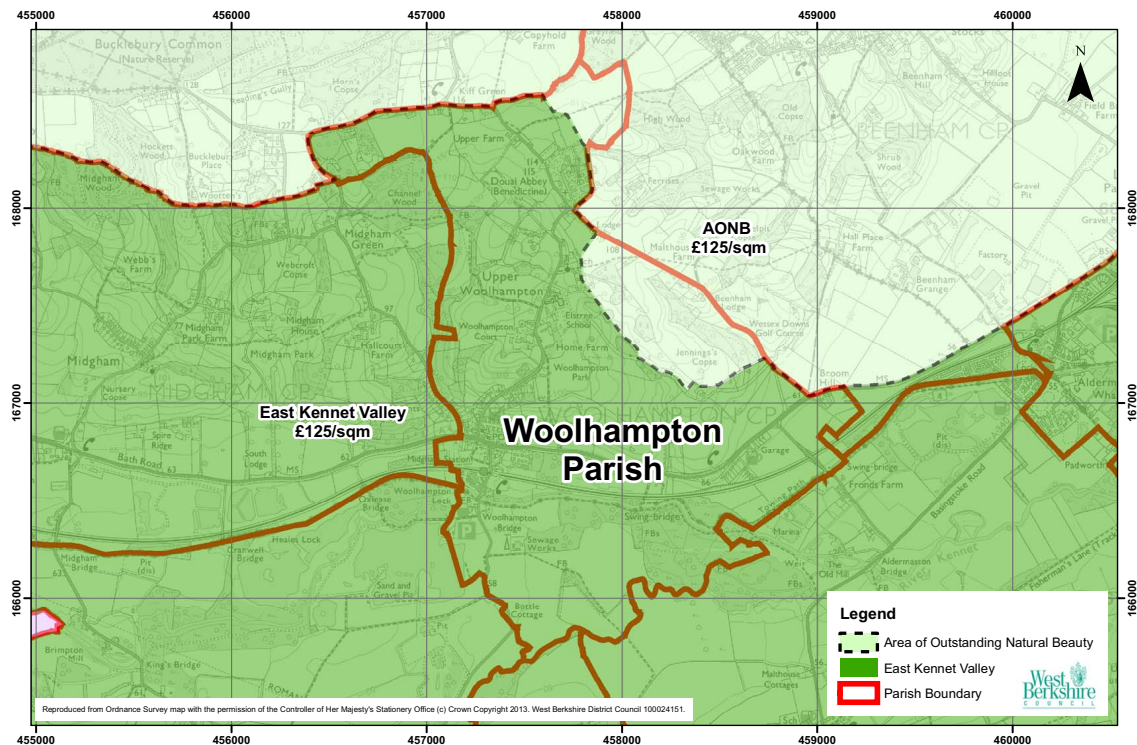
C.12 Map 10

Differential Rate Map (Residential) - Tilehurst Parish



C.13 Map 11

Differential Rate Map (Residential) - Woolhampton Parish



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Appendix 2

West Berkshire Council Community Infrastructure Levy

Regulation 123 List

1. Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended) restricts the use of planning obligations for infrastructure that will be funded in whole or in part by the Community Infrastructure Levy ("CIL"), to ensure no duplication between the two types of developer contributions.
2. West Berkshire Council's Regulation 123 list is a supporting document for the Charging Schedule being adopted on 4th March 2014, and will take effect on the same date that the Charging Schedule will take effect.
3. Prior to adoption of a CIL, this Council has operated a Developer Contributions SPG and a Developer Contributions SPD seeking contributions on a formulaic basis, making use of standard S106 agreement and obligations. The Developer Contributions SPD has been revised in order that it applies only to specific on site infrastructure or direct mitigation measures required as a result of large scale development. The revised Developer Contributions SPD also takes effect on the same date as the CIL Charging Schedule being adopted on 4th March 2014.
4. The Regulation 123 list contains generic types of infrastructure that may be funded using CIL receipts, with the exception of specific on-site infrastructure or direct mitigation measures required as a direct result of any large scale development, and specifically of the strategic development site known as Sandford Park, in South Newbury.
5. Future updates of the list will take place on an annual basis, and will have regard to (a) updates to the Infrastructure Delivery Plan, (b) the progress of the Council's Site Allocations and Delivery DPD ("the DPD") and (c) changes to the CIL Regulations. In particular, the completion of the DPD will provide information to infrastructure providers regarding site specific infrastructure requirements, and will result in an additional update to this list.
6. The inclusion of a project or type of infrastructure in this list does not signify a commitment from the Council to fund (either in whole or in part) the listed project or type of infrastructure through CIL. The order of the list does not imply any preference or priority.
7. It is anticipated that CIL receipts will be limited in the first year after the Charging Schedule takes effect, given that (a) contributions are not payable until commencement and (b) an instalment policy has been adopted. On this basis it is unlikely that CIL receipts will be spent, they will therefore be banked for future allocation and spend.
8. In accordance with CIL Regulation 59A, this Council will pass 15% of relevant CIL receipts to the Parish or Town Council for that area, capped at £100 per dwelling (plus index linking). If any Parish or Town Council within West Berkshire adopts a neighbourhood development plan, this percentage will be increased to 25%. This will be passed onto the Parish and Town Councils on a 6 monthly basis in accordance with Regulations.

<u>Project or Type of Infrastructure to be funded from CIL Receipts</u>	<u>Exclusions – to be sought through S106 agreements, or alternative statutory provisions</u>
	The delivery of on-site facilities or infrastructure required directly as a result of any large scale development
	The delivery of facilities or infrastructure required off-site but required solely as a result of any large scale development
	The delivery of enabling works such as site access for a development
Highways and Transport, including:	
<ul style="list-style-type: none"> Bus network 	<ul style="list-style-type: none"> Bus infrastructure improvements in the vicinity of the Sandleford site (RTPI, Kassel kerbs, shelters etc) Improved / new service linking Sandleford and Newbury Town Centre Bus access from Sandleford to Andover Road through Warren Road
<ul style="list-style-type: none"> Cycling and walking infrastructure 	<ul style="list-style-type: none"> Improved pedestrian / cycle crossing links at Monks Lane, Newtown Road and Andover Road
<ul style="list-style-type: none"> Rail network 	
<ul style="list-style-type: none"> Road network 	<ul style="list-style-type: none"> Accesses from the Sandleford development onto adjacent roads Junction Improvements along the A339 in Newbury at Pinchington Lane Junction Improvements at Monks Lane / Newtown Road Junction Improvements at Monks Lane / A343 Andover Road (including pedestrian and cycle improvements) Junction Improvements at A34 / A343 south
<ul style="list-style-type: none"> Other public transport 	<ul style="list-style-type: none"> Car Club at Sandleford Park
Education, including:	
<ul style="list-style-type: none"> Nursery Schools 	
<ul style="list-style-type: none"> Primary and Secondary Education 	<ul style="list-style-type: none"> Increase in Early Years Provision to meet the requirements of the Sandleford development Additional Primary Provision to meet the requirements of the Sandleford development Extensive alterations to Secondary catchment school (Park House School) to meet the requirements of the Sandleford development
<ul style="list-style-type: none"> Further and Higher Education 	
Health, including:	
<ul style="list-style-type: none"> Health centres /Doctors Surgeries 	<ul style="list-style-type: none"> Extension to current premises at Falkland Practice
<ul style="list-style-type: none"> Mental Healthcare 	

<u>Project or Type of Infrastructure to be funded from CIL Receipts</u>	<u>Exclusions – to be sought through S106 agreements, or alternative statutory provisions</u>
Social Infrastructure, including:	
• Culture and Heritage	
• Social and Community Facilities	
• Sports Centres	
• Supported Accommodation	
Green Infrastructure, including:	
• Allotments and community gardens	
• Amenity greenspace including play areas	• Provision of open space and play facilities for the Sandleford development
• Biodiversity	
• Cemeteries and Churchyards	
• Green corridors	
• Outdoor sports facilities	
• Parks and Gardens	
• River and canal corridors	
Public Services, including:	
• Emergency Services	
• Libraries	
• Waste Management and Disposal	
Utility Services	<ul style="list-style-type: none"> • (Electric) Offsite 11kv infrastructure in the form of 1 or 2 cable circuits from the St John's Primary Substation to Sandleford site • (Water) Upgrade to waste water infrastructure
Flood Defences	