

Rother District Council

Report to:	Community Infrastructure Levy Steering Group
Date:	5 October 2020
Title:	Strategic Community Infrastructure Levy Governance Arrangements and Funding Decision Protocol
Report of:	Head of Strategy and Planning
Purpose of Report:	To update Members on the current Rother Governance arrangements and Funding Decision Protocol for allocation of funds from Strategic CIL and seek the Steering Group's views on whether changes should be made to them.

Officer Recommendation(s): It be **RESOLVED:** That Members' views be sought on:

- 1) who should be on the CIL Funding Group (currently the CIL Officer Group); and
- 2) whether any amendments are required to the current Rother Governance arrangements and Funding Decision Protocol, which includes the Bid pro-forma and Assessment Criteria.

If any future changes are proposed, detailed amendments can be brought to a future Community Infrastructure Levy Steering Group meeting for discussion and recommendation/s to Cabinet.

Introduction

1. CIL became effective in Rother District from 4 April 2016 at which point the CIL [Charging Schedule](#), [Regulation 123 List](#) and CIL [Instalment Policy](#) became effective. This report seeks Members' views on whether any amendments are required to the current Rother Governance and who should be on the CIL Funding Group (Currently the CIL Officer Group), and whether any amendments are required to the Funding Decision Protocol in allocation of funds from Strategic CIL.
2. Strategic CIL (which is retained by RDC) can be used to fund a wide range of infrastructure such as transport, flood defences, schools hospitals and other health and social care facilities. However, charging authorities (RDC) may not use the levy to fund affordable housing. Local authorities must spend the levy on infrastructure needed to support the development of their area, and they will decide what infrastructure is needed and this is informed by the [Infrastructure Delivery Plan](#).

Current Strategic CIL Governance Arrangements

3. At its meeting on the 14 December 2015 Council, along with the adoption of CIL, approved a number of recommendations, one of which was the Governance procedure for the spending of income derived from CIL (Minute

C15/45 refers) and attached at Appendix 1 is a flowchart showing the current arrangements. At that same Council meeting it was agreed that at least £250,000 would need to be accrued before spending decisions could be made in accordance with the approved procedures.

4. At a subsequent meeting of Cabinet on the 3 December 2018, where it was revealed that the threshold of £250,000 Strategic CIL funds had been reached, a report was presented setting out that the Council was now in a position to allocate CIL contributions collected to infrastructure projects which benefit the Rother District. At that meeting it was resolved to approve the Council's Community Infrastructure Levy Funding Decision Protocol, Bid Pro-Forma, Assessment Criteria, Bid Valuation Checklist attached at Appendix 2 (Minute CB18/46 refers).
5. Following the approval process set out above, the CIL bidding process was opened in February 2019.
6. The process, once bids are submitted, is as follows:
 - a. They are validated by the CIL Officer, using the validation checklist to ascertain that the minimum requirements are reached;
 - b. They are assessed and scored by the CIL Officer, using the Assessment Criteria;
 - c. A report is drafted, with a recommendation; and
 - d. These are then debated by the CIL Officer Group and then a vote is undertaken for either approval or refusal of the bid.
7. The CIL Officer Group comprises:
 - Executive Director (Chairman)
 - Head of Planning
 - Head of Housing and Community
 - Head of Acquisitions Transformation and Regeneration
 - Head of Finance
 - CIL Officer – Advisor to the Group
 - Planning Policy Manager - Advisor to the Group
8. The Council's Community Infrastructure Levy Funding Decision Protocol, Bid Pro-Forma, Assessment Criteria and Bid Valuation Checklist are used to consider applications for Strategic CIL. Appendix 3 lists successful applications awarded funding in the Summer of 2019.

Local CIL

9. Local CIL (that is passed to the parishes) is defined as "*supporting the development of the parish council's area by funding the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on the area*".
10. RDC must pass a meaningful proportion of CIL to towns/parishes, either 15% or 25% if there is a 'made' Neighbourhood Plan in place and the CIL allocation must be spent within five years otherwise RDC can ask for the

money to be repaid. However, unlike strategic CIL, local CIL can be used on affordable housing delivery.

11. Where there is no parish/town council in place then RDC retain the local CIL allocation, as is currently the case for Bexhill. There is no set process for agreeing how the CIL allocation should be spent, but RDC must engage with communities in Bexhill about how to spend the local CIL and should match priorities expressed by local communities.
12. In terms of assessing applications for Bexhill Local CIL, the same process as set out in paragraph 6 above, was applied. The Decision-Making Panel considered three applications in autumn 2019. None of the three bids received were awarded Bexhill Local CIL funding.
13. Cabinet Minute CB19/71 resolved to pause CIL bids/awards until the CIL Steering Group has reviewed the current processes.

Conclusion

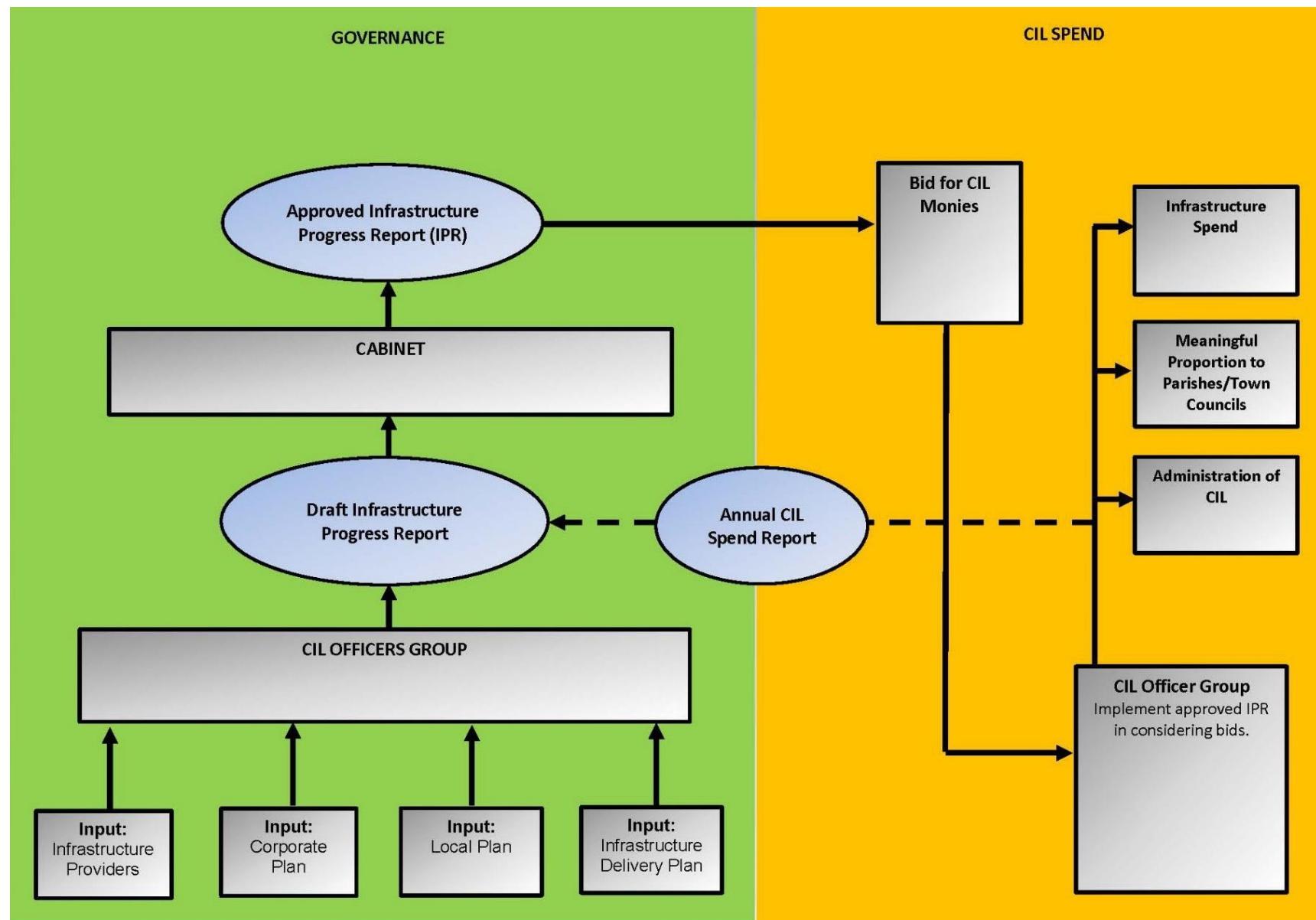
14. The current Governance arrangements, along with the Funding Decision Protocol, Bid Pro-Forma, Assessment Criteria, Bid Validation Checklist were introduced in 2015 and 2018, respectively. Members' views are sought on whether they wish to make any amendments to the procedures and if so, what kind of changes need to be made so that new protocols or procedures can be established and included in recommendations to Cabinet.

Implications

Financial Implications

15. While there is no time limit on the spending of Strategic CIL. There is an expectation that CIL monies will be spent on identified strategic infrastructure needs.

Rother District Council's CIL Governance Flow Diagram



ROTHER DISTRICT COUNCIL'S COMMUNITY INFRASTRUCTURE LEVY (CIL) FUNDING DECISION PROTOCOL

Introduction

This Protocol has been developed by Rother District Council and outlines, on an annual basis, how the Council as the Charging Authority will allocate the CIL; ensuring that this decision-making process is consistent and transparent.

Guidance is provided on how the Charging Authority will engage with infrastructure providers, invite funding bids and make funding decisions.

To accompany this protocol, the following documents have been produced:

- a) the *Bid Pro-Forma* document which sets out how applications for CIL funding will be accepted and processed (see below);
- b) the *Assessment Criteria* document which gives guidance to applicants and the CIL Officer Group on how such bid applications will be considered (see below); and
- c) the *Bid Validation Checklist* document which sets out the criteria in which bids for CIL will be validated (see below).

A timeline has been produced within this Protocol which summarises the annual process in relation to the spending of the CIL.

Summary of Process

Prior to the opening of the bidding, in December of every year, contact will be made with key infrastructure providers outlining the intended CIL timetable for the year ahead. The key infrastructure bodies to be contacted are identified on page 16 of the 2014 Infrastructure Delivery Plan. This opportunity will also be posted on Rother's website. An estimation of the likely amount of CIL funding available for the period will also be revealed to encourage representative bids.

The process for considering CIL funding will be held on an annual basis with the bidding opening at the beginning of February each year. The Charging Authority will give infrastructure providers eight weeks from the date of opening to submit bid applications. Applications made after the closing date will not be considered but may be held for a later review.

CIL funding bids will be made using the bid pro-forma. The Charging Authority has also developed an Assessment Criteria Document which will be published to assist applicants and the CIL spending board in considering bid applications. These assessment criteria are read alongside the bid pro-forma and provide guidance on a question by question basis for applicants when preparing their bid application. The Assessment Criteria identify six key areas of consideration; the *strategic case; local*

benefits case; equality and fairness; delivery; financial case and timescales (please refer to Assessment Criteria Document for further details).

The CIL Officer will validate bid applications as and when they are received using the Validation Checklist. This process is required to filter out applications which are incomplete or unsuitable. For example, applications where a pro-forma has not been completed or has been completed incorrectly; proposals where the bidding organisation does not have the legal right to deliver the proposed infrastructure; proposals which are clearly inconsistent with the aims of CIL; proposals which would have no benefit to the residents and visitors of the Rother District (please refer to the validation checklist for full requirements).

For the applications which do not pass the validation stage, a written response will be provided to the applicant explaining why the bid will not be considered and may suggest a revised submission for a future review.

In the ‘non-parished’ areas; the communities will still benefit from the neighbourhood portion. In the Rother District, the only non-parished areas are located within Bexhill. The Government does not prescribe a specific process for agreeing on how the neighbourhood portion should be spent in this context. Therefore, the charging authority will retain the neighbourhood portion of the levy receipts accrued in the Bexhill area and applicants, such as local community groups, can apply for the Bexhill portion of the CIL in a similar way to the strategic allocation; this will be through the CIL Officer Group.

Following the validation Process, the CIL Officer will make an initial assessment of the applications in order to present the strengths, weaknesses, opportunities and threats (SWOT) of the proposal to the CIL Officer Group. These papers will then be circulated to the Group prior to the meeting.

The CIL Officer group will be responsible for agreeing the projects for CIL spend over the year ahead, noting any potential projects for funding in future years. The decisions will be made in line with the Charging Authorities Assessment Criteria. The members of the CIL Officer Group will not be involved in submitting bidding applications on behalf of their service, to avoid any conflicts of interests.

Following the CIL Officer Group’s decisions, the CIL Officer will contact the successful/unsuccessful applicants and where appropriate will provide feedback on the unsuccessful bid applications.

Funding Considerations¹

The Charging Authority must be satisfied that value for money is being achieved. It is therefore advised that all bid applications should contain quotations for the proposed works and evidence provided of any other funding sources. CIL funding is conditional upon this requirement and an application may fail the validation process if the Council is not satisfied that the scheme represents value for money.

¹ This is to be read in conjunction with the Bid Assessment Criteria
CILSG201005 – CIL Arrangements

Bids for smaller projects may be more appropriately funded through alternative schemes such as the Community Grants Scheme or through the neighbourhood portion of the CIL. Consequently, bids for schemes which have a total cost of less than £100,000 will not be allocated CIL funding; this is to ensure the funds are reserved for significant strategic infrastructure. There is no minimum bid amount for schemes which have a total value in excess of £100,000.

The Charging Authority recognises that large-scale projects seeking funding that is greater than the current amount available for CIL may be an issue. However, greater weight can be given to well-prepared large-scale projects accompanied by a project plan evidencing how much CIL is needed and how much should be set aside over successive periods.

It should be noted that the value of CIL contributions available for the CIL Officers' Group to allocate is difficult to forecast and is subject to deductions and exemptions. Furthermore, CIL contributions are dependent on the commencement of the chargeable development which is also difficult to predict. Therefore, the allocation of future funding will always be considered subject to availability.

Bids for infrastructure items found on the Regulation 123 list will be prioritised.

Section 106 agreements are usually site-specific contributions which make individual planning applications acceptable in planning terms. Whereas, the CIL levy is wider and is intended to provide infrastructure to support the development of the area due to the intensity of localised development. The Regulation 123 list sets out the items that will be charged to Section 106 and to CIL to avoid 'double charging'.

It must be reasonably demonstrated in bidding applications that all other funding options have been explored. It is unlikely that CIL will be granted unless this can be demonstrated.

A scheme would not need to be located in the Rother District to qualify for funding. However, the proposal must demonstrate a clear strategic benefit to residents and/or visitors of Rother. The proposal would need to demonstrate a clear link between the proposed infrastructure and new housing or retail development in Rother.

There is a perceived risk that the CIL receipts may be spent on smaller less critical infrastructure schemes on a 'first-come' basis. However, the CIL Regulations state that funds must be spent on '*infrastructure necessary to support growth*'. Therefore, the Charging Authority is responsible for identifying infrastructure required to support strategic development and should avoid using CIL receipts to address the current insufficiencies in infrastructure provisions.

Scoring of Proposals

There are a total of 10 'scored' questions on the bid pro forma, alongside other questions which are for informative purposes only (such as the location of the proposed infrastructure). The maximum total of points which can be awarded per proposal is 36 points. The final score will fall into one of the following categories:

0 – 12 – Recommendation that no CIL is allocated

12 – 24 – Allocation of CIL is a low priority

24 – 36 – Allocation of CIL is a priority

A proposal scoring 12 or above does not signal a guarantee of funding. The scoring guidance is for internal discussion purposes only and assists the CIL Officer Group in grading and prioritising proposals. Whether a project does, in fact, receive CIL funding will depend on the Council's infrastructure priorities, the application for funding being made and the amount of CIL available at that time.

The Charging Authority recognises that whilst it may wish to secure the delivery of all infrastructure items, prioritisation is required. The Infrastructure Delivery Plan (2015) classifies infrastructure requirements into three categories: desirable, important or critical. The CIL Officer Group is advised to give extra weight to proposals that are considered important – critical.

IMMATERIAL	Proposal does not support development taking place and does not accord with the overall spatial strategy objectives.
DESIRABLE	The infrastructure proposed does not support significant development taking place but will facilitate the delivery of the overall spatial strategy objectives.
IMPORTANT	The infrastructure proposed is required to support the planned development as well as overall spatial strategy objectives but does not need to be prioritised.
CRITICAL	The infrastructure proposed is critical to the delivery of planned development as well as the overall spatial strategy objectives and should be identified as a priority at the appropriate stage in relation to the implementation of the Core Strategy.

Allocation of Funds

It is not necessary for the CIL Officer Group to allocate the entire available spending balance at any one time. If schemes are not deemed important enough, the money shall not be allocated and reserved for schemes that are.

The release of funding payments will be agreed on a case by case basis, although payments of CIL will normally be made following the substantial completion of the works. The Charging Authority recognises that for larger projects instalments may be more appropriate, or on some occasions, may agree to upfront funding. However, all funding is conditional and subject to satisfactory works.

Following the allocation of funds, the CIL Officer will continue to liaise with the infrastructure providers to ensure that the projects are delivered. The Charging Authority will require updates reflecting the key milestones of the proposal as outlined by the applicant in the bid application form, as well as every six months (end of April and October). If the Charging Authority is not satisfied with the progress, this may delay payment or see the funding withdrawn.

Annual Reporting

The regular infrastructure updates will then feed into the Annual CIL Monitoring Report (Regulation 62) and Infrastructure Progress Report (Rother's Governance Arrangements). These reports set out the income, expenditure and progress of the funded projects. The Infrastructure Progress Report will be presented to Cabinet to note the funded proposals and to approve the infrastructure priorities for the year ahead. The Annual CIL Monitoring Report will not be brought before cabinet but will form part of the Core Strategy Annual Monitoring Report. Both reports will be prepared and published before the 31 December each year.

Annual Timetable

The table below summarises the annual process in relation to the spending of the CIL. This timetable runs from December – December each year.

Month	Funding Protocol Key Milestones	Other CIL Responsibilities
December	<ul style="list-style-type: none">Consultation with infrastructure delivery partners. Send a letter advising that bidding will open early in the New Year and the accompany guidance documents will also be published in the New Year. Ask the infrastructure providers to identify any projects that may be seeking CIL funding for the year(s) ahead. This feedback will inform the Infrastructure Delivery Plan. This letter will be more weighted from a Planning Policy position.CIL Officer Group first meeting and training session.	Planning Policy to consider update of the IDP.
January	<ul style="list-style-type: none">Approved CIL Bid Pro-Forma, Validation Checklist and Assessment Criteria are published on the website.Bidding will open for eight weeks at the end of January/ the beginning of February.Send 'opening for bidding' letter to infrastructure delivery partners and outline timetable for year ahead.	
February to March	<ul style="list-style-type: none">Bidding open.Available CIL pot froze at the end of the financial year.Validation to take place as and when applications	

	<p>are received by the CIL Officer.</p> <ul style="list-style-type: none"> Rejected applications to be agreed with CIL Officer Group Chair. Applicants to be informed as to whether their bid has been validated and whether it will be discussed by the CIL Officer Group. Bidding closed. 	
April	<ul style="list-style-type: none"> Website updated. CIL Officer to make an initial SWOT analysis for qualifying bid applications. Prepare papers to be circulated to the CIL Officer Group. CIL Officer Group meeting scheduled for the following month. 	Neighbourhood portion of the funds released (end of April)
May	<ul style="list-style-type: none"> CIL Officer Group meet to compare and score bid applications and make decisions in relation to funding applications. Agree conditions to be attached to those awarded funding. 	
June	<ul style="list-style-type: none"> CIL Officer to contact applicants and advise on the successful/unsuccessful funding decisions. Provide feedback on unsuccessful bid applications. Arrange funding to be released 	Bidding for Bexhill Neighbourhood portion will open.
October	<ul style="list-style-type: none"> Contact the successful applicants and require progress updates. 	Neighbourhood portion of the funds released (end of October)
November	<ul style="list-style-type: none"> CIL Officer to draft annual CIL Monitoring Report and Infrastructure Progress Report. 	
December	<ul style="list-style-type: none"> Infrastructure Progress Report presented to December Cabinet. Annual CIL Monitoring Report to be published in the Core Strategy Annual Monitoring Report (Regulation 62). 	

	<ul style="list-style-type: none"> • Ask for Cabinets approval for re-opening the bidding in the following January. • The process restarts for the top. 	
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Review

This Protocol is the first of its kind for the Charging Authority and thus the monitoring and review of this process will be prudent in order to apply any lessons learnt and best practice techniques in future years. An internal review will take place after two full cycles of the process. If there are significant changes proposed this will be presented to Cabinet for approval. It will not be necessary to seek Cabinet approval for minor or legislative changes.

The Charging Authority continues to engage with other local authorities in relation to the implementation and spend of the CIL in the Rother District.

The CIL Funding Decision Protocol and accompanying documents are not statutory documents and therefore have not been subject to a statutory consultation.

COMMUNITY INFRASTRUCTURE LEVY BID PRO-FORMA

Organisation

Name of organisation including any partners	
Key contact(s) and roles	
Postal address	
Phone Number	
Email Address	

Project Overview

Project name	
Brief project description (no more than 100 words)	
Location of proposed development (please provide a site location plan)	
Amount of CIL Funding Requested	

Strategic Case

No.	Question	Answer
1	Is the need for the scheme identified in any adopted strategy or plan?	
2	How does the proposal demonstrate that it supports development for the area?	
3	What is the evidence of need for the proposed infrastructure?	

Local Benefits Case

4	What are the direct and indirect benefits to the proposal?	
5	Please provide details of any consultation undertaken with the community or other stakeholders.	

Equality and Fairness

6	In regard to the project, please explain how you have given consideration to the different needs of people and describe the steps that have been taken to minimise the potential for discrimination and maximise equality of opportunity.	
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Delivery

7	Are there any risks associated with the delivery of the scheme?	
8	What would be the implications of CIL funding not being available?	

Financial Case

9	Please provide a breakdown of the project costs and provide quotes to substantiate your figures where possible. Please outline the forecasted total cost of the project.	
10	Please provide a detailed summary of the total CIL funding required, including phasing.	
11	Please indicate why CIL funding is being sought and outline the source of any additional funding that has been secured or is being sought.	

Time Scales

12	What is the delivery timescale for the project? Please outline key milestones.	
13	What are the on-going costs of the project, who is responsible for these and how have these been planned for?	

ASSESSMENT CRITERIA

Before Rother District Council can reach a decision to release funds from the Community Infrastructure Levy, it needs to be able to consider a range of information. The table below sets out the criteria in which the information provided in the Bid Form will be considered against.

Q	BID PRO-FORMA QUESTION	KEY CONSIDERATIONS
1	Is the need for the scheme identified in any RDC adopted strategy or plan?	<p>Does the proposal have regard to any of the following?</p> <ul style="list-style-type: none"> • Is the proposal identified in the Infrastructure Delivery Plan? • Is the proposal or infrastructure identified in the Regulation 123 List? • Does the proposal comply with the Core Strategy? • Does the proposal have regard to the Corporate Plan?
2	How does the proposal demonstrate that it supports development for the area?	<p>The CIL Regulations state that funds must be spent on '<i>infrastructure necessary to support growth</i>'. The CIL should not be spent to remedy current insufficiencies in infrastructure provision unless those insufficiencies will intensify through new development. Proposals will score high if the project unlocks sites to enable development and is a catalyst for further development. May be that the project enables other projects to come forward.</p> <p>Things to consider:</p> <ul style="list-style-type: none"> • Does the proposal meet the CIL Regulations? • How does the proposal reflect the aims of CIL in so far as it helps bring forward development in the area? For example, a new access road may unlock a development site which can provide housing for the area. • Is the investment required to enable or mitigate the impacts of growth? • Are there any secondary effects such as increasing foot fall to local shops or shortens journey times?
3	What is the evidence of need for the proposed infrastructure?	Does the proposal relate to any published strategies that your own organisation has in place? Proposals will score high if the infrastructure is programmed into the organisation's infrastructure plan.
4	What are the direct and indirect benefits to the proposal?	<p>Proposals that score highly will have a profound positive effect on a wide range of users.</p> <p>A scheme would not need to be located in the Rother District to qualify for funding. However, the proposal must</p>

		<p>demonstrate a clear strategic benefit to residents and/or visitors of Rother.</p> <p>Things to consider:</p> <ul style="list-style-type: none"> • Would the project lead to any income generation? • Does the project cover more than one Charging Authority and will the infrastructure serve areas beyond the local area, including neighbouring boroughs? • Does the proposal offer wider as well as local benefits? • Are there any indirect benefits? For example, a new leisure facility would provide a direct benefit to the community. However, an indirect benefit may be that obesity rates in the locality reduce.
5	Please provide details of any consultation undertaken with the community or other stakeholders.	<p>Proposals will score high if a range of consultation techniques have been used involving a wide range of stakeholders and end users over a sustained period of time and evidence demonstrates engagement has helped build consensus and identifying the needs of the community.</p> <p>Things to consider:</p> <ul style="list-style-type: none"> • Is there community support/objection to this project? • Provide evidence of any petitions, campaigns, fundraising initiatives, consultation responses, community engagement techniques, letters of support etc. • How have any groups with 'protected characteristics' been consulted (see next question)?
6	In regard to the project, please explain how you have given consideration to the different needs of people and describe the steps that have been taken to minimise the potential for discrimination and maximise equality of opportunity.	<p>The Public Sector equality duty covers the nine protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.</p> <p>The purpose of identifying equalities issues and assessing the impact is to help make sure that the project reflects the needs of all sections of the community.</p> <p>Proposals will score high if all opportunities to promote equality have been taken and no potential for discrimination or adverse impact to equality or missed opportunities have been identified.</p> <p>Things to consider:</p> <ul style="list-style-type: none"> • Identify which groups will be affected by the proposal. • Identify any positive/negative impacts for the 'protected' groups? • Are any 'protected' groups more affected by the proposal than others, if so why?

		<ul style="list-style-type: none"> • How can any negative impacts be mitigated?
7	Are there any risks associated with the delivery of the scheme?	<p>List the key risks involved in running the project and how those risks will be managed. Proposals will be awarded greater weight if there is a strong certainty of delivery, costs identified, funding in place planning approved (where relevant) and political and community support for the proposal.</p> <p>Things to consider:</p> <ul style="list-style-type: none"> • Are there any physical and environmental impacts (e.g. flood risk, contamination, biodiversity, noise, etc.) that need to be mitigated? • Is the project dependent on other projects going ahead? • Has a risk assessment been carried out? • Does the proposal require any land to be secured? Are there any ownership, acquisition or compulsory purchase order issues? • Will the proposal require any statutory approvals or licenses such as planning permission? If so, has advice been obtained?
8	What would be the risks if CIL funding not being available?	<p>Where it can be satisfactorily demonstrated that the infrastructure would not otherwise be delivered unless CIL funding can be secured and the absence of CIL will cause significant risks, the proposal will score high.</p> <p>Things to consider:</p> <ul style="list-style-type: none"> • Would investment reduce on-going costs placed on the council and local community in the long-term? • What would be the impact if investment was delayed (additional cost)?
9	Please provide a breakdown of the project costs and provide quotes to substantiate your figures where possible. Please outline the forecasted total cost of the project.	The Charging Authority must be satisfied that value for money is being achieved. It is therefore advised that all bid applications should contain more than one quote for the proposed works. CIL funding is conditional upon this requirement. Projects which are accompanied by a detailed cost plan will be awarded greater weight as it demonstrates that the project has been fully researched and considered.
10	Please provide a detailed summary of the total CIL funding	The charging authority recognises that large scale projects seeking funding that is greater than the current amount available for CIL may be an issue. However, greater weight can be given to well-prepared large-scale projects

	required, including phasing.	accompanied by a project plan evidencing how much CIL is needed and how much should be set aside over successive plan periods.										
11	Please indicate why CIL funding is being sought and outline the source of any additional funding that has been secured or is being sought.	<p>It must be reasonably demonstrated that all other funding options have been explored. It is unlikely that CIL will be granted unless this can be demonstrated. Greater weight will be given to proposals which are only partly reliant on CIL and the majority of funding has been secured.</p> <p>Things to consider:</p> <ul style="list-style-type: none"> • What other sources of funding have been considered and applied for. Please highlight or explain where other possible funding sources have been considered insufficient. • Is the proposal expected to see any Section 106 funding? • Is there a remaining funding shortfall? If so, how much? How will the shortfalls in funding be met? <p>Present other funding secured in the following or similar format:</p> <table border="1"> <tr><td>Source</td><td></td></tr> <tr><td>Amount</td><td></td></tr> <tr><td>Conditions Attached</td><td></td></tr> <tr><td>Use by Date</td><td></td></tr> <tr><td>Funding Confirmed</td><td></td></tr> </table>	Source		Amount		Conditions Attached		Use by Date		Funding Confirmed	
Source												
Amount												
Conditions Attached												
Use by Date												
Funding Confirmed												
12	What is the delivery timescale for the project? Please outline key milestones.	<p>Please outline whether the scheme is:</p> <ol style="list-style-type: none"> a) Short term – within five years b) Medium term – between five to 10 years c) Long term – more than 10 years 										
13	What are the on-going costs of the project, who is responsible for these and how have these been planned for?	<p>Things to consider:</p> <ul style="list-style-type: none"> • Can on-going costs be covered by warranties? • Are on-going costs covered by another organisation? • Does the proposed infrastructure provide opportunities to generate income to meet the future costs? 										

VALIDATION CHECKLIST

To be completed by Community Infrastructure Levy Officer.

	REQUIREMENT	PROVIDED
1	Bid pro-forma completed with the application.	
2	Proposed infrastructure item(s) found on the Regulation 123.	
3	Bidding organisation has the legal right to deliver the proposed infrastructure.	
4	The proposal meets the requirements to be eligible for CIL funding.	
5	The proposal is not expected to see Section 106 funding.	
6	Scheme has a total value which exceeds £100,000.	
7	Quotes for the proposed works have been submitted.	
8	Site location plan with line edged in red for the location of the proposed scheme is provided.	
9	Evidence has been provided which demonstrates the six key areas of assessment have been considered in full; <i>the strategic case; local benefits case; equality and fairness; delivery; financial case and timescales</i> .	

Appendix 3

Project	Project description	Amount requested	Amount awarded
London Road Improvement project (Bexhill) Total cost: £1.2M	London Road Corridor scheme, comprising traffic management improvements at; the London Road/Beeching Road junction; the Sackville Road/Beeching Road/Terminus Road junction and along London Road from Beeching Road to Buckhurst Place. Pedestrian improvements in Buckhurst Place. Public realm and bus stop accessibility improvements within the scheme area	£300,000	£300,000
Sidley Recreation Ground project Total cost: £923,493	To improve the BMX Track and provide a new skate park, floodlighting, improved accessibility and toilets.	£193,000	£193,000
Battle Health Pathway Total cost: £332,774	To provide a purpose-built, all-weather path within the grounds of the Battle recreation Ground. The pathway will link all four entrances to the recreation ground and include pathway markings, a cycle skills track, an outside gym, a picnic area, planting and a sensory garden with good disabled accessibility throughout.	£251,894	£75,000
Ticehurst Village Centre Project Total cost: £339,000	To provide improvements comprising the provision of a pedestrian crossing and the restoration of the historic village centre. The proposed crossing would be situated on the High Street.	£339,000	£125,000