

Community Infrastructure Levy

Draft charging schedule and
priorities for spending

October 2018



Thriving communities in balance
with the natural environment

What is the Community Infrastructure Levy (CIL)

CIL is a tariff-based approach which allows councils to raise funds from developers undertaking new building projects in their area to provide key strategic infrastructure needed as a result of development. The Council's priorities for spending these monies are set out at the end of this document. Further information on CIL, including the earlier Preliminary Draft CIL Charging Schedule, consultation feedback, evidence of viability testing and the infrastructure plan can be found online.

Proposed Charging Schedule

The Council is proposing the following charging schedule:

Development	Class	Charge
Convenience based supermarkets ¹ and superstores and retail warehousing ² (net retail selling space of over 280 sq metres)	A1	£100
Research & Development	B1 (b)	Nil
Offices	B1(a)	Nil
Light Industrial	B1 (c)	Nil
General Industrial	B2	Nil
Storage & Distribution	B8	Nil
Hotels and guesthouses	C1	Nil
Residential Institutions & Care Homes	C2	Nil
Residential windfall and small sites Swanage & the Coast	C3/4	£180
Residential windfall and small sites Wareham & Purbeck Rural Fringe	C3/4	£100
Residential windfall and small sites Purbeck Rural Centre and Upton	C3/4	£50
Allocated residential sites Wareham & Purbeck Rural Fringe (200 or more dwellings)	C3/4	Nil
Other allocated residential sites Wareham & Purbeck Rural Fringe (less than 200 dwellings)	C3/4	£20
Allocated residential sites Purbeck Rural Centre and Upton (200 or more dwellings)	C3/4	Nil
Other allocated residential sites Purbeck Rural Centre and Upton (less than 200 dwellings)	C3/4	£10
Non Residential Institutions	D1	Nil
Assembly & Leisure	D2	Nil

¹ Superstores/supermarkets are shopping destinations in their own right where weekly food shopping needs are met and which can also include non-food floor space as part of the overall mix of the unit.

² Retail warehouses are large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods, catering for mainly car-borne customers.

Proposed Priorities for CIL Funding (Regulation 123 List) 2018

Money collected via planning obligations (usually through a Section 106 agreement) cannot be used to fund projects that CIL money is spent on. This is to ensure that there is no duplication between infrastructure or funds secured through Section 106 agreements and CIL receipts. In order to make this transparent, the Council must publish a list of infrastructure that may be funded from CIL. The list below sets out those infrastructure projects the Council intends will be, or may be, wholly or partly funded by CIL. Development contributions to the projects listed below will only be sought in accordance with CIL Regulations.

The Council will review this list at least once a year, as part of its role in monitoring the collection and spending of CIL.

Infrastructure projects to be funded at least in part by the CIL:

- Heathland Mitigation – this is essential to enable residential development to come forward without causing harm to protected heathland, and will include:
 - Strategic visitor access management, wardening, education, and monitoring;
 - Visitor access management requirements identified in Habitats Regulations Assessments not associated with a site that is required to provide its own mitigation.
- Nitrogen mitigation projects for infill and windfall development. Site allocations/settlement extensions are expected to be nitrogen neutral.
- Mitigation for the recreational impact on Poole Harbour Special Protection Area of developments as set out in the Poole Harbour Recreation Supplementary Planning Document.
- Swanage to Wareham Rail Reconnection – the Council is committed to finding funding towards the reconnection which is part of the Purbeck Transportation Strategy.

The Council will update the infrastructure plan regularly. Projects addressing Habitats Regulations requirements will be prioritised for funding, followed by repayment of the loan to kick start the Swanage to Wareham Rail Connection. Other projects will be considered as funds become available.