

Community Infrastructure Levy

Preliminary Draft Charging Schedule Consultation Document

July/August 2015

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1. INTRODUCTION

BACKGROUND

- 1.1 This consultation document sets out North Dorset District Council's preliminary charging rates of Community Infrastructure Levy (CIL). The CIL was introduced under the Planning Act 2008 as a levy that Local Authorities can charge on new development to fund infrastructure needed to support development.
- 1.2 The CIL Regulations 2010¹ (with subsequent amendments), together with statutory guidance², give guidance to councils implementing the levy. Before a CIL charging schedule is adopted it must go through two rounds of consultation followed by an independent examination. The first of these is consultation on the Preliminary Draft Charging Schedule (PDCS). The PDCS has been informed by a number of evidence base documents, which have been published alongside, and should be read in conjunction with the PDCS. These include the emerging North Dorset Local Plan Part 1, the North Dorset Infrastructure Delivery Plan (IDP) and the North Dorset Whole Plan Viability and CIL Study³ Final Report, Peter Brett Associates, 2015

INFORMAL CONSULTATION AND ENGAGEMENT TO DATE

- 1.3 A wide range of stakeholders was consulted throughout the evidence gathering process. The Infrastructure Delivery Plan formed part of the Local Plan Part 1 consultations and the CIL Viability Assessment contain further details on the informal consultation that has taken place with key stakeholders.
- 1.4 In addition, a meeting of stakeholders was held in October 2014 to inform the initial preparation of the PDCS.

¹ Community Infrastructure Levy Regulations 2010 (as amended), DCLG (April 2010)

² Community Infrastructure Levy Guidance, DCLG (December 2012)

³ North Dorset Whole Plan Viability and CIL Study Final Report, Peter Brett Associates, 2015

2. CONTEXT

WHAT IS CIL?

- 2.1 The Community Infrastructure Levy is a charge that local authorities can levy on all new development in their area to fund infrastructure improvements. It was first introduced in April 2010. Statutory provisions provide for an end to ‘tariff based’ approaches to planning obligations (standardised charges under ‘Section 106 Agreements’), such as that previously operated by the Council under previous legislation. The CIL Regulations have been amended a number of times, in 2011, 2012, 2013, 2014 and 2015. The most recent amendments came into force in June 2015.
- 2.2 The CIL will be run in parallel with, and partly replace, the existing process of planning obligations known as ‘Section 106’ agreements. Planning obligations will continue to be used alongside CIL to provide onsite infrastructure requirements and affordable housing. CIL breaks the link between developer funding and the development site. CIL funds once collected will be spent on an approved list of infrastructure to support development in the area.
- 2.3 Funds raised through the CIL will be used to help pay for a wide range of community infrastructure required to support the needs of sustainable development. It will not fund 100% of the costs of the infrastructure requirements and will therefore only ever be one element in a range of potential funding sources that need to be used to ensure that community infrastructure is effectively delivered.

WHAT DEVELOPMENT IS LIABLE FOR CIL?

- 2.4 CIL is chargeable on new build floorspace only. Liability to pay CIL arises when, on completion of the development, the gross internal area of new build is 100 square metres or above. The development of any new dwelling, even if it is less than 100 square metres, is also liable to pay CIL. The levy is chargeable on the basis of a calculation related to pounds (£) per square metre (sq m) on net additional floorspace. Existing floorspace that has been in legal use within a period of six months prior to planning permission being granted is not liable for CIL.
- 2.5 CIL will not be charged on changes of use that do not involve new additional floorspace or on structures which people do not normally go into or do so only intermittently for the purpose of inspecting or maintaining fixed plant or machinery. Affordable housing development and the majority of development by charities is exempt from the charge.

- 2.6 The Preliminary Draft Charging Schedule⁴ sets out details of the types of development on which it is proposed to introduce a levy. In summary, it is proposed to place a CIL charge on residential development and retail development but on no other development.

WHAT ARE THE BENEFITS OF SETTING A CIL

- 2.7 Most development has some form of impact on the infrastructure needs of an area and, as such, it is fair that the development contributes towards the cost of those needs. Those needs could be environmental, social and/or economic in nature. The proceeds of CIL will be spent on local infrastructure required to support the development of the area. The key benefits of a CIL are:
- Local communities will benefit from improved services as the money raised can be spent on a wide range of infrastructure;
 - Developers and landowners will be able to determine more transparently, and at an early stage, the level of contributions they are required to make towards infrastructure provision;
 - CIL should reduce the need for protracted planning obligations negotiations; and
 - CIL Regulations provide for an end to tariff based approaches to Planning Obligations (S.106 Agreements), such as that previously operated by the Council. If the Council did not introduce CIL there would be a significant loss of funding for infrastructure.

WHAT HAPPENS TO PLANNING OBLIGATIONS (S.106 AGREEMENTS)?

- 2.8 Although CIL replaces some elements of Planning Obligations, they will still be an important on-going site-specific role. Planning Obligations will still be used for site-specific infrastructure or mitigation required to make a development acceptable in planning terms. This could include the provision of affordable housing, local open space, access roads and habitat protection. In addition, on very large developments this could also extend to strategic infrastructure such as new schools, primary healthcare, strategic highway and transportation improvements as they are needed as part of the development. The principle is that all eligible development must pay a CIL as well as any site specific requirement to be secured through Section 106 Agreements.
- 2.9 For the purpose of providing a context for introducing a CIL, it has been necessary to make some assumptions about the likely scale and relationship that may exist between the CIL and planning obligations. These assumptions can be found in the viability assessments undertaken to support the CIL and ultimately are reflected in

⁴ North Dorset Community Infrastructure Levy Preliminary Draft Charging Schedule, July 2015

the levy charge rates proposed in the Preliminary Draft Charging Schedule.

- 2.10 CIL regulations⁵ obliges the Council to set out a draft list of the projects and types of infrastructure that are to be funded in whole or part by the levy. Following CIL adoption, this draft list will form the basis of the Council's 'Regulation 123 List' of projects wholly or partly funded by CIL receipts for which S.106 planning obligations cannot be sought. This requirement is specifically designed to prevent 'double charging' of developers. The list has to be published and any revisions to it are subject to appropriate consultation.
- 2.11 During the CIL consultations and adoption process, the Council will consider further its ongoing use of S.106 Planning Obligations, particularly which categories of infrastructure provision are best funded through CIL and which, being site-specific measures, should remain for negotiation through S.106.

WHAT CAN CIL BE SPENT ON?

- 2.12 CIL will pay for infrastructure to support new development. The Levy can be spent on 'the provision, improvement, replacement, operation or maintenance of infrastructure'. Infrastructure could be 'grey' (such as roads); it could be social (schools and community buildings, for instance) or it could be 'green' (for example, open spaces). It can be used to pay for strategic infrastructure serving a wide area or it could be used to provide localised infrastructure to help reduce the impact of new development on the road network.
- 2.13 In addition to new infrastructure, CIL receipts can also be used to expand and enhance existing infrastructure or for the on-going maintenance or operational costs of providing infrastructure. However, these costs must be directly related to the additional demands arising from new development.
- 2.14 A capped⁶ 15% proportion of CIL revenue will be given to local councils (parish or town) to be spent on locally determined infrastructure in areas where development takes place. This will rise to 25% for those areas with a neighbourhood plan in place.
- 2.15 The initial and continuing costs of preparing and implementing a CIL can also be drawn from CIL receipts - the Council can retain up to 5% of revenue received to meet its administrative costs in operating the levy.
- 2.16 CIL breaks the link between the development and the development site. Unlike contributions received via S.106 Planning Obligations, CIL funds, once collected, will go into a central 'pot'. The CIL will not generate sufficient funds to pay for the entire infrastructure needs across the authority area and the Council will need to

⁵ Regulation 123, The Community Infrastructure Levy Regulations, 2010. See Appendix A.

⁶ The cap is equivalent to £100 for every existing dwelling in that area.

set out its intentions for how revenue raised from the levy will be spent, by means of a list of infrastructure. As stated above, this list is known as a 'Regulation 123 List', and latest statutory guidance requires that the Council produces a Draft Regulation 123 List at CIL Examination.

- 2.17 The governance and prioritisation of future CIL spend is the responsibility of the Charging Authority (North Dorset District Council). However, in practice (and in line with statutory guidance) the prioritisation of projects will need to be undertaken in partnership with other infrastructure providers, including Dorset County Council. During CIL consultation and adoption, the Council will consider what governance arrangements need to be put in place to assist that process.

3. EVIDENCE BASE

JUSTIFICATION FOR A NORTH DORSET CIL

- 3.1 Local authorities need to ensure that the CIL rate does not put at serious risk the overall development of their area. The CIL Regulations are clear that in setting rates, the charging authority must aim to strike an appropriate balance between:
- The desirability of funding from CIL (in whole or part) the actual and expected estimated total cost of infrastructure required to support the development of its area, taking into account other actual and expected sources of funding; and
 - The potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area.
- 3.2 The Charging Schedule has to be informed by an appropriate evidence base, which should include:
- An up to date Local Plan
 - An infrastructure funding gap
 - A broad assessment of the likely impact of CIL on the viability of development across the District.

AN UP TO DATE LOCAL PLAN

- 3.3 Statutory guidance sets out that councils must have an up to date development strategy for the area in which they propose to charge. As set out in the National Planning Policy Framework for England, where practical levy charges should be worked up and tested alongside the Local Plan. The Local Plan for North Dorset⁷ is currently proceeding toward adoption in early 2016 and the development of the CIL is proceeding alongside it. The viability assessment⁸ which informed aspects of the Local Plan relating to affordable housing also dealt with possible CIL charging levels.

AN INFRASTRUCTURE FUNDING GAP

- 3.4 According to statutory guidance, a charging authority needs to identify the total cost of infrastructure that it desires to fund in whole or in part from the levy. This is known as the infrastructure funding gap.
- 3.5 In order to do this, the Council sets out funding details in its Infrastructure Delivery Plan (IDP). This consultation document should be read in conjunction with the IDP. The IDP sets out what additional infrastructure is considered to be needed in the District to support development and what funding sources are available based on

⁷ North Dorset Local Plan Part 1.

⁸ ~~North Dorset Whole Plan~~ Viability and CIL Study Final Report, Peter Brett Associates, 2015.

appropriate available evidence. It is also a key part of the evidence base for the Local Plan as objectively assessed infrastructure requirements are one of the key soundness tests at Local Plan Examination. The IDP supports the Local Plan in this.

- 3.6 The role of the IDP is not to provide assurances as to how the Council intends to spend CIL but to illustrate that the intended CIL targets are justifiable given local infrastructure need and based on appropriate available evidence. It is not a formal investment programme and does not embody commitment by the Council or other statutory providers.
- 3.7 The IDP is a ‘live’ document that will be updated to take account of changing needs and circumstances as the Local Plan emerges and over the plan period. Planned growth levels are not likely to change to the point that the aggregate funding gap is reduced to a point where a CIL would not be justifiable.
- 3.8 CIL guidance (December 2012) introduces a clear thread between Local Plan making evidence on infrastructure need (the IDP), the evidence on the aggregate infrastructure gap that proves the need for CIL (the IDP) and the draft Regulation 123 list, now required at CIL examination, which sets out the charging authority's foreseeable spending plans. During the CIL consultations and adoption process the Council may consider further what prioritisation arrangements may need to be put in place to agree a Regulation 123 List. The IDP and any update to the IDP will inform this prioritisation process.
- 3.9 The IDP looks at the following infrastructure categories:
- Grey – Transport, energy, water and drainage, waste, and telecommunications;
 - Social – Education, health care, leisure and recreation, community and social, and emergency services; and,
 - Green – Green space
- 3.10 The IDP shows that the anticipated total cost of infrastructure provision in North Dorset is likely to be in the region of £110m (see Table 1 below). The identified infrastructure funding gap is almost £95m.

Table 1 – North Dorset District Council Infrastructure Funding Gap

| <i>Infrastructure category</i> | <i>Cost</i> | <i>Funding secured</i> | <i>Gap</i> |
|--------------------------------|---------------------|------------------------|--------------------|
| TRANSPORTATION | £17,509,350 | £1,906,729 | £15,602,621 |
| UTILITIES | £11,841,966 | £741,966 | £11,100,000 |
| PUBLIC REALM | £302,000 | £117,505 | £184,495 |
| EDUCATION | £59,969,000 | £10,265,010 | £49,703,990 |
| HEALTH | £1,100,000 | £1,100,000 | £0 |
| GREY, SOCIAL AND GREEN | £19,789,300 | £1,599,652 | £18,189,648 |
| ENVIRONMENT | £110,000 | £6,872 | £103,128 |
| TOTALS | £110,621,616 | £15,737,734 | £94,883,882 |

THE LIKELY IMPACT OF CIL ON THE VIABILITY OF DEVELOPMENT

- 3.11 The CIL Regulations require that consideration is given to ‘the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area’. The National Planning Policy Framework (NPPF) states that where CIL is to be introduced, the development and consideration of the rate should be undertaken as part of the same exercise of viability testing as the Local Plan wherever possible. This is the approach that has been taken by the Council⁹. The consultant's Viability Assessment should be read in conjunction with this document.
- 3.12 The consultants used a residual land value appraisal approach to assess the financial capacity of a range of residential and non-residential development scenarios in North Dorset to pay a CIL charge. The methodology they used follows a standard development appraisal, using assumptions (worked up in consultation with the development industry) on land values, build costs, sales values and planning policy considerations (including affordable housing percentages). The methodology has been through successful CIL examinations with other authorities.
- 3.13 The main purpose of a plan viability assessment is to provide evidence to show that the requirements of the NPPF are met. That is, the policy requirements in the Plan should not threaten the delivery of the plan as a whole. The objective of the study is to inform policy decisions relating to the trade-offs between the policy aspirations of achieving sustainable development and the realities of economic viability.
- 3.14 A key outcome of this is to establish the surplus residual land value (referred to as the 'headroom') left over once other build and policy costs are taken into account. This analysis then provides the scope for setting a CIL rate.
- 3.15 The consultants have found that it is currently viable to levy a CIL charge on new residential development (including care homes) and retail development but not on other development. When setting the proposed rates, the Council has borne in mind the viability advice and also some overriding messages from the Government and CIL front-runners. Of these, the two key messages are:
- increasing the complexity of the charge makes CIL calculation and collection increasingly difficult; and
 - the CIL charge is mandatory and if it makes development unviable then

⁹ See paragraph 3.3 above.

development may not go ahead. Consequently, authorities need to carefully consider where they set the CIL charge to avoid making desired development unviable.

- 3.16 The CIL Regulations allow for different rates to apply for different zones in which development would be situated or by reference to intended use of development. It is proposed to differentiate CIL rates in North Dorset by use and retail charging rates by zones in town centres.
- 3.17 The headline finding for residential development is that, within the assessed 'headroom' available, the consultants have suggested that the approach to charging a CIL on residential development should be based on three residential zones:
- a lower rated zone (Gillingham southern extension);
 - a medium value zone (Gillingham, Blandford Forum, Shaftsbury, Sturminster Newton); and
 - a higher value zone (all other locations).
- 3.18 For retail development, the parameters for retail charging are such that the consultants recommended a zonal approach for the retail CIL rate, set at the relatively low level of £70m² for retail uses outside the town centres¹⁰.
- 3.19 The viability assessment concluded that in current market conditions many commercial uses would not be viable if a CIL charge were to be applied to them at this time and so no charge is proposed for other non-residential development.

¹⁰ Proposed town centre boundaries for CIL purposes are those set out in the North Dorset District-Wide Local Plan 2003. (See Appendix B.)

4. CONSULTATION

Viability Assessment

- 4.1 The [North Dorset CIL Viability Assessment](#) accompanies this document.

Consultation Question 1

Do you agree that the evidence provided by PBA in the viability report and other supporting evidence is correct? If not, please set out alternative evidence to support your view.

Preliminary Draft Charging Schedule

- 4.2 The Preliminary Draft Charging Schedule for North Dorset District Council, set out in Table 2 below, has been prepared in accordance with the Town and Country Planning Act 2008 and the Community Infrastructure Regulations 2010 (as amended).
- 4.3 North Dorset District Council, as the Planning Authority, is the Charging Authority (CA).

Table 2: North Dorset District Council Preliminary Draft Charging Schedule

Residential (including retirement and extra care)

| | Recommended CIL |
|---|-----------------|
| Gillingham, Blandford Forum, Shaftsbury, Sturminster Newton | £35 |
| Gillingham Southern Extension | £18 |
| All other locations | £45 |

Non-residential

| | Recommended CIL |
|--|-----------------|
| Any Retail uses outside town centres* | £70 |
| Any Retail uses within town centres* | £0 |
| Any Office uses | £0 |
| Any Industrial uses | £0 |
| Care Homes | £0 |
| Hotels | £0 |
| All other forms of development not previously listed | £0 |

*Town centre boundaries are those set out in the North Dorset District-Wide Local Plan 2003.

Consultation Question 2

Do you agree that the CIL Rates proposed (per square metre) strike an appropriate balance between the desirability of funding infrastructure through CIL and associated economic viability? If not, please set out alternative evidence to support your view.

Implementing the Community Infrastructure Levy

PAYMENT BY INSTALMENT

- 4.4 Regulation 69B of the amended Community Infrastructure Regulations (2011) permits a charging authority to allow persons liable to pay CIL to do so by instalments following the publication of an instalment policy. Where there is no instalment policy in place or where an instalment policy is not applicable, the amount must be paid in full at the end of the period of 60 days beginning at commencement of development.

PAYMENT IN KIND

- 4.5 The Regulations provide the potential for a charging authority to accept payments in kind for CIL, in the form of a transfer of land to be used for infrastructure provision (as set out in Regulations 73 and 74). The value of the land needs to be equal to the amount of the CIL that would have been paid – with the land value being assessed by an independent valuer. It is in lieu of CIL, and is in addition to any transfer of land which may be required via Section 106 Agreements. It is the Council's prerogative to agree to a transfer.

EXEMPTIONS FROM CIL

- 4.6 The CIL regulations offer mandatory exemptions and discretionary relief from the CIL for certain types of development.

MANDATORY EXEMPTIONS FROM CIL

- 4.7 The CIL Regulations offer mandatory relief for the following types of development:
- Where the overall chargeable amount of a scheme is less than £50 (Regulation 40)
 - Development of less than 100sqm provided that it does not result in the creation of a new dwelling (Regulation 42)
 - The conversion of any building previously used as a dwelling house to two or more dwellings
 - The conversion of, or works to, a building in lawful use that affects only the interior of the building

- Those parts of a development that are to be used as affordable housing (Regulation 49)
- Development by registered charities for the delivery of their charitable purposes (Regulation 43)
- Homes built or commissioned by individuals for their own use (the 'self-build' exemption) which includes extensions and annexes (Regulation 54A)
- Structures or buildings that people do not normally go into, or go into only intermittently for maintenance (such as sports pitches, sub-stations or wind turbines)(Regulation 6).

DISCRETIONARY RELIEF FROM CIL

4.8 The Regulations allow Charging Authorities to permit discretionary relief from CIL (e.g. where a reduced or nil payment may be accepted). These cases are likely to be rare but could include the following:

- Development by charities for investment activities (as defined by Regulation 44)
- Development by charities where relief would normally constitute State Aid (as defined in Regulation 45)
- Where the District Council considers there are exceptional circumstances to justify relief (as defined in Regulation 55).

DISCRETIONARY CHARITABLE RELIEF

4.9 The need for a discretionary charitable relief in addition to mandatory relief may occasionally be considered justifiable but would impose an additional level of complexity in the administration and management of the CIL charge. A policy of this kind can be introduced at any stage and the position can be kept under review.

EXCEPTIONAL CIRCUMSTANCES RELIEF

4.10 Regulation 55 of the CIL Regulations permits a charging authority to grant relief from liability to pay CIL in 'exceptional circumstances'. This may only happen if a planning obligation of greater value than the chargeable amount has been entered into in respect of the planning permission that permits the chargeable development and the Charging Authority considers that payment of the levy would have an unacceptable impact on the economic viability of development. In such cases a developer would be expected to demonstrate this (as set out in Regulation 57) via an 'open book' approach with an agreed independent valuer (paid for by the developer). Relief can also only be granted if it does not constitute 'notifiable state aid' (as defined in European Law).

Consultation Question 3

Do you believe that the Council should offer relief for any of the following discretionary matters?

4A: Payment by instalments (and what should these be?)

4B: Relief for low-cost market housing

4C: Land and Infrastructure in-kind

4D: Relief for exceptional circumstances

4E: Relief for charitable investment activities

If so, please set out evidence to support your view.

Infrastructure

- 4.11 The Council prepared an [Infrastructure Delivery Plan](#) as part of its work towards the North Dorset Local Plan. On the basis of this, the Council has drafted its Section 123 List of infrastructure¹¹ to be delivered with financial contributions from CIL receipts.

Consultation Question 4

Do you have any views on the content of the Council's Preliminary Draft Regulation 123 list and the proposed balance between CIL and S106? If so, please give reasoning with your answer.

¹¹ Set out at Appendix A.

5. NEXT STEPS

- 5.1 Consultation on a Preliminary Draft Charging Schedule is the first step in a statutory process towards adoption of a CIL Charging Schedule. The next key stages and approximate dates in the process are outlined below.
- 5.2 Once this consultation has finished, the Council will consider all the representations received, using them to refine the CIL charging rates, if necessary. It will then publish a Draft Charging Schedule. This will be subject to a further round of public consultation prior to being submitted to the Secretary of State for examination. At this stage, an independent Inspector will consider the 'soundness' of the CIL Charging Schedule at a public examination.
- 5.3 Following receipt of the Inspector's report, assuming that there no changes are required; the Council will adopt the charging schedule and prepare to implement it.

How to comment on this document

YOUR VIEWS

- 5.4 Once you have looked through the Preliminary Draft Charging Schedule, please send us your comments. Please be aware that your comments will be published on the Council's website together with your name. The consultation response form is available:
- online - at <http://www.dorsetforyou.com/northdorsetcil>
 - at the Council's main offices in Blandford Forum
 - at the town libraries in North Dorset.
- 5.5 If you have any questions you can contact us using one of the following methods:
- phone - 01258 454111 (ask to speak to someone in the Planning Policy team); or
 - email - planningpolicy@north-dorset.gov.uk
 - write to
North Dorset District Council
Planning Policy (CIL Consultation)
Norden
Salisbury Road
Blandford Forum
DT117LL
- 5.6 The consultation period starts on 24 July 2015 and ends on 18 September 2015.
- No representations will be accepted after this.**

APPENDIX A

**Community Infrastructure Levy (CIL)
Draft Regulation 123 List of Infrastructure Types
to be funded by CIL in whole or in part**

Although not officially part of the consultation on the North Dorset Community Infrastructure Levy Draft Charging Schedule, the Council invites comments on this document, which is based upon best practice, in order to inform the draft Regulation 123 List that it will present at examination.

| <i>Infrastructure type (funded by CIL in whole or in part)</i> | <i>Exclusions (funded by S106 or S278 payments* or alternative measures)</i> |
|--|--|
| Transport infrastructure provision and improvement (including the provision, improvement, replacement, operation or maintenance of new and existing roads, highways, traffic management, public transport, cycling and pedestrian routes and other transport facilities). | Transport and highway improvements which are directly related to a development, including development specific mitigation works on, or directly related to, a development site in the context of a Transport Assessment (including the Gillingham SSA) or where the requirement can be attributed to five or fewer developments. |
| Education facilities (embracing the provision, improvement, replacement, operation or maintenance of existing and new public education facilities (excluding sites which will be secured through S.106 Agreements). | Provision of education facilities which are directly related to a development (including the Gillingham SSA) or where the requirement can be attributed to five or fewer developments. |
| Sport, recreation and leisure facilities (formal and informal, including pitches and accommodation, non-pitch facilities, leisure centres and swimming pools). | Provision of sport, recreation and leisure facilities which are directly related to a development (including the Gillingham SSA) or where the requirement can be attributed to five or fewer developments. |
| Health care facilities (including the provision, improvement, replacement, operation or maintenance | Provision of health care facilities which are directly related to a |

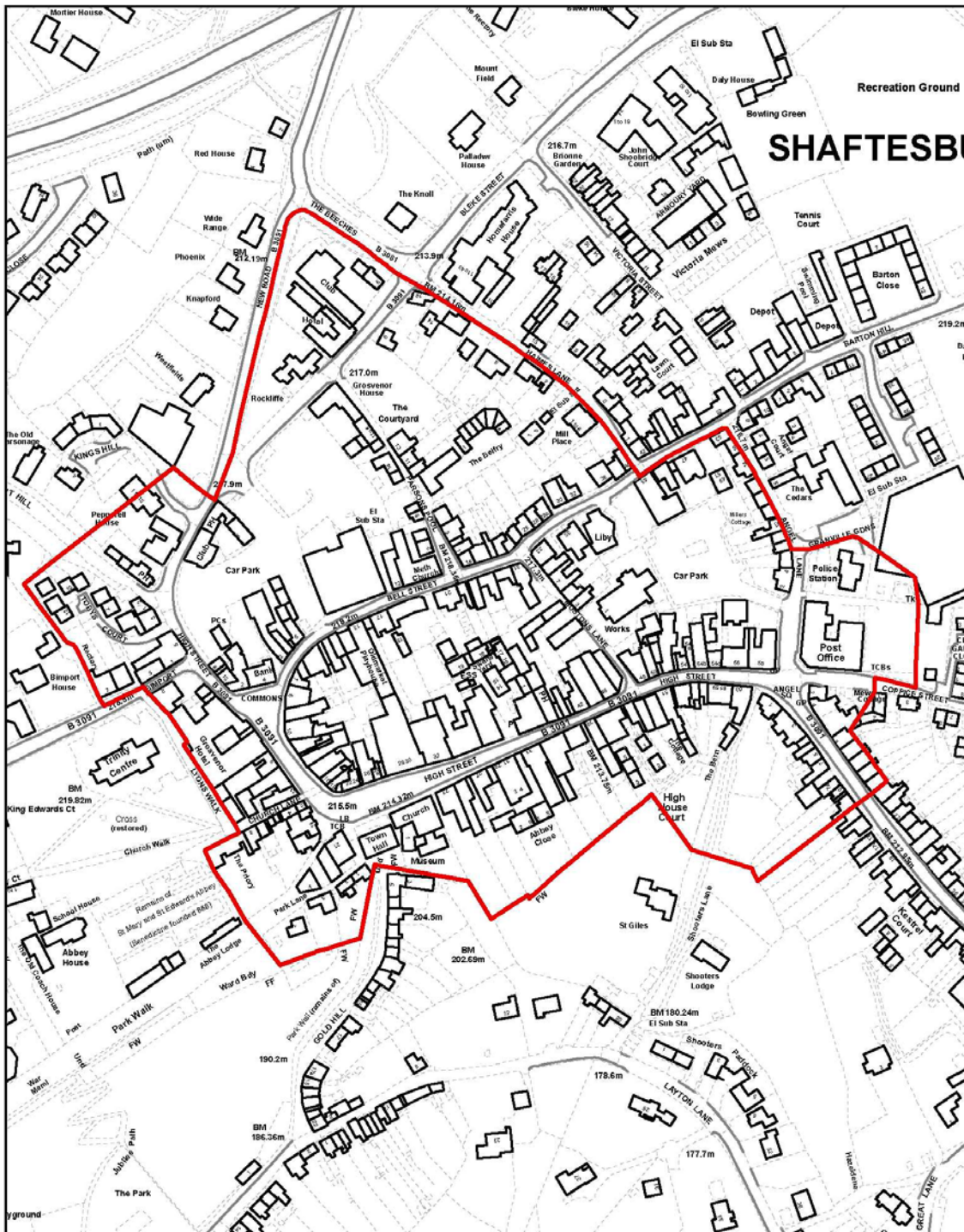
| | |
|--|--|
| of existing and new primary health care facilities). | development (including the Gillingham SSA) or where requirement can be attributed to five or fewer developments. |
| Community care facilities (including social care institutions providing for older people and people with mental health or learning disabilities). | Provision of community care facilities which are directly related to a development (including the Gillingham SSA). |
| Open space provision, amenity and environmental improvements (including publicly accessible open space, allotments and nature reserves). | Provision of open space, amenity and environmental improvements which are directly related to a development (including the Gillingham SSA) or where the requirement can be attributed to five or fewer developments. |
| Public realm enhancements (including public art and landscaping). | Provision of public realm enhancements which are directly related to a development (including the Gillingham SSA) or where the requirement can be attributed to five or fewer developments. |
| Public services facilities (including emergency services and waste management). | Provision of public services facilities which are directly related to a development or where the requirement can be attributed to five or fewer developments. |
| Community facilities (community centres, meeting places and arts facilities but excluding places of worship). | Provision of community facilities which are directly related to a development (including the Gillingham SSA) or where the requirement can be attributed to five or fewer developments. |
| Surface water and flood risk mitigation works (strategic works only - excluding mitigation of surface water run-off back to greenfield). | Provision of surface water and flood risk mitigation works which are directly related to a development or where the requirement can be attributed to five or fewer developments. |

* Section 106 of the Town and Country Planning Act 1990 and Section 278 of the Highways Act 1980.

APPENDIX B
NON-RESIDENTIAL CHARGING ZONES

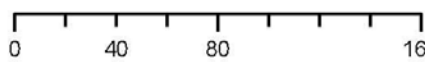
It is proposed that there is a zero CIL charge for retail development within town centre boundaries. Outside the town centre boundaries, the proposed CIL charge is £70m².

Shaftesbury



Draft Town Centre Area

metres

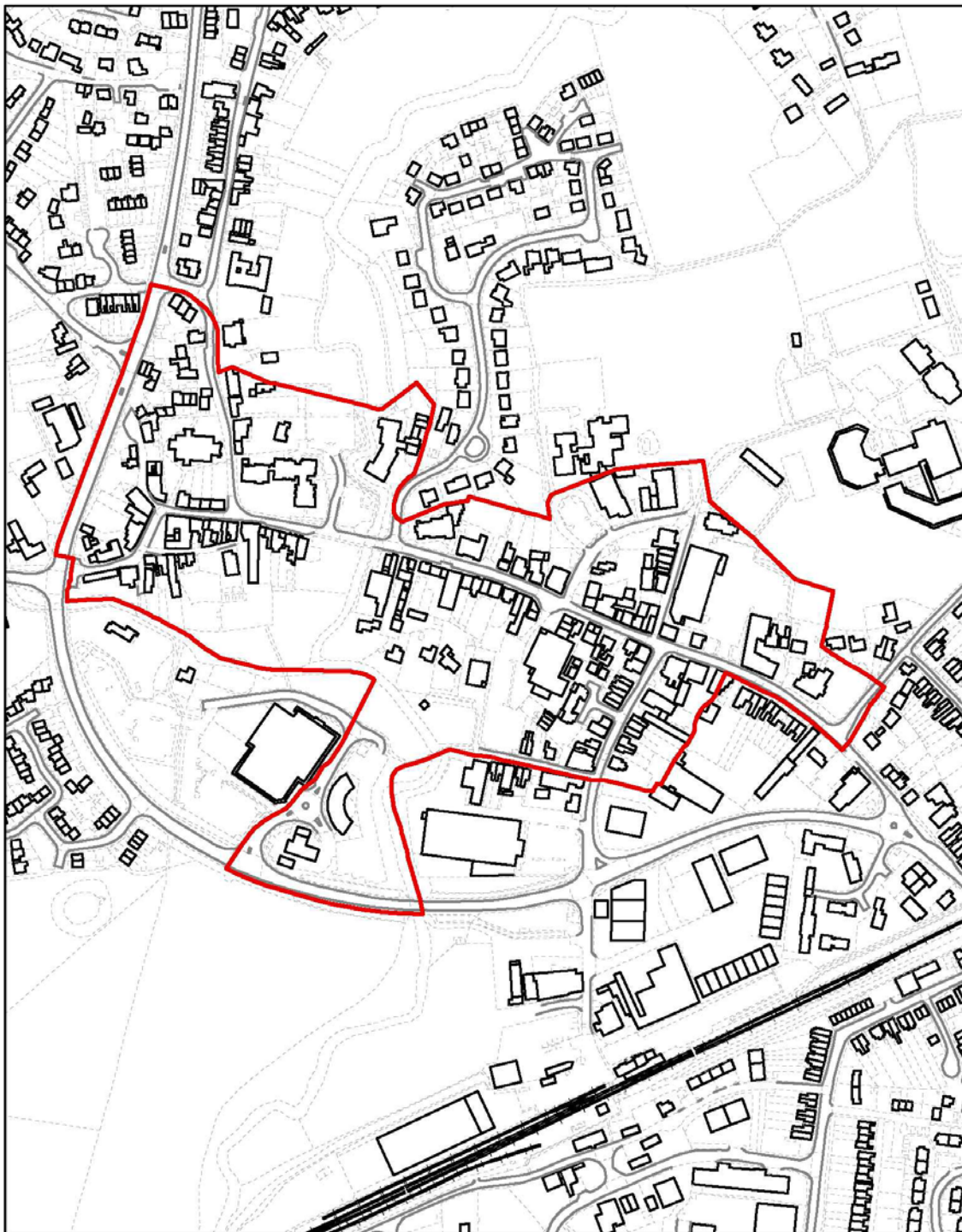


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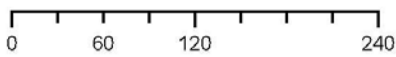


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LA 100018415 (2005)

Gillingham



Draft Town Centre Area
metres



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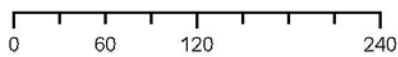


The logo for North Dorset District Council, featuring the name 'North Dorset' in a stylized font above 'DISTRICT COUNCIL' in a bold, sans-serif font. Below the logo is the copyright information: 'Crown Copyright. All rights reserved. North Dorset District Council. LA 100018415 (2005)'. The entire logo and text are enclosed in a black rectangular border.

Blandford Forum



Draft Town Centre Area
metres

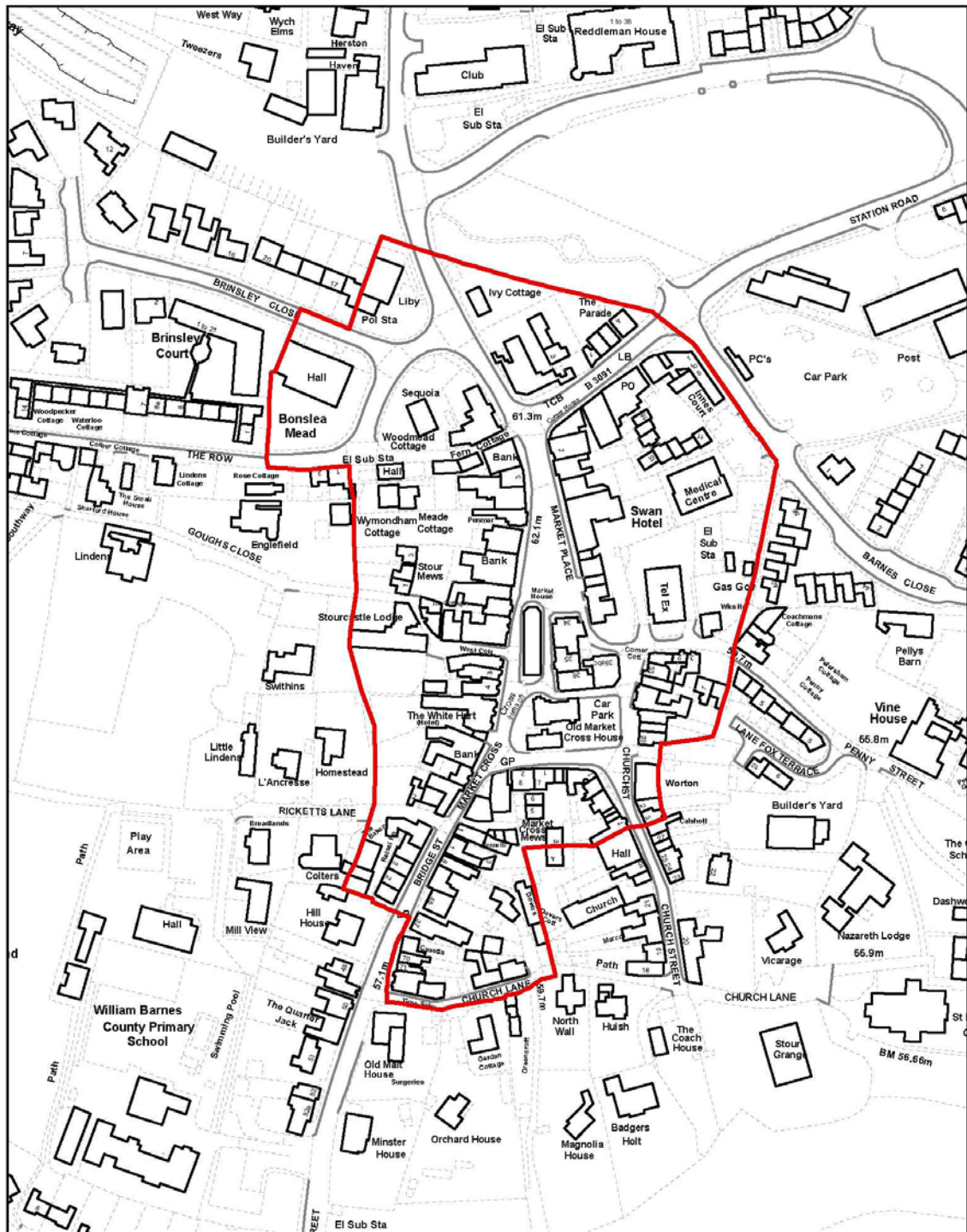


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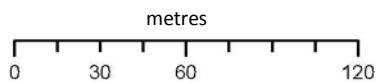


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Sturminster Newton



Draft Town Centre Plan



Scale: 1:2,000



North Dorset
DISTRICT COUNCIL

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