



Christchurch and East Dorset Councils
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CHRISTCHURCH AND EAST DORSET COUNCILS

Community Infrastructure Levy

DRAFT CHARGING SCHEDULES
FOR CHRISTCHURCH AND EAST DORSET

CONSULTATION 7 MAY – 18 JUNE 2014

May 2014

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1	Introduction	2
2	The General Principles of CIL	4
3	Spending CIL Revenue	8
4	CIL Viability Assessment	10
5	The Draft Charging Schedule	12
6	Monitoring and Review	15
7	Your Views	16
8	Next Steps	20

Appendices

A	Draft Regulation 123 List	21
B	Draft CIL Payments Instalment Policy	25
C	CIL Payment in Kind Policy	26
D	The Funding Gap and CIL Target	28
E	Amounts Raised through S106 Agreements	39

1 Introduction

1.1 This consultation document sets out the Community Infrastructure Levy (CIL) Draft Charging Schedule for Christchurch and East Dorset Councils. Part 11 of the Planning Act 2008 introduced powers for local authorities to introduce the Community Infrastructure Levy in their areas. This document has been prepared in accordance with the Planning Act and Regulation 16 of the Community Infrastructure Levy Regulations 2010 (as amended by the Community Infrastructure Levy (Amendment) Regulations 2011, 2012, 2013 and 2014).

1.2 This is the second of two consultations; the first was on the Preliminary Draft Charging Schedule undertaken in January 2013. Responses to the Preliminary Draft Charging Schedule are contained in the 'Responses to the Preliminary Draft Charging Schedule' document and comments and analysis of the responses in 'Analysis of the Responses to the Preliminary Draft Charging Schedule'.

The purpose of this Draft Charging Schedule is to set out the following:

- **The Timetable for Introducing CIL**
- **The General Principles of CIL**
 - What is CIL?
 - Development Liable for CIL
 - Charging Authorities / Striking the Appropriate Balance
 - Mandatory Relief from CIL
 - Discretionary Relief from CIL
 - The Relationship between CIL & Planning Obligations
 - Payment of CIL / Payment in Kind
 - Spending CIL Revenue
- **The Evidence Base**
 - Summary of evidence that has informed the draft CIL rates (Updated following consultation on the Preliminary Draft Charging Schedule)
- **The Christchurch and East Dorset Draft Charging Schedules**
 - The draft rates and the charging area
- **Monitoring and Review of CIL**
- **The CIL Target & Funding Gap**
 - The total cost of infrastructure to be funded in whole or in part by CIL and the total size of the infrastructure funding gap.

1.3 Although not formally part of the Draft Charging Schedule, the Councils are also publishing the following for consultation:

2 Christchurch and East Dorset CIL Draft Charging Schedules

The Draft Regulation 123 List

1.4 Regulation 123 of the CIL Regulations provides for charging authorities to set out a list of those projects or types of infrastructure that are intended to be funded through the levy. The Councils' draft Regulation 123 list also sets out how Section 106 planning obligations and S278 highway agreements will be used alongside CIL in accordance with the CIL Regulations. The draft Regulation 123 List is set out in Appendix A.

The Councils' Draft CIL Instalments Policy

1.5 Christchurch and East Dorset Councils have opted to prepare a draft CIL Instalments Policy in accordance with Regulation 69B of the 2010 CIL Regulations (as amended). The draft Instalments Policy is set out in Appendix B.

The Timetable for Introducing CIL

1.6 The Planning Act 2008 and the CIL regulations require that to introduce CIL, the following stages must be undertaken:

Consultation Stage	Date
1. Consultation on the Preliminary Draft Charging Schedule	Consultation was held from 28th January – 11th March 2013
2. Consultation on the Draft Charging Schedule	May - June 2014
3. Submission of the Draft Charging Schedule for Examination	July 2014
4. Examination in Public	September 2014
5. Adoption of CIL	January 2014

2 The General Principles of CIL

What is CIL?

2.1 The Community Infrastructure Levy was introduced in the Planning Act 2008 (as amended by Part 6 of the Localism Act 2011) and defined in the CIL regulations 2010 (as amended by the CIL (Amendment) Regulations 2011, 2012, 2013 and 2014). This legislation also restricts the use of Section 106 agreements.

2.2 CIL is a locally set charge on development that authorities can choose to introduce on new developments in their area. The funds are then used to provide infrastructure which is required to support new development in the area.

2.3 The CIL rate is expressed as pounds per square metre and is levied on the gross internal floorspace of the net liable development.

Types of Development Liable for CIL

2.4 The following development types are in principle liable for CIL:

1. Development which creates net additional floor space where the gross internal floor area exceeds 100sqm
2. Development of less than 100 sq.m of new build floorspace that results in the creation of one or more dwellings
3. The conversion of a building that is no longer in lawful use. An 'in use' building as defined in the CIL Amendment Regulations 2014 means a building which:
 1. Is a 'relevant building' (a building which is situated on the relevant land on the day planning permission first permits the chargeable development);
 2. Contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development
4. Liability to pay CIL for qualifying development applies whether planning permission is required or if development is allowed through permitted development orders (General Permitted Development Order, Local Development Orders, neighbourhood Development Orders, Enterprise Zones) (Regulations 5 and 9 of the Community Infrastructure Levy Regulations 2010 as amended in 2011, 2012, 2013 and 2014).

Charging Authorities

2.5 After the adoption of CIL, Christchurch Borough Council and East Dorset District Council will be the charging authorities for development within their areas for the purpose of Part 11 of the Planning Act 2008 and CIL Regulations 2010 as amended in 2011, 2012, 2013 and 2014. Each authority will also be a collecting authority and as such, a Charging Schedule has been prepared for each Council.

Striking the Appropriate Balance

2.6 Christchurch and East Dorset Councils have complied with the regulations under the Planning Act 2008 and CIL Regulations in determining the CIL rate.

2.7 In complying with Regulation 14.1 of the 2010 Regulations (as amended) the Councils have prepared viability evidence to consider the appropriate balance between –

1. the desirability of funding from CIL (in whole or in part) the actual and expected estimated total cost of infrastructure required to support the development of its area, taking into account other and expected sources of funding; and
2. the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area.

2.8 The term, ‘taken as a whole’, means that CIL rates can be borne by most development in the Borough and District. It does not imply that CIL rates can be borne by every development. This consultation document provides a summary of the evidence that has been considered in determining the draft CIL rates.

Mandatory Relief from CIL

2.9 The CIL Regulations confirm that the following types of development are exempt from CIL:

1. Development by registered charities for the delivery of their charitable purposes.
2. Those parts of a development which are to be used as social housing and qualifying communal development.
3. The conversion of any building previously used as a dwelling to two or more dwellings providing there is no increase in floor area.
4. Buildings into which people do not normally go, buildings which people only enter intermittently for the purposes of inspection or maintenance and structures which are not buildings such as pylons.
5. Changes of use which do not involve an increase in floorspace.
6. The development is a residential annex or a residential extension.
7. The development comprises self-build housing or self-build communal development

2.10 In the case of new development which involves the extension or demolition of a building in lawful use, the level of CIL payable will be calculated on the net increase in floor area.

Discretionary Relief from CIL

2.11 The CIL Regulations make provision for local authorities to provide discretionary relief for charitable investment. To be considered for relief, the whole or greater part of the chargeable development must be held as an investment from which the profits will be applied for charitable purposes. It is not proposed to make relief available for charitable investment as the circumstances where such development would come forward in Christchurch and East Dorset are rare.

2.12 Regulation 49A of the 2014 CIL amendment regulations introduces a new discretionary social housing relief for certain discount market housing. For the purposes of this regulation a qualifying dwelling must meet the following criteria:

- The dwelling is sold for no more than 80% of its market value (where the market value at any time is the price which the dwelling might reasonably be expected to fetch if sold at the time on the open market);
- The dwelling is sold in accordance with any policy published by the charging authority under regulation 49B(1)(a)(iii); and
- The liability to pay CIL in relation to the dwelling remains with the qualifying person granted discretionary social housing relief.

2.13 Christchurch and East Dorset Councils do not intend to offer discretionary social housing relief for this form of development, as defined in Regulation 49A . Firstly, it is anticipated to be a very small proportion of development coming forward in Christchurch and East Dorset and secondly this type of intermediate housing has formed part of the CIL viability testing in line with the Core Strategy policy requirement for affordable housing. From this testing it is concluded that there is not an issue of viability which would prevent this type of development from paying CIL if the Core Strategy policy is followed.

2.14 Discretionary relief is also available, in specific circumstances, for development which can demonstrate exceptional circumstances (as defined in CIL Regulation 55).

2.15 Exceptional circumstances relief can only be given where the following eligibility criteria are fulfilled:

1. The charging authority (In this case the charging authorities are Christchurch Borough Council and East Dorset District Council) has made exceptional circumstances available in its area;
2. The claimant owns a material interest in the land;
3. A Section 106 Planning Obligation has been entered into in respect of the planning permission which permits the chargeable development; and
4. The charging authority considers that:
 - Requiring payment of the charge would have an unacceptable impact on the economic viability of the chargeable development; and
 - Granting relief would not constitute a notifiable state aid.

2.16 Christchurch and East Dorset Councils do not propose to make discretionary relief available for exceptional circumstances which is consistent with the conclusions of the viability assessment undertaken by Peter Brett Associates which has informed the CIL schedule. The Councils believe the charges set are viable and they will monitor the charge to ensure it remains viable. Should circumstances change, the Councils will seek to review and revise the levy.

The Relationship Between CIL and Other Planning Obligations

2.17 CIL is intended to provide infrastructure to support the development of the area. Consequently, there may still be some site specific requirements without which planning permission should not be granted. Some of these needs may be provided as a result of the

levy but some may be very local. The use of planning obligations has therefore been scaled back by the Government to ensure there is no overlap between Section 106 planning obligations, Section 278 Highway agreements and CIL. S106 agreements and S278 Highway Agreements will still continue to be used to secure site-specific mitigation and affordable housing. A Housing SPD will be adopted and implemented alongside CIL, which will provide clarity on how affordable housing will be delivered through the planning process.

2.18 From April 2015, no more than five planning obligations can be pooled by the charging authority to provide for the same item of infrastructure. From April 2015, no more may be collected in respect of a specific infrastructure project or a type of infrastructure through a section 106 agreement, if five or more obligations for that project or type of infrastructure have already been entered into since 6th April 2010, and it is a type of infrastructure that is capable of being funded by the levy. Contributions for highway works that are secured through section 278 of the Highways Act are not subject to the pooling restriction.

2.19 Authorities cannot charge for the same items through S106 planning obligations, S278 Highway agreements and CIL. The Councils have, therefore published a list of infrastructure or types of infrastructure that it is intended will be or may be, wholly or partly funded by CIL and S106 / S278 agreements. This list is required under Regulation 123 of the 2010 CIL Regulations (as amended). This document does not form part of the Draft Charging Schedule and has been published separately for consultation within Appendix A of this consultation document.

Payment of CIL

2.20 Payment for CIL is due upon commencement of the development. It must be paid in full within 60 days although for larger schemes CIL can be levied in phases. To address the approach to phased payments the Councils are publishing a draft Instalments Policy. The Councils are seeking views on a draft Instalment Policy which is set out in Appendix B.

Calculating the Chargeable Amount

2.21 The Councils will calculate the amount of CIL payable (the chargeable amount) in respect of a chargeable development in accordance with the CIL Regulations 2010 (as amended) Part 5. The chargeable amount will reflect inflation by using the All-in Tender Price Index supplied by the RICS Building Cost Information Service (Regulation 40). The amount of CIL charged will therefore alter depending on the year planning permission for the chargeable development is first granted.

Payment in Kind

2.22 The 2010 CIL Regulations (as amended) allow charging authorities to accept one or more land or infrastructure payments in satisfaction of the whole or part of the CIL due in respect of a chargeable development. Regulations 73 and 73A (inserted by the 2014 Regulations) set out the circumstances in which this may occur and how it can be done. The Councils may accept payment 'in kind', in lieu of CIL where the Councils consider this to be appropriate .

3 Spending CIL Revenue

Proportion for Administration

3.1 Christchurch Borough Council and East Dorset District Council will retain 5% of the CIL revenue to fund the administration costs of the Levy in accordance with the CIL Regulations. This includes 5% of the value of acquired land acquired by virtue of land payment.

Proportion of CIL passed to Parish Councils

3.2 The Government published amendment CIL Regulations in April 2013. Regulation 59 states that charging authorities must pass to every local council in its area a proportion of CIL receipts calculated in accordance with the Regulations. Regulation 58A of the CIL (Amendment) Regulations 2013, defines a 'local council' as a parish council.

3.3 Where all or part of the chargeable development is within an area that has a neighbourhood development plan or was granted permission by a neighbourhood development order the charging authority must pass 25 per cent of the relevant CIL receipts to the parish council for that area.

3.4 Where all or part of a chargeable development is not in an area that has a neighbourhood development plan in place and was not granted planning permission by a neighbourhood development order, the charging authority must pass 15 per cent of the relevant CIL receipts to the parish council for that area. In this case, the total amount of CIL receipts passed to the local council is capped at £100 per dwelling in the area of the local council.

3.5 A local council must use CIL receipts passed to it in accordance with the CIL Regulations to support the development of the local council's area, or any part of that area by funding –

1. The provision, improvement, replacement, operation or maintenance of infrastructure; or
2. Anything else that is concerned with addressing the demands that development places on an area.

3.6 Following consultation on this Draft Charging Schedule and prior to the introduction of CIL Christchurch and East Dorset Councils will engage local parish councils concerning infrastructure priorities for their areas.

The Evidence Base

3.7 The CIL Charging Schedule is required to be informed by an up-to-date development plan, an Infrastructure Delivery Plan and an assessment of the likely impact of CIL on the viability of development in Christchurch and East Dorset.

3.8 Government advice states that a draft plan can be used where a charging authority submits its draft charging schedule alongside its proposed Core Strategy for joint examination.

3.9 The evidence that supports the Councils Draft Charging Schedules is available on the Councils' website <http://www.dorsetforyou.com/407160>.

Christchurch and East Dorset Core Strategy

3.10 The Christchurch and East Dorset Core Strategy provides the development strategy for the two areas to 2028. It sets out policies which guide the sustainable growth of the two areas over this time and allocates sites for residential development and for employment growth. The Core Strategy has been subject to public examination and adopted in April 2014. A wide range of evidence was used in the preparation of the plan and it addresses the key issues faced by the two authorities. This evidence is accessible from the Core Strategy EIP webpage <http://www.dorsetforyou.com/410225>.

Infrastructure Delivery Plan

3.11 The Infrastructure Delivery Plan (IDP) accompanies the Core Strategy and sets out the level and types of infrastructure which is required to support the level of growth planned for in the Core Strategy. Consultation on the IDP has taken place alongside the Core Strategy. The IDP will be regularly updated to take into consideration changing needs and priorities over the plan period.

3.12 The Infrastructure Delivery Plan includes information on the costs and available funding for infrastructure projects where the information is available. However, some of the costs are unknown and funding streams for many projects are limited. Some costs are for schemes which cross authority boundaries, so providing a figure for the Borough or District is not feasible at this time.

3.13 The IDP is a joint document for both authorities, but includes separate tables of infrastructure for Christchurch and East Dorset.

Funding Gap / Core Strategy Delivery

3.14 The Councils are required to identify the total cost of infrastructure that is intended to be funded in whole or in part by CIL which is needed to support development in the area. This process considers available funding sources including government funding, S106 agreements and anticipated highway improvement schemes. The Councils are also required to identify the size of its total or aggregate funding gap and this process enables the identification of a CIL infrastructure funding target.

3.15 The IDP shows a significant funding gap for both authorities. Appendix C sets out the infrastructure funding gap and CIL target in relation to the Core Strategy IDP.

3.16 Revenue from CIL is not expected to bridge the funding gap entirely but it will have a significant impact on available finances to enable both Christchurch and East Dorset Councils to bring forward infrastructure in step with planned development as identified in the Core Strategy.

4 CIL Viability Assessment

4.1 Peter Brett Associates were commissioned by Christchurch and East Dorset Councils to undertake a CIL viability assessment for each authority area and recommend CIL charging rates accordingly.

4.2 The Government requires Charging Authorities to use the evidence on the infrastructure requirements and information on economic viability to strike an 'appropriate balance' between the desirability to fund infrastructure using the levy and the potential effects of the levy on the viability of development in their area. The evidence should demonstrate that the proposed CIL rates would not threaten the delivery of the Local Plan as a whole.

4.3 The viability assessment has been prepared and used to demonstrate the potential effects of the levy on the economic viability of development. This has also taken into account the impact of other policy costs including energy requirements, Section 106 contributions (including different percentages of affordable housing provision) and Section 278 Highways agreements. Proposed CIL rates have been based on assessments of viability across the Borough and District. The report prepared by the consultants can be found on the Councils' website www.dorsetforyou.com/407160

4.4 The consultants have tested different development types and sizes (number of residential units) to compare existing use values and residual land values. Evidence was gathered from a variety of sources including approaching local agents and developers for information on property sales and values and using information on costs of development.

4.5 A workshop was held for developers, agents and providers of affordable housing during the preparation of the viability work to seek feedback on the assumptions and findings of the work.

4.6 Following consultation on the Preliminary Draft Charging Schedule PBA have updated the viability report which is published alongside the Draft Charging Schedule. The updated report incorporates suggestions made by consultees from the preliminary draft consultation stage, and further refinements and updates made by PBA in the course of developing the project.

4.7 The most notable changes in the updated report are as follows:

- Appendix 5 of the report now includes an assessment of the impact on CIL charging assuming affordable housing provision at 35%.
- On the residential appraisals, improvements have been made to the way that interest is calculated, and then to the way that the available developer surplus is applied to chargeable floorspace. This has resulted in some decrease in the theoretically available surplus.
- Statements on profit assumptions on residential have been clarified. Profit on cost is calculated at 20% which was not clarified in the original PBA viability report.

Whiteleaf Viability Work

4.8 Additional viability work has also been undertaken by Whiteleaf Consulting (2012) as part of the master planning work for the Christchurch and East Dorset New Neighbourhoods during the preparation of the Core Strategy.

4.9 In East Dorset high level development viability assessments for seven New Neighbourhoods undertaken by Whiteleaf Consulting indicated that at least four sites in the District would be viable at 40% affordable housing and CIL at £100 per square metre. Showing a 'healthy viability buffer' the advice implied that more than 40% affordable housing could be viable on these development sites.

4.10 A further two proposed sites in East Dorset are considered to be 'potentially' viable at 40% but could be vulnerable if costs increased or market conditions worsened. The final site is defined as being 'at risk' of not being viable but strategic suggestions are made as to how viability could be improved.

4.11 In Christchurch the Whiteleaf viability work for the North Christchurch Urban Extension was undertaken prior to the Council's work on CIL. However, the viability work examined the impact of all abnormal costs and S106 contributions (pre CIL). The conclusion of this work was that at c935 dwellings, 35% affordable housing may be achieved in the current economic climate.

Viability Conclusions

4.12 The study for both authority areas shows that care homes, residential and convenience retail development is sufficiently viable to pay CIL at the rates set out in the Draft Charging Schedules below. The PBA viability work concludes that with an assumed rate of 35% affordable housing many development scenarios retain a significant 'buffer'. The analysis shows that, in theory, a CIL charge of £100 per sq m is payable by all developments. However in some instances this safety margin is narrow. Scenario modelling as part of the CIL viability research confirmed that many developments would still be viable whilst providing significantly more than 30% or 35% affordable housing and meeting proposed CIL requirements. It is therefore considered that the affordable housing target set out in Policy KS3 of the Submission Core Strategy is deliverable during the plan period.

4.13 Other forms of development that in principle could pay a CIL charge are set a £0 rate as they are currently unviable with CIL.

5 The Draft Charging Schedule

5.1 Christchurch and East Dorset Councils have worked together on the development of CIL and the preparation of the Draft Charging Schedules. Two charging schedules are set out below, one for each council to reflect the fact that the councils are two charging authorities. This approach takes into consideration the characteristics of each area in determining the proposed CIL rates.

5.2 The tables below set out the proposed CIL rates for different types of development by authority area.

Christchurch Proposed CIL Rate	
Development Type	Charge per sq m
Residential	£100
Hotels	£0
Care Homes	£40
Offices	£0
Light Industrial / Warehousing	£0
Convenience Retail	£110
Comparison Retail	£0
Public service and Community Facilities	£0
Standard Charge (all other uses not covered)	£0

East Dorset Proposed CIL Rate	
Development Type	Charge per sq m
Residential	£100
Hotels	£0
Care Homes	£40
Offices	£0
Light Industrial / Warehousing	£0
Convenience Retail	£110
Comparison Retail	£0
Public service and Community Facilities	£0
Standard Charge (all other uses not covered)	£0

Definition a Retail Unit for CIL Charging Purposes

5.3 For the purposes of the Christchurch and East Dorset Draft Charging Schedules convenience and comparison floorspace is defined as follows:

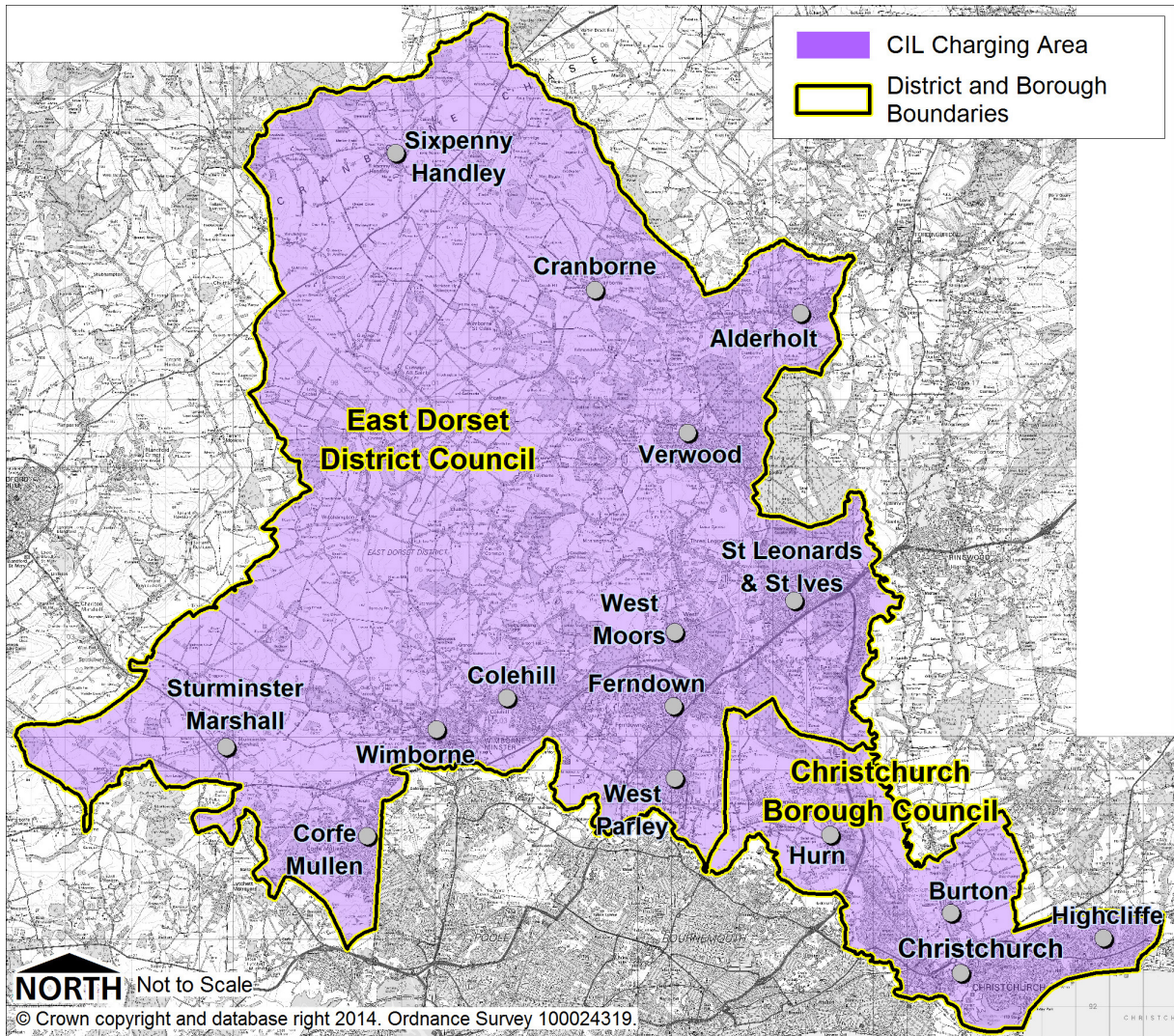
5.4 A **convenience unit** is a shop or store where the planning permission allows selling 'wholly or mainly' everyday essential items, including food, drinks, newspapers/magazines and confectionary.

5.5 A **comparison unit** is a shop or store selling 'wholly or mainly' goods which are not everyday essential items. Such items include clothing, footwear, household and recreational goods.

5.6 The convenience and comparison goods definitions set out above reflect the main use which is units or shops selling *mainly* these types of items. The term 'wholly or mainly' has a widely understood legal meaning (effectively more than 50%).

5.7 Where no particular form of retail use is conditioned, the councils will assume that the 'intended use' for CIL charging purposes may encompass "*wholly or mainly*" convenience retail, since this is what the permission would allow, and that CIL will be charged accordingly.

The Christchurch and East Dorset CIL Charging Area



Map 5.1 The CIL Charging Area

6 Monitoring and Review

6.1 The Councils need to ensure that the CIL rates remain appropriate over time. The Christchurch and East Dorset Charging Schedules will be reviewed as and when appropriate to take account of changing economic circumstances and viability.

6.2 The Councils will use the following indicators to inform the requirement for a review:

1. Housing delivery falls below 20% of expected figures at the end of any 3 year rolling programme or rises more than the 20% above.
2. Infrastructure funding gap falls below the projected level of funding that would be generated by new development from CIL.
3. Average property price changes (including upturn in the market)
4. Changes in delivery times of major schemes to be funded in part by CIL.

7 Your Views

7.1 In accordance with Regulation 16 of the Community Infrastructure Levy Regulations (As Amended), Christchurch and East Dorset Councils are inviting representations on the Christchurch and East Dorset Draft Charging Schedules between the **7th May to the 18th June 2014**.

7.2 The Councils have published the following documents as part of consultation on the Draft Charging Schedules:

- **Draft Charging Schedules for Christchurch and East Dorset Councils**

7.3 The Relevant Evidence:

1. **East Dorset District Council and Christchurch Borough Council Community Infrastructure Levy Viability Testing (Peter Brett Associates, June 2013)**
2. **Christchurch Urban Extension Viability Reports (Whiteleaf Consulting, February, 2012)**
3. **East Dorset District Council New Neighbourhoods Viability Report (Whiteleaf Consulting, February 2012)**
4. **Appendix D: CIL Funding Gap and CIL Target:**

- This appendix supplements the Christchurch and East Dorset Infrastructure Delivery Plan (2013) and demonstrates a 'funding gap' between infrastructure requirements required to support new development and available funding. This Appendix sets out the total cost of infrastructure that is intended to be funded in whole or in part by the Community Infrastructure Levy and through other sources including S106/S278 agreements. The level of secured funding is also set out alongside the aggregate funding gap. The determination of the total / aggregate infrastructure funding gap considers known and expected infrastructure costs and the other sources of funding available to meet these costs. This process identifies the overall CIL infrastructure funding target for Christchurch and East Dorset.

5. **Appendix E: Amounts Raised through S106 Agreements**

- This appendix sets out the amounts raised through S106 for Christchurch and East Dorset Councils from September 2005 - November 2013. Also set out within this appendix is the extent to which affordable housing targets have been met.

7.4 Alongside publication of the Councils' Draft Charging Schedules the Councils are also seeking your views on the following which form part of this consultation document:

- **Appendix A: Draft Regulation 123 List**

- In accordance with CIL Regulation 123 this list sets out the projects and types of infrastructure that are intended to be funded through the levy.
- **Appendix B: Draft CIL Instalment Policy**
 - This appendix sets out the proposed policy approach for payment of CIL through instalments.
- **Appendix C: Draft Payment in Kind Policy**
 - This appendix sets out a draft policy in accordance with CIL regulations 73 and 73a regarding the accepting of land or infrastructure in lieu of CIL.

Statement of Representations Procedure

7.5 Representations on the Draft Charging Schedule must be made between the **7th May to the 18th June 2014** and submitted through the following methods:

Electronically	The Draft Charging Schedule and supporting documents can be viewed and responses made online at www.dorsetforyou.com/407160
Email	Responses can be made via email to the following address: planningpolicy@christchurchandeastdorset.gov.uk
By Post	Planning Policy, East Dorset District Council, Furzehill, Wimborne, Dorset, BH21 4HN

7.6 Consultation documents are available for inspection at the following locations:

- Christchurch and East Dorset District Councils website **www.dorsetforyou.com/407160**
- **Christchurch Borough Council**, Civic Offices, Bridge Street, Christchurch, BH23 1AZ. (Mon –Thurs 8.45am – 5.15pm and Fri 8.45am – 4.45pm) (Tel 01202 495000)
- **Christchurch Information Centre**, 49 High Street, Christchurch, BH23 1AS. (Mon – Fri 9.30am – 5pm, Sat 9am – 5pm)
- **Steamer Point Information Centre**, Off Penny Way, Steamer Point, Highcliffe. (Mon – Sun 9am – 5pm)
- **East Dorset District Council**, Council Offices, Furzehill, Wimborne, BH21 4HN. (Tel 01202 886201) (Mon – Thur. 8.45am – 5.15pm and Fri 8.45am – 4.45pm)
- **Ferndown Town Council**, King George V Pavilion, Peter Grant Way, Ferndown, BH22 9EN. (Mon – Thu 9am – 4pm, Fri 9am – 3.30pm)
- **Verwood Town Council**, Council Offices, 28 Vicarage Road, Verwood, BH31 6DW. (Mon – Fri 9am – 1pm)
- **Wimborne Town Council**, The Town Hall, 37 West Borough, Wimborne, BH21 1LT. (Mon – Fri 9am – 1pm)
- **West Moors Parish Council**, 4 Park Way, West Moors, BH22 0HL. (Mon, Tues, Thurs & Fri 10am – 1pm)
- **Corfe Mullen Parish Council**, Council Office, Towers Way, Corfe Mullen, BH21 3UA. (Mon – Fri 9am – 2pm)

- **East Dorset Heritage Trust**, Allendale House, Hanham Road, Wimborne, BH21 1AS. (Mon – Fri 9.30am – 5pm)
- All public libraries throughout Christchurch and East Dorset during their normal opening times.

7.7 Any person who makes representations on the Draft Charging Schedule in accordance with the Statement of Representations procedure may request the 'right to be heard' at the examination. This request should be submitted in writing before the end of this consultation. Representations may also be accompanied by a request to be notified, at a specified address, of any of the following:

- That the Draft Charging Schedules have been submitted to the examiner in accordance with Section 212 of the Planning Act 2008;
- The publication of the recommendations of the examiner and the reasons for those recommendations;
- The approval of the CIL Charging Schedules by the Councils

7.8 Christchurch and East Dorset Councils would like your views on the Draft Charging Schedule in respect of the questions set out below:

Question 1

Do you wish to be heard in support of your representations at the Public Examination of the Draft Charging Schedule?

Please note that the Inspector will decide if a public hearing session is required as part of the examination process. You may choose to request to appear at a public hearing to clarify your comments, but you must communicate this to the Council before the close of the consultation. If you do not wish to be heard at the examination, your written representations will carry the same weight as those made by respondents who appear and are heard in support of their representations.

Question 2

Do you agree or disagree with the proposed rates contained in the Draft Charging Schedule?

Question 3

Do you think that the proposed CIL rates strike an appropriate balance between the desirability of funding infrastructure through CIL and the potential effects of imposing a CIL on the Borough and District?

Question 4

Do you believe the evidence on viability is correct? If not, please set out alternative evidence to support your view?

Question 5

Do you agree or disagree with the Councils' approach to discretionary relief?

Question 6

Do you have any comments on the draft Regulation 123 list which sets out the infrastructure to be funded by CIL and where the Councils will continue to seek S106/S278 contributions?

Question 7

Do you agree or disagree with the draft CIL instalments policy?

Question 8

Do you agree or disagree with the draft 'payment in kind' policy?

Question 9

Any other comments

8 Next Steps

Consideration of Responses

8.1 The CIL Regulations require that any representations made during the consultation period for the Draft Charging Schedule must be submitted to the examiner alongside a summary of the main issues raised. Prior to submission of the Draft Charging Schedules for examination the CIL Regulations allow for the Councils to make amendments to the schedules in response to this consultation. Should the Councils make any amendments to the CIL schedules prior to submission, the CIL Regulations require that these are set out in a Statement of Modifications, which must be sent to all those invited to make representations.

8.2 Following production of a Statement of Modifications, any person may then also request the right to be heard by the examiner in relation to these modifications. Requests must be submitted to the Council in writing before the end of the period of four weeks beginning the day on which the Draft Charging Schedule is submitted to the examiner in accordance with CIL Regulation 19(1). This should include reference to which modifications a person wishes to be heard on.

Further Information

8.3 For further information concerning this consultation and the next steps please contact the planning policy team on:

- 01202 886201 or;
- planningpolicy@christchurchandeastdorset.gov.uk

Appendix A Draft Regulation 123 List

Infrastructure Category	Infrastructure to be funded wholly or in part by CIL	Infrastructure and other items to be funded through S106 Obligations; S278 of the Highways Act; other legislation or through Planning Condition
Heathland Mitigation	<p>Heathland mitigation schemes including SANGs</p> <p>Strategic / Cross border projects e.g. Stour Valley.</p>	<p>Existing schemes identified in the Heathlands Interim Planning Framework.</p> <p>S106 Agreements for management of SANGs in perpetuity (See maintenance section below)</p> <p>Strategic access management which includes site wardening, education and measures to control harmful activities on the heathland.</p>
Open Space / Green Infrastructure / Recreation Provision	<p>Strategic Open Space / Green Infrastructure provision required in relation to the needs of the wider area.</p> <p>Proportion of open space provision over and above the needs of an individual development.</p> <p>Formal recreation space including outdoor sports pitches, courts serving the needs of the wider area.</p> <p>Allotments, Green corridors / networks.</p> <p>Swimming pools, indoor sports halls.</p> <p>Children's equipped and unequipped play space serving the needs of the wider area.</p>	<p>Onsite open space / sport and recreation facilities provision required in relation to the needs of a development alone.</p> <p>Green infrastructure initiatives relating to a specific development.</p> <p>Site specific children's equipped and unequipped play space.</p>
Transport	<p>Improvements to the A338:</p> <p>Provision of concrete barriers</p> <p>A338 Widening</p> <p>A338 Bus service enhancements</p> <p>Cycleway running parallel to A338 from Bournemouth towards Airport</p> <p>B3073 Improvements:</p> <p>Blackwater junction traffic signals</p> <p>B3073 bus service enhancements</p>	<p>Improvements to the A338:</p> <p>Provision of new bridge</p> <p>B3073 Improvements:</p> <p>Blackwater junction additional deck</p> <p>Chapel Gate Roundabout improvement</p>

Infrastructure Category	Infrastructure to be funded wholly or in part by CIL	Infrastructure and other items to be funded through S106 Obligations; S278 of the Highways Act; other legislation or through Planning Condition
	<p>Parley Cross junction improvement</p> <p>Parley Cross Southern end of western link road and New Road junction</p>	<p>Parley Cross northern end of western link road and Christchurch Road junction</p> <p>Parley Cross Eastern link road and junctions</p> <p>Cycleway from Parley Lane to Riverside Gate Business Park entrance adjacent to Matchams Lane).</p>
	<p>A35 Junction Improvements</p> <p>A348 Junction Improvements</p> <p>Wimborne junction improvements</p> <p>Ferndown traffic management</p> <p>Public transport interchange improvements</p> <p>Bus service improvements</p> <p>Walking & Cycling improvements</p> <p>A31 (T) Strategic network upgrade</p>	
<p>New Neighbourhoods / Housing Sites / Employment Sites</p>		<p>The following site specific measures:</p> <p>Vehicular access</p> <p>Traffic management measures</p> <p>Walking and cycle access / cycle way linking to wider networks / bridleway improvements.</p> <p>Rights of way improvements</p> <p>Bus Shelters</p> <p>Residential / Business and School travel plans</p>
<p>Affordable Housing</p>		<p>Provision of affordable housing and housing to meet other specified needs such as supported housing or lifetime homes.</p>
<p>Flood Risk Mitigation</p>	<p>Strategic flood defence improvements as identified in the IDP.</p>	<p>Site specific flood resistance and resilience measures / defences.</p>

Infrastructure Category	Infrastructure to be funded wholly or in part by CIL	Infrastructure and other items to be funded through S106 Obligations; S278 of the Highways Act; other legislation or through Planning Condition
		<p>Site specific flood management strategy and delivery plan.</p> <p>Provision of and On-going maintenance of sustainable drainage systems and other water infrastructure which is not adopted by a licensed water undertaking or other responsible body.</p> <p>Mitigation measures for Groundwater protection zones.</p>
Renewable Energy / Low Carbon	Strategic renewable energy infrastructure	The establishment and on-going maintenance of onsite or nearby low carbon or renewable energy installations associated with new development.
Neighbourhood and Community Facilities		
Libraries	Possible CIL contributions	
Education	Provision for which the Local Education Authority has a statutory responsibility including early years, primary and secondary.	
Community Facilities	Community & Public Buildings• Youth centres / children's facilities	<p>Community infrastructure related to a particular development.</p> <p>Community infrastructure provided within a commercial or residential building</p> <p>Support for the administration and setting up of local community groups to serve a new community.</p> <p>Community development support.</p>
Cultural Facilities	Strategic requirements	
Health Facilities	Expected to be delivered by the Health Authority.	
Waste		On site collection facilities and waste reduction initiatives.
Telecommunications	Central Government and local sources.	
Public Realm Improvements	Offsite provision / enhancements.	On site provision / enhancements.
Emergency Services (Police, Fire and Ambulance)	Emergency services premises associated with growth in the wider area.	

Infrastructure Category	Infrastructure to be funded wholly or in part by CIL	Infrastructure and other items to be funded through S106 Obligations; S278 of the Highways Act; other legislation or through Planning Condition
Cemeteries	Provision of new cemetery space	
Maintenance		<p>Maintenance for infrastructure provision that may have initially been paid for by CIL e.g. SANGs maintenance</p> <p>Open space, play facilities, green infrastructure etc.</p>
Archaeology		On site archaeological investigations.
Payments in Kind / Land Transfer / Infrastructure	The Councils have set out a draft policy in Appendix C for considering payment in kind through land transfer and or infrastructure provision for all or part of CIL liability for chargeable development.	

Appendix B Draft CIL Payments Instalment Policy

Charging authorities are not required to introduce an instalment plan; it is optional. It is not part of the Charging Schedule and is not subject to examination. It can be changed at any time. If an authority chooses to introduce an instalment policy, it is good practice to set this out before examination.

It is important to consider developer cashflow. It is therefore suggested that CIL payments could be allowed to delay payments for up to 365 days from commencement in the expectation that this will improve the development economics of their schemes. The benefits to delivery would outweigh the fact that local authority receipts will be delayed. This will also create a simple collection process, with a low number of instalments and will aid the efficiency of the collection process.

It should be noted that under the regulations, each phase in an outline permission is treated under CIL as a separate chargeable development. The liability notice for each phase is triggered separately at the point where the planning permission 'first permits' development of that phase. Liability to pay is then triggered by commencement of the phase.

Instalments Policy

This policy has been prepared in accordance with regulation 69B of the 2010 Community Infrastructure Regulations (as amended).

The Councils will allow payment of CIL by instalments to the total amount of the liability as follows:

Total amount of CIL liability	Number of Instalments	Payment period and amounts
Any amount less than £250,000	No instalments	Total amount payable within 180 days of commencement
£250,000 to £500,000	Two instalments	£250,00 payable within 180 days of commencement Balance payable within 240 days of commencement
Above £500,000	Three instalments	£250,00 payable within 180 days of commencement £500,000 payable within 240 days of commencement Balance payable within 365 days of commencement

Appendix C CIL Payment in Kind Policy

In accordance with Regulation 73 and 73A of the CIL Regulations (as amended), Christchurch and East Dorset Councils may accept one or more infrastructure / and or land payments in satisfaction of the whole or part of the CIL due in respect of a chargeable development. This will be subject to the following conditions:

1. The Councils must be satisfied that the transfer of land and / or provision of infrastructure is appropriate to support the delivery of the Local Plan and development in the District and Borough. It is at the Councils' discretion whether to accept the transfer of land or infrastructure in lieu of CIL.
2. The land is acquired by the Christchurch and East Dorset Councils as the charging authority or a person nominated by the Councils.
3. The Councils' Regulation 123 list sets out the range of infrastructure to be funded in whole or in part by CIL. The Councils may consider accepting infrastructure projects and / or types of infrastructure from this list to discharge part or all of a levy liability.
4. Christchurch and East Dorset Councils may consider accepting an infrastructure payment relating to infrastructure to be provided outside the District and Borough if it will be used to support the development of the plan area.
5. The chargeable development must not have commenced before a written agreement with the Councils to pay part or all of the CIL amount as land / and or infrastructure has been made. This written agreement must be prepared in accordance with the criteria set out in Regulation 73 and 73A of the CIL Regulations (as amended).
6. The person transferring the land and / or providing infrastructure to the charging authority as payment must have assumed liability to pay CIL and completed the relevant CIL forms.
7. Where CIL is paid by way of a land payment and / or infrastructure the amount of CIL paid is the amount equal to the value of the acquired land and / or infrastructure.
8. The land and / or infrastructure to be acquired must be valued by a suitably qualified and experienced independent person to be agreed with the Councils. The valuation of land must represent the price that the land might reasonably be expected to obtain if sold on the open market on the day the valuation takes place and reflect the relevant purposes for which the land will be utilised. The valuation of infrastructure provided must reflect the cost of providing the infrastructure on the day the valuation takes place.
9. The land, subject to transfer, must be free from any interest in land and any encumbrance to the land, buildings or structures. (This may require the owner to demonstrate that the land is suitable through the submission of further information to the Council, including but not limited to topographical information, reports on contamination and archaeology and details of any underground services.)
10. The land, and or infrastructure subject to transfer must be fit for a relevant purpose being the land and or infrastructure appropriate to support the delivery of the Local Plan and development in the District and Borough.
11. The Council may transfer the land, at nil cost to a third party for the provision of infrastructure (This will be limited to other infrastructure providers).

If you are interested in paying CIL in this way and have not commenced development of the site in question you should discuss this possibility with Christchurch and East Dorset Councils.

It should be noted that the agreement to pay in land and or infrastructure may not form part of a planning obligation entered into under Section 106 of the Town and Country Planning Act 1990.

Any outstanding CIL liable to the chargeable development after the transfer of land and / or delivery of infrastructure should be paid in line with the payment dates set out in your demand notice.

Appendix D The Funding Gap and CIL Target

Introduction

This document has been produced and published alongside the Christchurch and East Dorset Community Infrastructure Levy Draft Charging Schedule and in accordance with the CIL regulations. It supplements the Christchurch and East Dorset Infrastructure Delivery Plan (2013) and demonstrates a 'funding gap' between infrastructure requirements required to support new development and available funding. The CIL regulations require charging authorities to demonstrate a 'funding gap' in order to introduce CIL.

Through production of the Councils' Core Strategy and Infrastructure Delivery Plan (IDP), the Councils have identified the range of infrastructure that is required to support development over the plan period 2013 – 2028. This document sets out the total cost of infrastructure that is intended to be funded in whole or in part by the Community Infrastructure Levy and through other sources including S106/S278 agreements. The level of secured funding is also set out alongside the aggregate funding gap. The determination of the total / aggregate infrastructure funding gap considers known and expected infrastructure costs and the other sources of funding available to meet these costs. This process identifies the overall CIL infrastructure funding target for Christchurch and East Dorset.

This document also sets out the projected income from CIL over the Christchurch and East Dorset Core Strategy plan period (2013 - 2028). The projected CIL income has been subtracted from the total aggregate funding gap. This demonstrates that the projected income from CIL in Christchurch and East Dorset will not fill the total funding gap but will make a contribution towards reducing the gap alongside other funding sources.

Projected CIL Income / CIL Funding Gap

The Community Infrastructure Levy is scheduled to be introduced in Christchurch and East Dorset in 2015. The projected income from CIL in Christchurch and East Dorset has been calculated from 2015 to the end of the Core Strategy plan period in 2028 which equates to a period of 13 years.

	1	2	3	4	5	6	7	8	9	10	11
	Core Strategy Target	Less affordable housing @ 35%	Less Schemes under 100sqm net increase (nominal 5%)	Sqm per house	Total sqm	CIL @ £100 per sq m	5% Administration Fees	CIL less Admin Fees	Dwellings subject to 15% Meaningfull allowance	15% meaningful allowance for Parish and Town Councils	Funds Available
2015/16	761	495	470	80	37,593	£3,759,340	£187,967	£3,571,373	246	£24,583	£3,546,791
2016/17	903	587	558	80	44,608	£4,460,820	£223,041	£4,237,779	376	£37,580	£4,200,199
2017/18	860	559	531	80	42,484	£4,248,400	£212,420	£4,035,980	439	£43,946	£3,992,034
2018/19	581	378	359	80	28,701	£2,870,140	£143,507	£2,726,633	410	£40,976	£2,685,657
2019/20	581	378	359	80	28,701	£2,870,140	£143,507	£2,726,633	197	£19,734	£2,706,899
2020/21	571	371	353	80	28,207	£2,820,740	£141,037	£2,679,703	197	£19,734	£2,659,969
2021/22	571	371	353	80	28,207	£2,820,740	£141,037	£2,679,703	197	£19,734	£2,659,969
2022/23	521	339	322	80	25,737	£2,573,740	£128,687	£2,445,053	197	£19,734	£2,425,319

	1	2	3	4	5	6	7	8	9	10	11
	Core Strategy Target	Less affordable housing @ 35%	Less Schemes under 100sqm net increase (nominal 5%)	Sqm per house	Total sqm	CIL @ £100 per sq m	5% Administration Fees	CIL less Admin Fees	Dwellings subject to 15% Meaningfull allowance	15% meaningful allowance for Parish and Town Councils	Funds Available
2023/24	521	339	322	80	25,737	£2,573,740	£128,687	£2,445,053	197	£19,734	£2,425,319
2024/25	471	306	291	80	23,267	£2,326,740	£116,337	£2,210,403	197	£19,734	£2,190,669
2025/26	431	280	266	80	21,291	£2,129,140	£106,457	£2,022,683	197	£19,734	£2,002,949
2026/27	431	280	266	80	21,291	£2,129,140	£106,457	£2,022,683	192	£19,234	£2,003,449
2027/28	431	280	266	80	21,291	£2,129,140	£106,457	£2,022,683	172	£17,234	£2,005,449
Totals	7,634	4,962	4,714	80	377,120	£37,711,960	£1,885,598	£35,826,362	3,217	£321,693	£35,504,669

Infrastructure Type	Total Cost of IDP Infrastructure (Where costs identified)	Secured Funding Sources / Anticipated Funding Sources	Funding Gap
Transport	£256,203,500	£17,490,000	£238,713,500
Flood Defences	£16,750,000	£0	£16,750,000
Utilities Provision	To be confirmed	Delivered by service provider.	To be confirmed
Education	£61,327,796	£0	£61,327,796
Community Buildings	£2,100,000	£0	£2,100,000
Heathland Mitigation	To be confirmed	To be confirmed	To be confirmed
Green Infrastructure	£977,000	£399,000	£578,000
Health Facilities	To be Confirmed	NHS / Friends of Victoria Hospital	To be Confirmed
Waste Facilities	To be Confirmed	To be Confirmed	To be Confirmed
Totals:	£337,358,296	£17,889,000	£319,469,296

The projected CIL income over the period 2015 - 2028 is £35,504,669 and the infrastructure funding gap from infrastructure identified in the Core Strategy IDP (where costs have been identified) is £319,469,296. This demonstrates that there remains a funding gap even with the consideration of projected CIL income and therefore, justification for the introduction of CIL in Christchurch and East Dorset.

Infrastructure Types and Projects

This infrastructure funding gap analysis document deals with the infrastructure types set out in the Christchurch and East Dorset Core Strategy Infrastructure Delivery Plan (2013) as follows:

- Transport
- Flood Defences
- Utilities Provision
- Education
- Community Buildings
- Heathland Mitigation
- Green Infrastructure
- Health Facilities
- Waste Facilities

For each infrastructure category, this document sets out selected infrastructure schemes drawn from the Christchurch and East Dorset Core Strategy Infrastructure Delivery Plan (2013). It is not necessary to list all the infrastructure schemes from the IDP in order to demonstrate a 'funding gap'. Secured funding sources and the remaining funding gap is identified for each of the selected infrastructure schemes (by category) and for the total known cost of all infrastructure (by category) identified in the IDP. This demonstrates that there is a gap between infrastructure requirements and available funding which demonstrates the need to introduce CIL in Christchurch and East Dorset.

Transport

The Core Strategy Infrastructure Delivery Plan (2013) identifies transport related projects that are required to support development in the plan area of Christchurch and East Dorset districts. The Councils' draft Regulation 123 list sets out transport schemes to be funded wholly or in part by CIL and those to be funded by S106/S278 and other sources. There are a number of strategic transport projects that are eligible to receive CIL funds which include improvements to the A338, B3073, A35 and A31. In order to demonstrate a requirement for introducing CIL it is sufficient to identify a funding gap for a selection of transport schemes drawn from the IDP which are set out in the table below. The funding cost for each scheme and eligibility for CIL or S106/S278 is also set out in the table. The total cost of transport infrastructure in the IDP (where costs have been identified), secured funding and funding gap is set out in the table below. A number of transport schemes have yet to be costed and therefore these schemes are not reflected in the total cost of transport schemes below.

Funding Sources

In addition to CIL and S106/S278 agreements, the main sources of funding for capital schemes include government sources, such as local major scheme funding through the Department for Transport and Dorset's funding allocation for major transport projects from the Single Growth Fund (awarded to the Dorset Local Enterprise Partnership). Dorset County Council corporate funding is a further source of funding.

Dorset's funding allocation for local major transport projects from within the Single Local Growth Fund is £12.2M. This funding from government is one element of funds being made available to Local Enterprise Partnership (LEP) areas between 2015/16 and 2020/21 through the Local Growth Fund. The Local Transport Authorities of Bournemouth, Dorset and Poole have prioritised this funding and the A338 Spur Road Maintenance scheme (contained in the Christchurch and East Dorset IDP) is identified as the first priority.

Transport Infrastructure	Estimated Cost	Secured Funding	Funding Gap	Eligible for CIL / S106 / S278
A35 Fountains Roundabout, Stony Lane Roundabout, Staple Cross junction and potentially Somerford Roundabout improvements (CBC).	£5,500,000	£0	£5,500,000	CIL
B3073 widening between Blackwater to Chapel Gate junctions (CBC).	£27,000,000	£0	£27,000,000	S106
Quality Bus Corridors Phase 3 extensions to Ferndown, Wimborne and east of Christchurch. (CBC/EDDC).	£6,300,000	£0	£6,300,000	CIL
A31 Trunk Road dualling Ameysford to Merley (EDDC).	£140,000,000	£0	£140,000,000	CIL
Improvements of key Junctions (EDDC).	£8,800,000	£0	£8,800,000	CIL
Parley Cross Junction Improvements & Associated Link Road:	£6,000,000	£0	£6,000,000	
Parley Cross junction improvement				CIL
Parley Cross southern end of western link road at New Road junction				CIL
Parley Cross northern end of western link road and Christchurch Road junction				S106/S278
Parley Cross eastern link road and junctions				S106/S278

Total Cost of IDP Transport Infrastructure (Where costs identified)	Secured Funding Sources / Anticipated Funding Sources	Funding Gap
£256,203,500	£17,490,000	£238,713,500

Flood Defences

The Christchurch and East Dorset Core Strategy IDP (2013) identifies strategic flood management, mitigation and defence schemes in order to protect areas at risk in Christchurch. The Council's Regulation 123 list identifies flood risk mitigation schemes which are eligible for CIL funding and those which are eligible for S106 funding. The strategic flood defence improvements set out in the table below are taken from the IDP and are all eligible for CIL funding. The funding cost for each scheme and eligibility for CIL or S106/S278 is also set out in the table below.

Funding Sources

The strategic schemes set out in the table below are eligible for CIL and other sources of funding will include funding through the Environment Agency and through the Council's own funding. As identified in the table below the funding gap for these strategic flood defences is £16,750,000.

Flood Defence Infrastructure	Estimated Cost	Secured Funding	Funding Gap	Eligible for CIL / S106
Mudeford Sandbank to Chewton Bunny CP Schemes	£4,340,000	£0	£4,340,000	CIL
Mudeford and Stanpit FAS	£920,000	£0	£920,000	CIL
Christchurch Town Centre FAS	£9,890,000	£0	£9,890,000	CIL
Mudeford Quay / Quayhead FAS	£500,000	£0	£500,000	CIL
Christchurch Bay Beach Replenishment Scheme	£1,100,000	£0	£1,100,000	CIL

Total Cost of IDP Flood Defence Infrastructure (Where costs identified)	Secured Funding Sources / Anticipated Funding Sources	Funding Gap
£16,750,000	£0	£16,750,000

Utilities Provision

The Core Strategy IDP identifies the requirement for the delivery of new utilities infrastructure to support new development in Christchurch and East Dorset over the plan period. The provision of utilities including electricity and gas, water supply and sewerage is the responsibility of the utilities providers. The Councils' draft Regulation 123 list does not identify utilities infrastructure as eligible for CIL or S106. The Council has consulted with the relevant utilities providers and future requirements will be delivered by these providers.

Utilities Infrastructure	Estimated Cost	Secured Funding	Funding Gap	Eligible for CIL / S106
Christchurch upgrading to Lyndhurst Rd and Somerford Rd Sewage Pumping Station	N/A	N/A	N/A	Delivered by service provider
Christchurch Stony Lane	N/A	N/A	N/A	Delivered by service provider
Upgrading of Brook Road Sewage treatment plant	N/A	N/A	N/A	Delivered by service provider
Waste depot for Christchurch and East Dorset	N/A	N/A	N/A	Delivered by service provider

Total Cost of IDP Utilities Infrastructure (Where costs identified)	Secured Funding Sources / Anticipated Funding Sources	Funding Gap
N/A	Delivered by service provider	N/A

Education

The Core Strategy Infrastructure Delivery Plan (2013) identifies education requirements to support new development over the plan period. The Councils' draft Regulation 123 list sets out education provision that would be eligible to be funded wholly or in part by CIL and other sources of funding. The 123 list identifies that education provision for which the Local Education Authority has a statutory responsibility including early years, primary and secondary will be eligible for CIL. In order to demonstrate a requirement for introducing CIL it is sufficient to identify a funding gap for a selection of education infrastructure improvements drawn from the IDP which are set out in the table below. The funding cost for each scheme and eligibility for CIL or S106 is also set out in the table. The total cost of education infrastructure, secured funding and funding gap is set out in the table below.

Funding

In addition to funding secured through CIL funding may be available through DCC capital budgets.

Education Infrastructure	Estimated Cost	Secured Funding	Funding Gap	Eligible for CIL / S106
CBC Refurbishment and expansion of Somerford Primary School	£2,100,000	£0	£2,100,000	CIL
CBC – Mudeford Infants and Junior Schools – Combine onto one site and expand.	£5,500,000	£0	£5,500,000	CIL
CBC Secondary school upgrade for three schools combined amount	£11,600,000	£0	£11,600,000	CIL
Relocate and extend the new Wimborne First School to 3FE to cater for development on west side of Wimborne (EDDC).	£5,368,509	£0	£5,368,509	CIL
Secondary Education in East Dorset-Provide new Secondary/Upper Level School, Verwood (EDDC)	£19,048,595	£0	£19,048,595	CIL
Rebuild of Lockyers Middle School (EDDC)	£8,183,492	£0	£8,183,492	CIL

Total Cost of IDP Education Infrastructure (Where costs identified)	Secured Funding Sources / Anticipated Funding Sources	Funding Gap
£61,327,796	£0	£61,327,796

As identified in the table above the total funding gap for education infrastructure is £61,327,796.

Community Buildings

The Core Strategy IDP identifies community buildings to be delivered during the plan period and these are set out in the table below. The IDP sets out that the requirement for additional community buildings will be determined with local communities. As these are yet to be defined the costs are currently unknown. The Councils' Regulation 123 list sets out community

facilities that will be delivered wholly or in part by CIL and those that will be funded through S106 and other funding sources. Community and public buildings, youth centres / children's facilities will be eligible for CIL funding and community infrastructure related to a particular development will be delivered through S106 and other funding sources. The funding cost for each scheme and eligibility for CIL or S106 is also set out in the table. The total known cost of community building infrastructure, secured funding and funding gap is set out in the table below.

Community Building Infrastructure	Estimated Cost	Secured Funding	Funding Gap	Eligible for CIL / S106
Burton Village Hall				CIL
Replacement of the Allendale Centre	£2,100,000	£0	£2,100,000	EDDC / DCC / Dorset Police

As identified in the table above the funding gap from community building infrastructure (where costs of have been identified) is £2,100,000. The future funding gap for community buildings will be significantly in excess of this figure as additional infrastructure requirements are determined with local communities.

Heathland Mitigation

The Core Strategy IDP identifies SANG provision for the Christchurch and East Dorset New Neighbourhoods and heathland mitigation schemes to be delivered through the Dorset Heathlands Supplementary Planning Document. The Councils' draft Regulation 123 list sets out heathland mitigation that will be eligible to be funded wholly or in part by CIL and mitigation that will be funded through S106 agreements. The 123 list sets out that heathland mitigation schemes, including SANGs and strategic cross border mitigation projects will be eligible for CIL. Existing mitigation schemes identified in the Dorset Heathlands Planning Framework 2012 - 2014 will be delivered through S106 agreements. Also S106 agreements will be used to secure the management of site specific SANGs in perpetuity.

The Councils are currently working closely with the South East Dorset Local authorities to update the Dorset Heathlands Planning Framework SPD which will identify a revised schedule of mitigation schemes. Therefore, there will be a number of new heathland mitigation projects to be costed which will increase the total cost for heathland mitigation set out in the table below.

The current cost estimates for SANG delivery and heathland mitigation and funding gap is set out in the table below.

Heathland Mitigation infrastructure	Estimated Cost	Secured Funding	Funding Gap	Eligible for CIL / S106
New Neighbourhood SANGS (Capital delivery cost)	To be Confirmed.	£0	To be Confirmed.	CIL
New Neighbourhood SANGS (Management cost)	To be Confirmed.	£0	To be Confirmed.	S106
Ferndown Ford Lane Recreation Ground	£150,000	£0	£150,000	S106
Dorset Heathlands Planning Framework SPD	To be Confirmed.	To be Confirmed.	To be Confirmed.	CIL

Total Cost of IDP Heathland Mitigation (Where costs identified)	Secured Funding Sources / Anticipated Funding Sources	Funding Gap
To be Confirmed.	To be Confirmed.	To be Confirmed.

Green Infrastructure

In order to demonstrate a funding gap and a requirement to introduce CIL a selection of green infrastructure projects have been drawn from the IDP and set out in the table below.

Green Infrastructure	Estimated Cost	Secured Funding	Funding Gap	Eligible for CIL / S106
Urban Street Trees – tree planting scheme in streets	£200,000	£0	£200,000	CIL
Allotments, Allotment Strategy, Local Food, Community Gardens and Allotments project, Walkford Allotments improvements	£70,000	£0	£70,000	CIL
Castleman Trailway-improvements in Purbeck, Poole and East Dorset	£250,000	£110,000	£140,000	CIL
Avon Heath Country Park	£250,000	£125,000	£125,000	CIL

Total Cost of IDP GI Infrastructure (Where costs identified)	Secured Funding Sources / Anticipated Funding Sources	Funding Gap
£977,000	£399,000	£578,000

Health Facilities

The Core Strategy IDP identifies the requirement for the expansion of the Victoria Hospital in East Dorset. The Councils' draft Regulation 123 list confirms that delivery of health facilities is the responsibility of the health authority and will not be eligible for CIL.

Health Infrastructure	Estimated Cost	Secured Funding	Funding Gap	Eligible for CIL / S106
Expansion of Victoria Hospital (EDDC)	N/A	N/A	N/A	Delivered by health authority

Total Cost of IDP Health infrastructure (Where costs identified)	Secured Funding Sources / Anticipated Funding Sources	Funding Gap
N/A	NHS / Friends of Victoria Hospital	N/A

Waste Facilities

The Core Strategy identifies the requirement for a new depot to serve Christchurch and East Dorset which would be delivered by the Dorset Waste Partnership. The Councils' draft Regulation 123 list states that the provision of waste infrastructure will not be eligible for CIL. Infrastructure costs for the provision of a new waste depot to serve Christchurch and East Dorset have yet to be determined.

Waste Infrastructure	Estimated Cost	Secured Funding	Funding Gap	Eligible for CIL / S106
New depot to serve Christchurch and East Dorset	N/A	N/A	N/A	Delivered by Dorset Waste Partnership

Total Cost of IDP Waste Infrastructure (Where costs identified)	Secured Funding Sources / Anticipated Funding Sources	Funding Gap
N/A	N/A	N/A

Appendix E Amounts Raised through S106 Agreements

The Department for Communities and Local Government CIL Guidance (2014) sets out requirements for the preparation of evidence to support a levy charge. As part of the preparation of background evidence, charging authorities are required to provide information about the amount of funding collected in recent years through S106 agreements. This also needs to include detail of the extent to which affordable housing and other targets have been met.

Amounts Raised through S106/S278 Agreements

The table below sets out the level of S106 contributions collected by Christchurch Borough Council and East Dorset District Council for the period September 2005 - November 2013.

S106/S278 Category	Christchurch Borough Council	East Dorset District Council
	Amount received including administration fee	Amount received including administration fee
Dorset Heathlands	£433,848.61	£706,582.63
South East Dorset Transport Contributions	£238,167.77	£422,593.45
Affordable Housing	£42,451.00	-
Open Space	£68,013.00	-
Local Community	£12,681.00	-
Highways	£20,000.00	-
Parking	£20,000.00	-

Affordable Housing Targets

The table below sets out affordable housing delivery against the targets set out in the adopted Local Plans for Christchurch and East Dorset Councils (2001, 2002).

Authority	Affordable Housing Target	Affordable Housing Completions (2001 - 2011)
Christchurch Borough Council	Christchurch Local Plan 2001 - 2011 affordable housing target 26 dwellings per annum.	260 units @ 26 per annum.
East Dorset District Council	East Dorset Local Plan 1994 - 2011 affordable housing target 640 or 37.6 dwellings per annum.	508 units @ 30 per annum.

The adopted Christchurch Local Plan (2001 - 2011) set an affordable housing target of 26 units per annum. The Christchurch Annual Monitoring Report records average affordable housing completions of 31 per annum for the period 1996 - 2011 and 26 units per annum for the Local Plan period to 2011. In this respect the Local Plan affordable housing target has been met.

The adopted East Dorset Local Plan (2002) has a 17 year plan period from 1994 - 2011. The affordable housing target for the plan period was 640 which equates to 37.6 dwellings per annum. Over this plan period 508 affordable units have been delivered which equates to 30 units per annum. Therefore, there has been a shortfall of 132 affordable dwellings from the overall target of 640.