



Community Infrastructure Levy

Consolidated Version of the Draft Charging Schedules for Christchurch and East Dorset



Prepared by Christchurch Borough Council and
East Dorset District Council

April 2015

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1 Introduction

1.1 This 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 The Councils have carried out 5 consultations in respect of this document; 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'. This analysis led to the production of the Councils' Draft Charging Schedule, and a further round of consultation, which took place in May and June 2014, was undertaken in respect of this document. The Councils responded to the representations received in respect of this consultation and published their Statement of Modifications to the Draft Charging Schedules for further consultation in December 2014. This document was submitted, along with the Draft Charging Schedules, for Examination by the Councils on 5th December 2014. All the representations received in respect of the Statement of Modifications were submitted to the Examiner for consideration. During the Examination period there was a change in national planning guidance in respect of the affordable housing provision of sites of 10 dwellings or less. This led the Councils to produce a Statement of Further Modifications to the Draft Charging Schedules for Christchurch and East Dorset, which was consulted on in January 2015. Again the representations received were submitted to the Examiner for consideration. During the Examination, on the 17th March 2015, the Councils proposed a further modification to the Schedules and the Examiner asked that this be the subject of a further consultation. The Councils therefore published a Statement of Modifications arising from the Examination for consultation on 23rd March, and the representations received were passed to the Examiner for consideration.

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 Liabilities 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 To sit alongside the Draft Charging Schedules, the Councils also produced the following documents :

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	December 2014
4. Examination in Public	March 2015
5. Adoption of CIL	July 2015

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 Christchurch Borough Council and East Dorset District Council are 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 is also 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 document provides a summary of the evidence that has been considered in determining the 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 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 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 has been adopted and will be implemented alongside CIL, providing 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 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 the timescales and phased instalments as set out in the Councils' 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 and or infrastructure acquired by virtue of land and or infrastructure payment.

Proportion of CIL passed to Parish Councils

3.2 The Government published amended 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 Charging Schedule and prior to the introduction of CIL Christchurch and East Dorset Councils engaged with 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 The evidence that supports the Councils' Charging Schedules is available on the Councils' website <http://www.dorsetforyou.com/407160>.

Christchurch and East Dorset Core Strategy

3.9 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

3.10 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.

3.11 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.

3.12 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

3.13 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.

3.14 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.

3.15 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 updated the viability report which was published alongside the Draft Charging Schedule. The updated report incorporated 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 were as follows:

- Appendix 5 of the report included an assessment of the impact on CIL charging assuming affordable housing provision at 35%.
- On the residential appraisals, improvements were made to the way that interest is calculated, and then to the way that the available developer surplus is applied to chargeable floorspace. This resulted in some decrease in the theoretically available surplus.
- Statements on profit assumptions on residential were 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 was also 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.

4.12 Following consultation on the Draft Charging Schedule PBA further updated the viability report. The viability report addendum incorporates assessment of updated housing values and costs and should be read in conjunction with the East Dorset District Council and Christchurch Borough Council Community Infrastructure Levy Viability Testing Report (June 2013). The updated viability work incorporates assessments of Core Strategy affordable housing policy requirements at 40%. Additional viability work was also undertaken for the Core Strategy strategic sites where SANG and 50% affordable housing was provided to assess their capacity for a CIL charge. PBA also further assessed the viability of Extra Care Housing, Sheltered Housing and Housing for Vulnerable People.

4.13 In response to the Ministerial Statement on 28th November 2014 on revised affordable housing thresholds where affordable housing contribution should not be required on schemes for 10 or less residential units, PBA further updated the viability report. This further addendum to the viability report incorporated re-running development viability appraisals on the assumption that no affordable housing is required from these sites.

Viability Conclusions

4.14 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 Charging Schedules below. The PBA viability work concluded that with an assumed rate of 40% affordable housing many development scenarios retain a significant 'buffer'. The analysis shows that, in theory, a CIL charge of £70 per sq m is payable by all developments of more than 10 dwellings. Viability work undertaken by PBA for the Core Strategy strategic sites concludes that with a CIL rate of £0 per sqm and affordable housing rate of up to 50% (up to 35% Christchurch Urban Extension) can be delivered. Further PBA viability work also concluded that a CIL charge of £150 per sqm is payable for all sites of 10 or less units (or

less than 1000sqm).The PBA viability work also concluded that Extra Care Housing and Housing for Vulnerable People should be added to the Charging Schedules at a rate of £40 per sqm. It is considered that the affordable housing target set out in Policy KS3 of the Christchurch and East Dorset Local Plan Part 1 - Core Strategy is deliverable during the plan period.

4.15 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 CIL Rate	
Development Type	Charge per sq m
Residential (more than 10 units)	£70
Residential (10 units or less or less than 1000sqm floorspace)	£150
Residential on the following New Neighbourhood sites (allocated in the Core Strategy) which provide their own Suitable Natural Alternative Green Space (SANG) as mitigation for European sites: <ul style="list-style-type: none"> • Roeshot Hill/Christchurch Urban Extension (CN1) - 950 dwellings • Land South of Burton Village (CN2) - 45 Dwellings 	£0
Residential on sites of 40 or more dwellings where on-site SANG is required by the Local Planning Authority	£0
Extra Care Housing and housing for Vulnerable People (developments that comprise self-contained homes with design features and support services available to enable self-care and independent living)	£40
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 CIL Rate	
Development Type	Charge per sq m
Residential (more than 10 units)	£70
Residential (10 units or less or less than 1000sqm)	£150
Residential on the following New Neighbourhood sites (allocated in the Core Strategy) which provide their own Suitable Alternative Natural Green Space (SANG) as mitigation for European sites <ul style="list-style-type: none"> • Cuthbury Allotments and St Margaret's Hill (WMC5) - 220 dwellings • Cranborne Road, North Wimborne (WMC6) - 600 dwellings • South of Leigh Road (WMC8) - 350 dwellings • Lockyers School and land North of Corfe Mullen (CM1) - 250 dwellings • Holmwood House New Neighbourhood (FWP3) - 150 dwellings (resolution to grant planning permission) • East of New Road, West Parley (FWP6) - 320 dwellings • West of New Road, West Parley (FWP7) - 150 dwellings • North Western Verwood New Neighbourhood (VTSW4) - 230 dwellings • North Eastern Verwood New Neighbourhood (VTSW5) - 65 (resolution to grant planning permission) • Stone Lane, Wimborne (WMC6) - 90 dwellings 	£0
Residential on sites of 40 or more dwellings where on-site SANG is required by the Local Planning Authority	£0
Extra Care Housing and Housing for Vulnerable People (developments that comprise self-contained homes with design features and support services available to enable self-care and independent living)	£40
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.

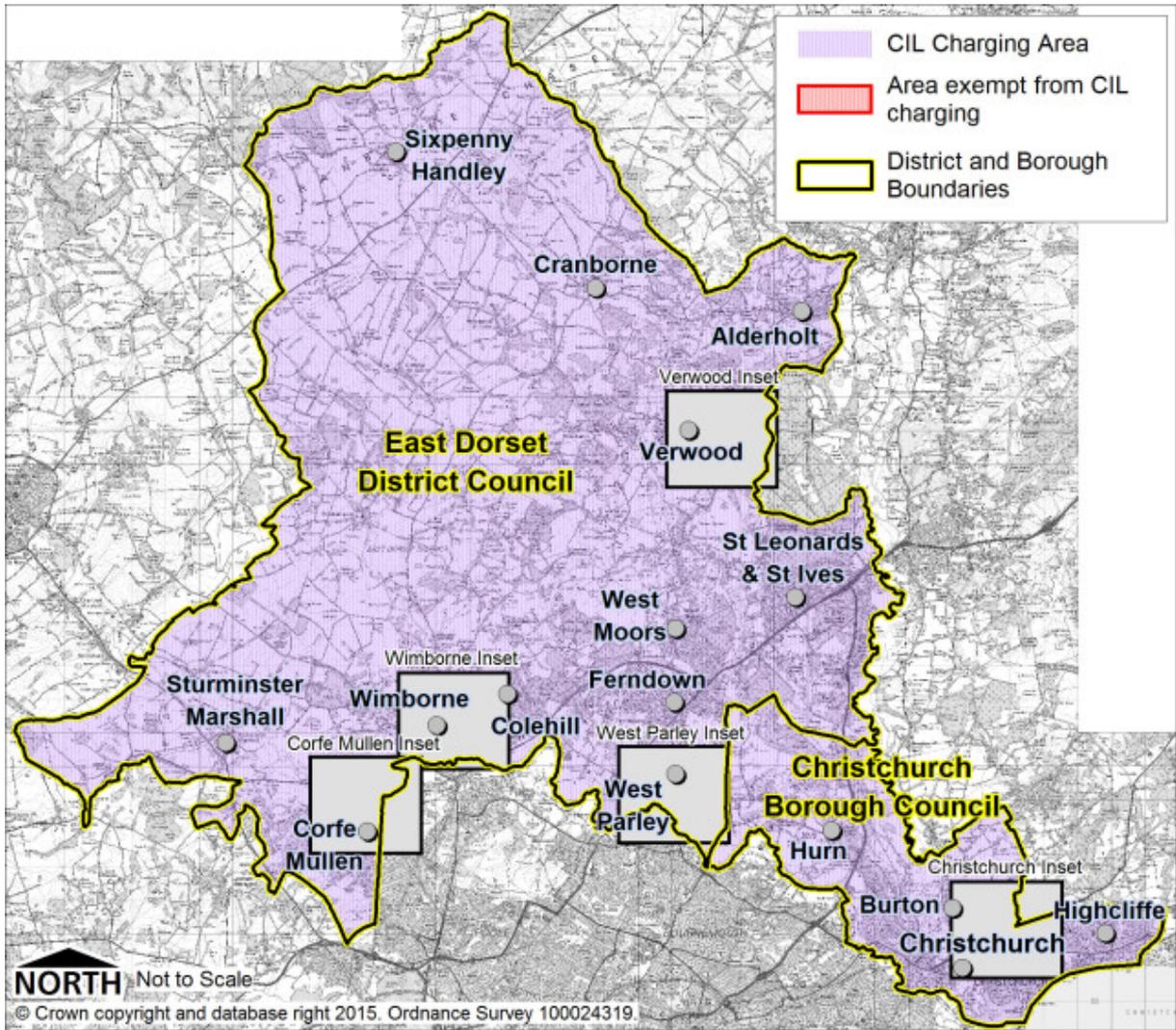
5.6 The convenience and comparison goods definitions set out above reflect the main use which is units or shops selling *mainly* these types of items. The term 'wholly or mainly' has a widely understood legal meaning (effectively more than 50%).

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.

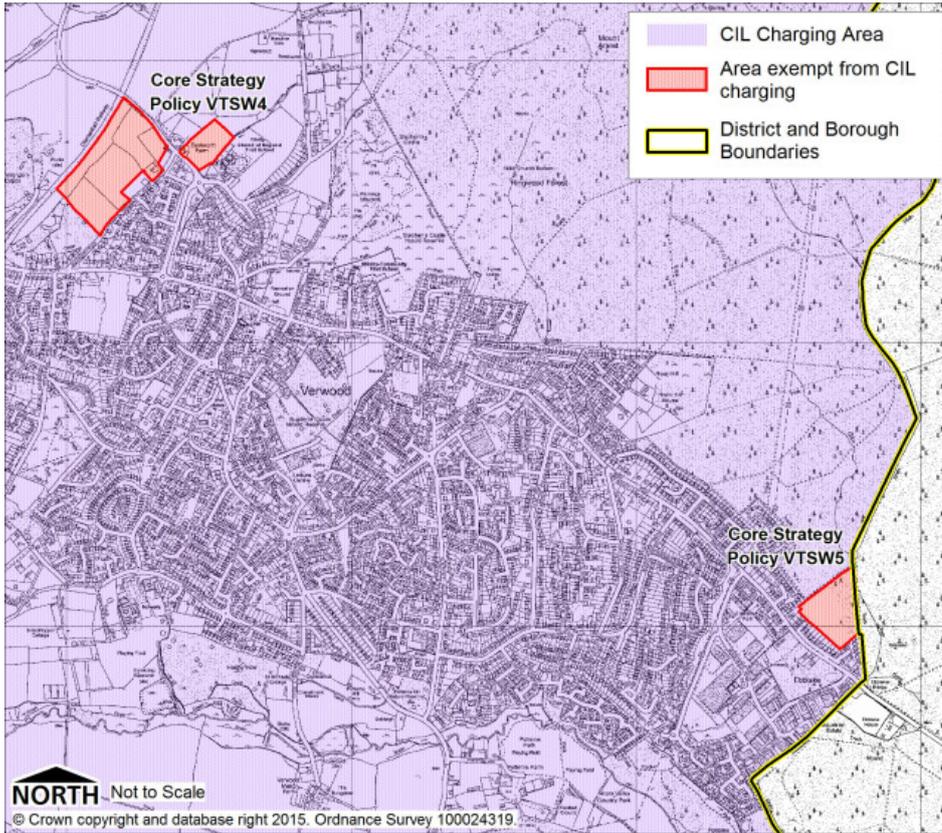
Clarification on SANG Requirements from the Christchurch and East Dorset Core Strategy

5.8 The Core Strategy sets out that for large sites of approximately 50 dwellings or above it is expected that SANGs will form part of the infrastructure provision, particularly where new neighbourhoods or greenfield sites are proposed. The Core Strategy will continue to set the policy framework for where SANGs are required, informed by discussions between the Local Planning Authority and Natural England. For sites of approximately 50 dwellings and above where on site SANG is required it is appropriate that SANGs are secured by way of S106 so that they are delivered prior to the occupation of the dwellings. To avoid any potential double counting for SANGs through S106 and CIL the charging schedules set a zero CIL rate for these types of site. In order to create certainty for the purpose of the charging schedules the councils have set a threshold of 40 dwellings or more which was established in consultation with Natural England. This threshold has been set as it is not considered that individual developments of below 40 dwellings will be required to provide their own SANG in accordance with the Core Strategy.

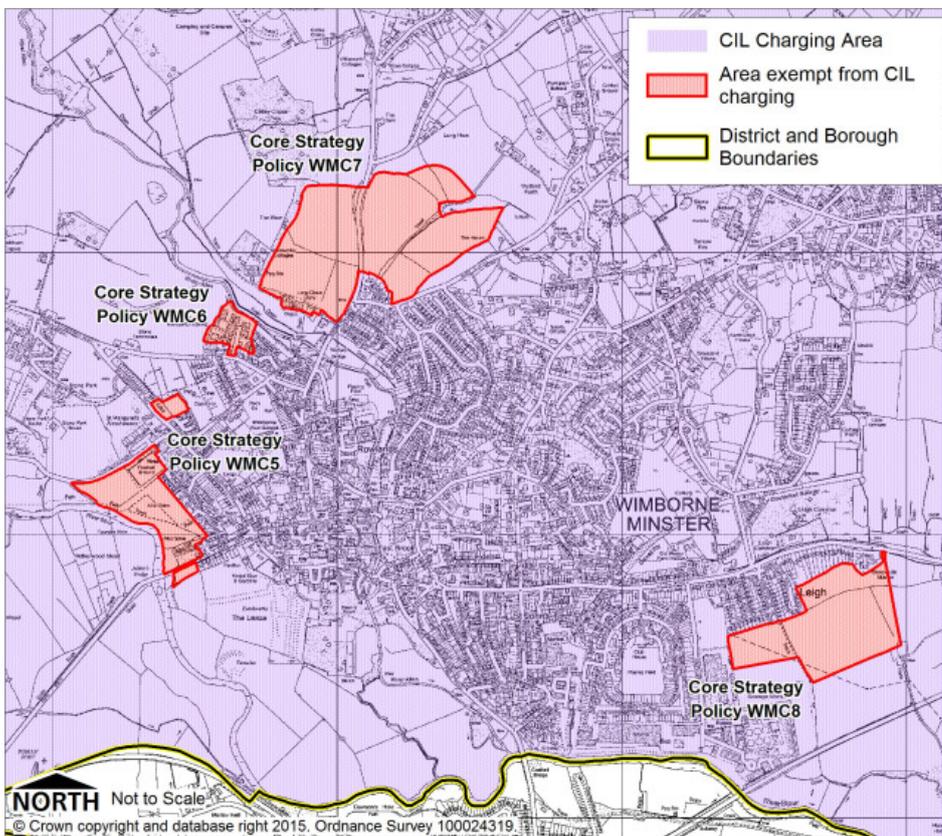
The Christchurch and East Dorset CIL Charging Area



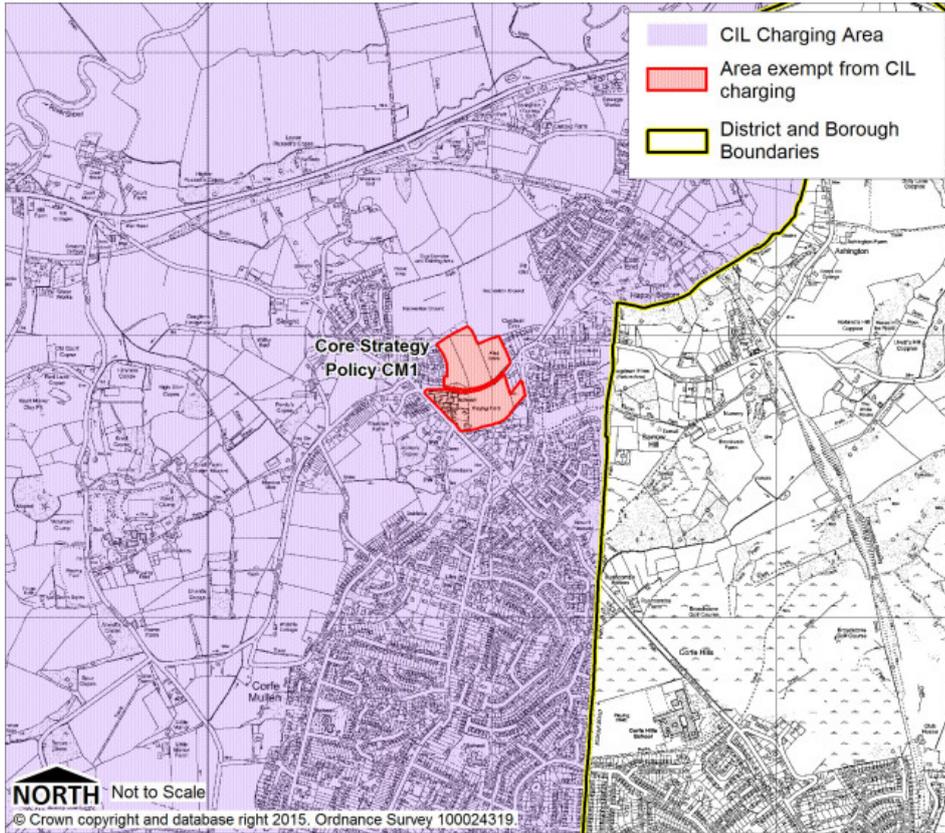
Map 5.1 CIL Charging Area Overview Map



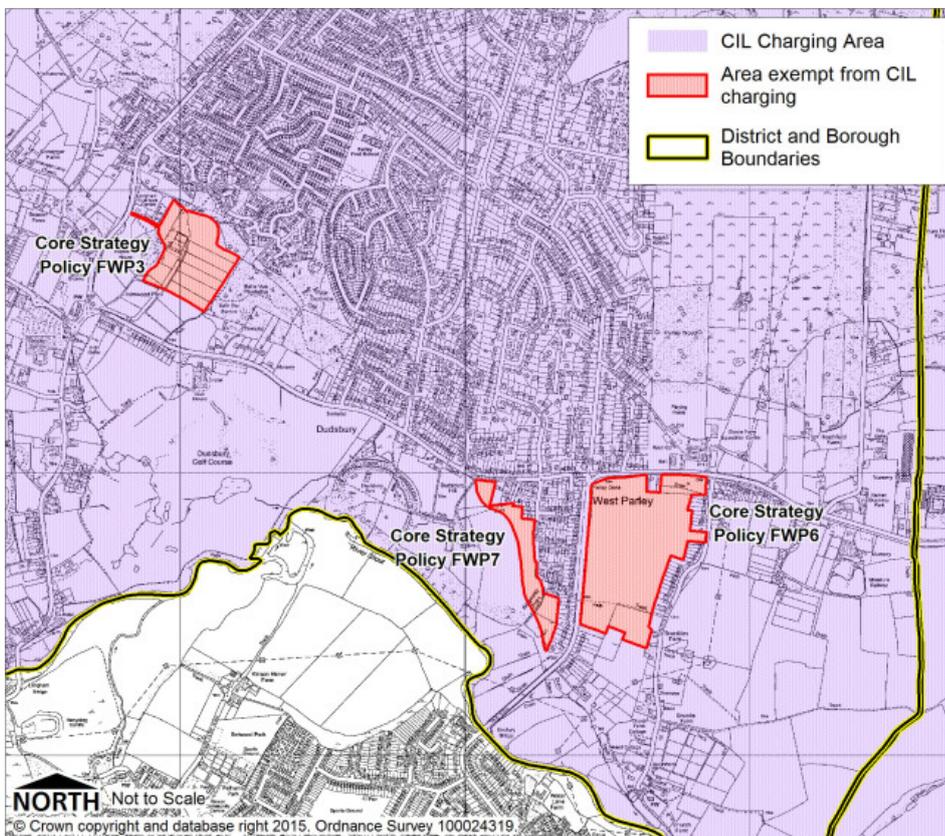
Map 5.2 CIL Charging Area - Verwood Inset



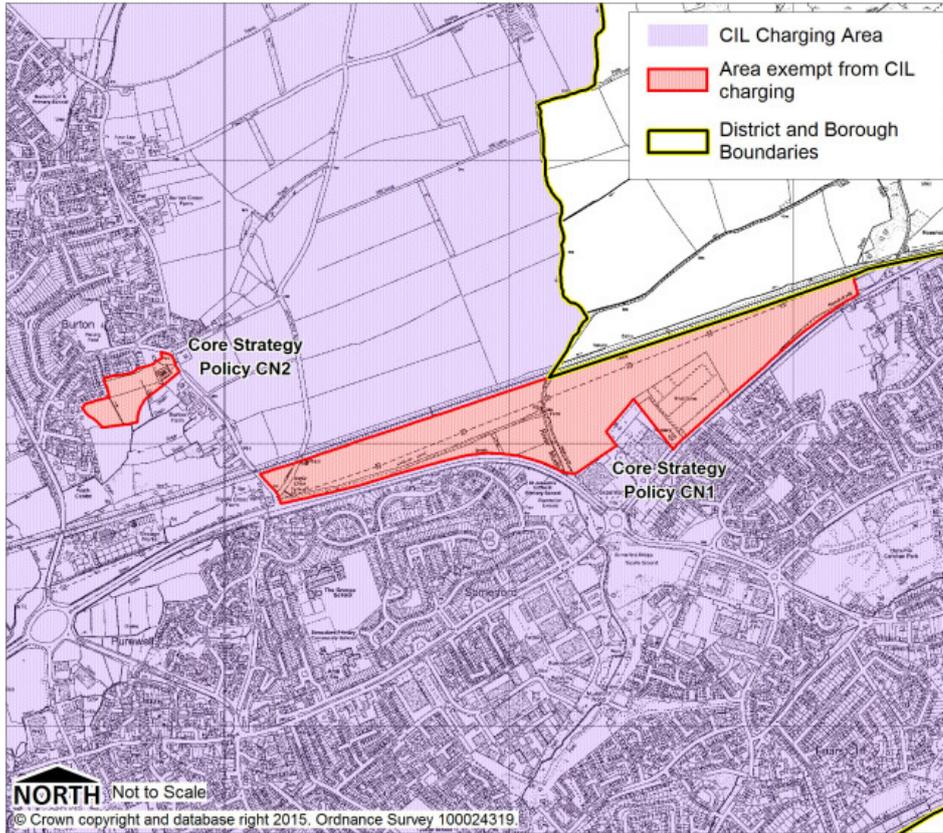
Map 5.3 CIL Charging Area - Wimborne Inset



Map 5.4 CIL Charging Area - Corfe Mullen Inset



Map 5.5 CIL Charging Area - West Parley Inset



Map 5.6 CIL Charging Area - Christchurch Inset

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.

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>The management and maintenance of SANGs delivered through CIL</p>	<p>SANGs provision required to mitigate the impact of the following strategic sites:</p> <ul style="list-style-type: none"> • Roeshot Hill/Christchurch Urban Extension (CN1) - 950 dwellings • Land South of Burton Village (CN2) - 45 dwellings • Cuthbury Allotments and St Margaret's Hill (WMC5) - 220 dwellings • Cranborne Road, North Wimborne (WMC7) - 600 dwellings • South of Leigh Road (WMC8) - 350 dwellings • Lockyers School and Land North of Corfe Mullen (CM1) - 250 dwellings • Holmwood House New Neighbourhood (FWP3) 150 dwellings • East of New Road, West Parley (FWP6) - 320 dwellings • West of New Road, West Parley (FWP7) - 150 dwellings • North Eastern Verwood New Neighbourhood (VTSW5) - 65 dwellings • North Western Verwood New Neighbourhood (VTSW4) - 230 dwellings • Stone Lane, Wimborne (WMC6) - 90 dwellings <p>Existing schemes identified in the Heathlands Interim Planning Framework.</p> <p>The management and maintenance of SANGs provided by development through S106.</p> <p>Strategic Access Management and Maintenance which includes site wardening, education and measures to control harmful activities on the heathland.</p>
Open Space / Green Infrastructure / Recreation Provision	Strategic Open Space / Green Infrastructure provision required in relation to the needs of the wider area.	Onsite open space / sport and recreation facilities provision required in relation to the needs of a development alone.

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>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>Green infrastructure initiatives relating to a specific development.</p> <p>Site specific children’s equipped and unequipped play space.</p> <p>Replacement allotment provision in relation to the development of the following sites:</p> <ul style="list-style-type: none"> • Roeshot Hill/Christchurch Urban Extension (CN1) - 950 dwellings • Cuthbury Allotments and St Margarets Hill (WMC5) - 220 dwellings • Lockyers School and Land North of Corfe Mullen (CM1) - 250 dwellings <p>Onsite allotment provision for the new neighbourhoods allocated in the Core Strategy.</p>
<p>Transport</p>	<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>Improvements to the A338:</p> <p>Provision of new bridge</p>
	<p>B3073 Improvements:</p> <p>Hurn Bridge/Roundabout Improvements (Phase 3)</p> <p>Blackwater junction traffic signals</p> <p>B3073 bus service enhancements</p> <p>Parley Cross junction improvement</p> <p>Parley Cross Southern end of western link road and New Road junction</p>	<p>B3073 Improvements:</p> <p>Blackwater junction additional deck</p> <p>B3073 widening between Blackwater to Chapel Gate junctions</p> <p>Chapel Gate Roundabout improvement</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>

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>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 (excluding development specific provision)</p> <p>Walking & Cycling improvements (excluding development specific provision)</p>	<p>Wimborne junction improvements</p> <p>A348 Junction Improvements</p> <p>A35 Junction Improvements</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> <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>

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
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.	Schools to be provided by the following strategic sites: <ul style="list-style-type: none"> • Cranborne Road, North Wimborne (WMC7) - 600 dwellings • South of Leigh Road (WMC8) - 350 dwellings
Community Facilities	Community & Public Buildings• Youth centres / children's facilities	Community infrastructure related to a particular development. Community infrastructure provided within a commercial or residential building Support for the administration and setting up of local community groups to serve a new community. Community development support.
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.	
Cemeteries	Provision of new cemetery space	
Maintenance	Management and Maintenance of infrastructure paid for by CIL	Management and Maintenance of site specific infrastructure including SANGs. Open space, play facilities, green infrastructure etc.
Archaeology		On site archaeological investigations.

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
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

It is important to consider developer cashflow. It is therefore suggested that CIL payments could be allowed to delay payments for up to 720 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.

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
Up to £75,000	Two instalments	1st instalment - 25% payable by 60 days from commencement 2nd instalment - 75% payable by 360 days from commencement
Greater than £75,000	Four instalments	1st instalment - 20% payable by 60 days from commencement 2nd instalment - 20% payable by 360 days from commencement 3rd instalment - 30% payable by 540 days from commencement 4th instalment - 30% payable by 720 days from commencement

Notes:

1. Where an outline planning permission permits development to be implemented in phases, each phase of the development is a separate chargeable development and will be collected in accordance with the Instalment Policy.

2. Nothing in this Instalment Policy prevents the person with assumed liability to pay CIL, to pay the outstanding CIL (in whole or in part) in advance of the instalment period set out in this policy.

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 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 was 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.

	Core Strategy Target	Less affordable housing @ 35%	Strategic Sites (35% affordable housing)	CS Target - Strategic Sites	Less schemes under £100sqm net increase (nominal 5%)	45% of schemes under £100sqm (£70 rate)	55% of schemes under £100sqm (£150 rate)	Sqm per House	Total Sqm (45%)	CIL @ £70 per sqm (45%)	5% Admin Fees (45%)	CIL less Admin fees (45%)	Total Sqm (55%)	CIL @ £150 per sqm (55%)	5% Admin Fees (55%)	CIL less Admin fees (55%)	Total CIL less Admin Fees (45% and 55% added together)	Dwellings subject to 15% meaningful allowance	15% meaningful allowance for Parish and Town Councils (capped at £100 a dwelling)	Final Funds Available
15/16	761	495	237	258	245	110	135	78.5	8,635	£604,450	£30,223	£574,228	10,598	£1,589,700	£79,485	£1,510,215	£2,084,443	245	£24,583	£2,059,860
16/17	903	587	345	242	230	104	127	78.5	8,164	£571,480	£28,574	£542,906	9,970	£1,495,500	£74,775	£1,420,725	£1,963,631	230	£37,580	£1,926,051
17/18	860	559	325	234	222	100	122	78.5	7,850	£548,500	£27,475	£522,025	9,577	£1,436,550	£71,828	£1,364,723	£1,866,748	222	£43,946	£1,842,802
18/19	581	378	133	245	233	105	128	78.5	8,243	£577,010	£28,851	£548,160	10,048	£1,507,200	£75,360	£1,431,840	£1,980,000	233	£40,976	£1,939,024
19/20	581	378	133	245	233	105	128	78.5	8,243	£577,010	£28,851	£548,160	10,048	£1,507,200	£75,360	£1,431,840	£1,980,000	233	£19,734	£1,960,266
20/21	571	371	166	205	195	88	107	78.5	6,908	£483,560	£24,178	£459,382	8,400	£1,260,000	£63,000	£1,197,000	£1,656,382	195	£19,734	£1,636,648
21/22	571	371	166	205	195	88	107	78.5	6,908	£483,560	£24,178	£459,382	8,400	£1,260,000	£63,000	£1,197,000	£1,656,382	195	£19,734	£1,636,648
22/23	521	339	133	206	196	88	108	78.5	6,908	£483,560	£24,178	£459,382	8,478	£1,271,700	£63,585	£1,208,115	£1,667,497	196	£19,734	£1,647,763
23/24	521	339	133	206	196	88	108	78.5	6,908	£483,560	£24,178	£459,382	8,478	£1,271,700	£63,585	£1,208,115	£1,667,497	196	£19,734	£1,647,763
24/25	471	306	133	173	164	74	90	78.5	5,809	£406,630	£20,332	£386,298	7,065	£1,059,750	£52,988	£1,006,763	£1,393,061	164	£19,734	£1,373,327
25/26	431	280	101	179	170	77	94	78.5	6,045	£423,150	£21,158	£401,993	7,379	£1,106,850	£55,343	£1,051,508	£1,453,500	170	£19,734	£1,433,766
26/27	431	280	68	212	201	90	111	78.5	7,065	£494,550	£24,728	£469,823	8,714	£1,307,100	£65,355	£1,241,745	£1,711,568	201	£19,234	£1,692,334
27/28	431	280	68	212	201	90	111	78.5	7,065	£494,550	£24,728	£469,823	8,714	£1,307,100	£65,355	£1,241,745	£1,711,568	201	£17,234	£1,694,334
Totals	7,634	4,963	2,141	2,822	2,681	1,207	1,476	78.5	94,751	£6,632,570	£331,629	£6,300,942	115,869	£17,380,350	£869,018	£16,511,333	£22,812,274	2,681	£321,691	£22,490,583

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 £22,490,583 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	£5,500,000	£0	£5,500,000	CIL

Transport Infrastructure	Estimated Cost	Secured Funding	Funding Gap	Eligible for CIL / S106 / S278
Somerford Roundabout improvements (CBC).				
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 Aneysford 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	S106
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
First School provided as part of Policy WMC7	To be confirmed	£0	To be confirmed	S106
First School provided as part of Policy WMC8	To be confirmed	£0	To be confirmed	S106

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	To be confirmed	To be confirmed	To be confirmed	S106
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' 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. SANGs provided by the Core Strategy New Neighbourhoods and larger sites of more than 40 units will be delivered through S106. Existing mitigation schemes identified in the Dorset Heathlands Planning Framework 2015 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 and sites of more than 40 units where a on- site SANG is required (Capital delivery cost)	To be Confirmed.	£0	To be Confirmed.	S106
New Neighbourhood SANGS and sites of more than 40 units where a on- site SANG is required (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 (2015)	To be Confirmed.	To be Confirmed.	To be Confirmed.	S106

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

Green Infrastructure	Estimated Cost	Secured Funding	Funding Gap	Eligible for CIL / S106
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.