

Community Infrastructure Levy Preliminary Draft Charging Schedule

27th September 2013

i) Consultation on the Community Infrastructure Levy (CIL)

The three South Worcestershire Councils (SWCs) have drafted a joint development plan, the South Worcestershire Development Plan (SWDP), and viability and infrastructure evidence underpinning the SWDP has been produced on a joint basis. Notwithstanding this, each of the three local authorities are CIL charging authorities in their own right and so are required to prepare separate CIL charging schedules.

The SWCs will undertake two stages of consultation on their proposed Charging Schedules.

This document forms the **first stage** of consultation. Outlining the process for developing the Levy in South Worcestershire, it contains the Preliminary Draft Charging Schedules (PDCSs) of the three SWCs. At this preliminary stage, all three schedules have been presented together in one document.

The **second stage** of consultation on Draft Charging Schedules (DCSs) will take place once the comments made at this stage have been considered by the Councils and the Charging Schedules amended, as appropriate. At the second stage, each council will present an individual charging schedule, as required by the regulations, albeit on a synchronised basis.

After the second stage of consultation, the Councils can make further amendments to the Charging Schedules if necessary (this would require further public consultation) before appointing an inspector to undertake a Joint Public Examination into the Charging Schedules. Further details on the proposed timeline can be found later in this document.

ii) Your Views

The purpose of this consultation is to set out the South Worcestershire Councils' PDCSs. It should be read in conjunction with the South Worcestershire Development Plan, South Worcestershire Infrastructure Delivery Plan and "Justifying the Levy" background document.

This document is designed to encourage representations by interested parties in order to ensure that the levy has been set at a reasonable rate and in conformity with the regulations and statutory guidance. Representations should be based on answering the questionnaire attached to the document.

The PDCSs will be consulted on for a period of six weeks from Friday 27 September 2013, ending at 17:00 on Friday 08 November 2013. Any representations made after this date may not be taken into account.

Representations can be made by emailing:

contact@swdevelopmentplan.org

Or by writing to:

South Worcestershire Development Plan, Orchard House, Farrier Street, Worcester, WR1
3BB

Copies of the Preliminary Draft Charging Schedules and all supporting documents are available:

- Online at www.swdevelopmentplan.org
- At libraries and Civic Offices (including Malvern Hills, Worcester City, Wychavon, and Worcestershire County Council.)

1 Introduction

1.1 This document is a consultation paper on the Community Infrastructure Levy ("the Levy" or CIL) in South Worcestershire. This is the first step in implementing the Levy in South Worcestershire. The PDCSs and the proposed rates are published for consultation under Regulation 15 of the Community Infrastructure Levy Regulations 2010 (as amended).

1.2 The document sets out the following information:

- What the Levy is
- Benefits of the Levy
- Relationship with Planning Obligations
- Setting the Levy
- The South Worcestershire Approach
- Paying the Levy
- Exemptions and Relief
- The Preliminary Draft Charging Schedule
- Next Steps

2 What the Levy is

2.1 The Levy is a new planning charge that came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 (now amended).

2.2 The Levy allows local authorities (known as "charging authorities") to raise funds from developers undertaking new developments in their area. The money can be used to fund a wide range of additional infrastructure that is needed to support development (for example: roads and other transport facilities, flood defences, schools, medical facilities, sports and recreation facilities, open space and green infrastructure).

2.3 The Levy is the Government's preferred mechanism for securing developer contributions towards local and strategic infrastructure improvements identified in the South Worcestershire Infrastructure Delivery Plan (SWIDP), which underpins the development strategy set out in the South Worcestershire Development Plan (SWDP).

2.4 The Levy is the main mechanism through which pooled contributions towards infrastructure can be collected by the SWCs. As such, the Levy will have a positive economic effect on development across South Worcestershire by providing a valuable mechanism through which to fund infrastructure to support new development coming

forward, as identified in the Development Plan. Contributions from CIL can be pooled with and used to lever investment from other funding sources (for example, the devolved major scheme fund for transport projects) to maximise its efficiency.

2.4 The Levy creates a fairer system for development to contribute to the cost of necessary supporting infrastructure, with all but the smallest building projects potentially able to make a contribution towards additional infrastructure that is needed as a result of their development, and allows for mitigation of the cumulative impacts from development.

2.5 The South Worcestershire Authorities are proposing to adopt the Levy shortly after the adoption of the SWDP, which is currently under examination.

Should the South Worcestershire Authorities introduce a CIL Charging Schedule?

3 The benefits of the Levy

- The Levy will help to fund the infrastructure needed to deliver growth set out in the Councils' Development Plan (the South Worcestershire Development Plan).
- The Levy will result in more developments contributing to infrastructure funds than the established s.106 means of securing contributions because it requires contributions from a broader range of developments (including small-scale schemes which currently do not pay much, if anything, by way of s.106).
- The Levy is certain (non-negotiable) and transparent, so developers can factor it into schemes from an early stage.
- The Levy offers greater flexibility on how and when funds are spent than s.106. It is also a reasonably predictable funding stream that allows the councils (and infrastructure providers) to plan more effectively and deliver infrastructure that is required for the community.
- The ability to pool s.106 contributions may be scaled back in April 2014 (this may be later should the Government confirm its intention to amend this date), which will make collecting s.106 for certain types of infrastructure (for example school places) more difficult.
- The Levy should not slow the planning application approval process down as much as s.106 negotiations.
- 25% or 15% of Levy receipts will be passed to Parish Councils, which will have control over how it is spent.

4 Relationship with Planning Obligations

4.1 Once the Levy is introduced, agreements under s.106 of the Town and Country Planning Act 1990 will be scaled back to fund only those matters directly related to site-specific impacts. To encourage councils to adopt CIL, use of s.106 will be restricted from 2014 (or later) such that no more than five s.106 obligations can be pooled towards one project or type of infrastructure¹.

4.2 Site-specific contributions should only be sought where this can be justified with reference to the underpinning evidence on infrastructure planning made publicly available at examination. Contributions must satisfy three tests; they must be:

1. Necessary to make the development acceptable in planning terms
2. Directly related to the development
3. Fairly and reasonably related in scale and kind to the development

4.3 The CIL Regulations also prevent developers from being asked to fund infrastructure through both the Levy and planning obligations. This is achieved through the CIL Regulation 123 requirement for charging authorities to set out a list of those projects or types of infrastructure they intend to fund through the Levy. SWCs' Regulation 123 list will therefore set out a list of infrastructure projects or types of infrastructure that SWCs intend to be, or which may be, wholly or partly funded by CIL.

4.4 Where a generic category (such as “education” or “transport”) is included on the Regulation 123 list, s.106 should not be used to fund projects in that category. This is to ensure there is no duplication between the two types of developer contributions.

4.5 To produce the Regulation 123 list, SWCs must identify first the infrastructure requirements of the area, and must understand how they relate to the pattern of development across the area, based on the SWIDP. SWCs are currently working with infrastructure providers and site promoters (where appropriate) to identify, for each site (or combination of sites), whether particular infrastructure (either specific or generic) should be funded by s.106 or by CIL.

¹ The Government has recently consulted on changing this date to April 2015

4.6 This work is on-going and the current position on the relationship between the two collection methods is set out in *Appendix A*. This relationship is a working assumption and subject to change later in the process.

Do you have any views on the draft Regulation 123 list and the split between s.106 and CIL?

5 Setting the Levy

5.1 The Levy rates will be set in consultation with local communities and developers and will provide much more certainty from the outset on how much money will be expected from new development.

5.2 The Levy is expected to have a positive economic effect on development across South Worcestershire. The rate should be set at a level that balances the requirement for infrastructure to support development against the potential economic impact of imposing the Levy across South Worcestershire. The need for this balance is set out in regulation 14(1) of the CIL Regulations, which states that the charging authority must "*strike what appears to the charging authority to be an appropriate balance*" between the desirability of funding infrastructure from the Levy and "*the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area*". Additionally, CIL Guidance states that councils should "*show and explain how their proposed Levy rate (or rates) will contribute towards the implementation of their relevant Plan and support the development of their area.*"

5.3 The sections below give a brief overview of the process SWCs have followed so far in setting the Levy rates in the Preliminary Draft Charging Schedule (see *Section 9*). A full explanation of how the SWCs have met the requirements of the Regulations and Guidance is set out in a "Justifying the Levy" Background Document.

Economic Viability

5.4 Charging authorities need to prepare evidence about the Levy's effect on economic viability to demonstrate to an independent examiner that their proposed rates strike an appropriate balance. The Levy charge must only be set on the basis of viability and should not be used as a policy tool.

5.5 Charging Schedules may include differential rates but only where they can be justified on the basis of either economic viability of different parts of the area or by economic viability of different types of development. A zero rate can also be charged if viability testing shows that it would be unviable for a particular use or area to pay the Levy.

5.6 In 2012, Worcestershire County Council in liaison with the six District Councils, commissioned HDH Planning and Development to undertake an independent viability analysis of the county to provide the evidence required to develop Charging Schedules across Worcestershire. This analysis used a recognised valuation methodology to identify the maximum amount of CIL that a range of modelled sites from the development plan could bear whilst still sustaining a sufficient land price to provide the landowner and the developer with a 'competitive return'.

5.7 An important part of the process was engagement with the development industry. Two events were held at which local and national developers, land owners, agents, registered providers, etc. commented on the proposed approach to developing the Charging Schedules.

5.8 This background work was completed in early 2013 and has been available on the SWDP website and it has been used to demonstrate the viability of the proposed charges set out in this PDCS.

Funding Infrastructure

5.9 The Planning Act 2008 includes a wide definition of infrastructure that can be funded from the Levy. Such infrastructure includes:

- Education Facilities and Schools
- Open Spaces and Green Infrastructure
- Roads and other sustainable transport facilities and schemes
- Flood Defences
- Community and health facilities

5.10 The Levy is intended to be spent on the provision of *new* infrastructure to support additional growth identified in the development plan, rather than to remedy *existing* infrastructure deficiencies.

5.11 In South Worcestershire, infrastructure requirements resulting from development in the SWDP have been assessed and are set out in the SWDP Infrastructure Delivery Plan (SWIDP). The SWIDP identifies around an estimated £500m worth of infrastructure required over the lifetime of the plan.

5.12 CIL will contribute towards implementation of the Development Plan and will support development across South Worcestershire. It will allow SWCs to collect pooled funding to mitigate the cumulative impact of development and to fund the provision of infrastructure (such as increases in school places and necessary transport schemes) to support the development in the SWDP.

5.13 It is fully recognised that the Levy will not deliver all the infrastructure required, and the three Councils, together with infrastructure providers (including Worcestershire County Council), are working to identify other funding streams needed to facilitate delivery.

5.14 Despite working to identify such alternative funding, there is still a substantial funding gap, which demonstrates the need to introduce CIL.

6 The South Worcestershire Approach

1. Set the Levy at cautious level

6.1 The future of the economy is uncertain and, whilst the general fall in house prices seems to have stopped and there have been positive messages about increases in prices, it seems inevitable that fluctuations will remain and that confidence has not fully returned to the market.

6.2 Setting the Levy close to the limits of viability could have an adverse impact on development coming forward and as such SWCs are proposing to take a cautious approach. This will allow the Councils to (subject to site specific viability issues):

- Continue to deal with site-specific issues via s.106 in a complementary manner
- Continue to deliver affordable housing requirements
- Meet policy aspirations on design and environmental standards
- Engrain the principle of the Levy within the development industry in South Worcestershire

Do you agree that the Levy should be set at a cautious level?

2. Consider different rate on strategic sites

6.3 Charging authorities are permitted to treat major strategic sites as a separate geographical zone, where this can be supported by robust evidence on economic viability.

6.4 The South Worcestershire Councils are considering a different Levy rate for strategic sites. Such sites result in substantial infrastructure requirements in their own right which are more likely to be delivered by the developers or via s106. This affects the economic viability of their delivery in a different way to smaller sites. The exact rate will depend on whether it is most appropriate to deliver the infrastructure required as a result of the development via s.106 or CIL.

6.5 Work has begun on assessing the economic viability of strategic development sites across South Worcestershire, and will be used to justify a separate rate, where appropriate.

6.6 In order to set a site-specific rate of CIL, the three Councils and infrastructure providers will need to work with developers to provide evidence on the actual costs of delivering the infrastructure. They must also demonstrate a clear delivery strategy, to ensure the difference in rate is justified by reference to the economic viability of development. Landowners and site promoters will be expected to provide sufficient, good-quality information at an early stage to allow the planning authority to make an informed judgement.

Do you agree that the South Worcestershire Councils should maintain the use of planning obligations as the principal way of funding infrastructure on strategic sites?

Do you agree that the South Worcestershire Councils should introduce a site specific rate for strategic sites, where this is supported by evidence on economic viability?

3. Look to revise in 3 years

6.7 Over the next three years values and costs of development could have changed significantly and the market could be more certain. It is difficult to predict how these may change and when. It will be important to monitor the market and review the Levy at least every three years, or in the event of house prices changing by more than 10% from the date of adoption, whichever is the sooner

Do you agree that the South Worcestershire Councils should review CIL in three years, or when house prices change by 10% (whichever is sooner)?

7 Paying the Levy

7.1 The Levy rate will be expressed as a £ per m² (gross internal area) charge within a Charging Schedule for each Council. The Levy will be applied to:

- Most buildings that people normally use
- Where more than 100 m² of floorspace (net) or a new dwelling is created (even if it is less than 100 m²)
- Residential and non-residential uses

7.2 The Levy is non-negotiable and will be payable (to the charging authority) on commencement of development or, for large developments, over an agreed phased period as set out in an instalments policy.

Should the South Worcestershire Authorities introduce an instalments policy?

8 Exemptions and Relief

8.1 Certain types of development may be exempt from paying the Levy. The CIL regulations state that affordable housing and charitable developments (development by a registered charity for charitable purposes) must be exempt from paying the levy.

8.2 In addition to mandatory exemptions, the CIL Regulations allow a charging authority to introduce a discretionary relief policy if exceptional circumstances are satisfied.

Should the South Worcestershire Authorities introduce a discretionary relief policy?

9 The Preliminary Draft Charging Schedule

9.1 The level of the tariff set by the Councils is based on the viability of development across South Worcestershire and is justified by the needs identified in the Infrastructure Delivery Plan.

9.2 In all areas, except possibly on strategic sites (as above, to be defined) the proposed rates will be:

Use Type	Proposed Levy Rate (per m ²) Malvern Hills	Proposed Levy Rate (per m ²) Worcester City	Proposed Levy Rate (per m ²) Wychavon
Residential	£60	£40	£60
Student Accommodation	£100	£100	£100
Food Retail (Supermarkets)	£100	£100	£100
Retail Warehouses	£100	£100	£100
Shops	£0	£0	£0
Hotel	£100	£100	£100
Industrial and Office	£0	£0	£0
Education, health, community and other uses	£0	£0	£0

Do you agree with the proposed CIL rates for each Council area and each use?

9.3 The boundaries for each rate follow the district boundary and can be viewed on the map at *Appendix B*.

9.4 Definitions are available in *Appendix C*.

10 Next Steps

10.1 The current timetable towards the adoption of CIL Charging Schedules in South Worcestershire is set out below. This timetable will be subject to regular monitoring and review:

Stage	Date
Preliminary Draft Charging Schedule	September – November 2013
Draft Charging Schedule	Spring 2013
Submission of Draft Charging Schedule	Summer 2014
Examination	Summer/Autumn 2014
Adoption	Winter 2014/15

10.2 A full timeline is available at *Appendix D*.

Appendix A

Indicative Split between CIL and Planning Obligations (s.106)

Planning Obligation (s.106)	CIL (Regulation 123 List)
<p><u>Transport:</u></p> <p>Individual development proposals will be expected to contribute proportionately toward the costs of delivering the transport infrastructure and services needed to mitigate the cumulative impacts of the plan. Without this mitigation, the impacts of each individual development on the network will be considered to be severe.</p> <ul style="list-style-type: none">• Highway infrastructure (local and strategic) required to appropriately access the transport network and mitigate against the forecast cumulative impact of development. Excluding site specific access requirements which would be delivered under s278.• Provision of Infrastructure to enable local public transport services to efficiently access & serve SWDP development sites, in order to serve key trip attractors and generators (local and strategic)• Pedestrian and cycle infrastructure required to facilitate walk and cycle movements to key trip attractors and generators <p>s.106 contributions do not negate the requirement for developments to comply with LTP3 Development Control (Transport) policies, and the policy requirements outlined in the SWDP, this includes the provision of a fully funded and managed Travel Plan.</p> <p>Identified Transport SWIDP Total: £204.395 million (including Worcester Transport Strategy and Strategic Road Network)</p>	<p><u>Transport:</u></p> <p>Transportation infrastructure for walking, cycling, public transport and highways apart from those items listed in the s.106 section, including:</p> <p><u>Worcester</u></p> <ul style="list-style-type: none">• Further required enhancements to A4440 SLR (except for the dualling between Ketch and Whittington required to deliver the Worcester urban extensions and other pre-2020 wider SWDP growth)• Further required improvements to Key Transport Corridors' infrastructure in Worcester (except that required to deliver the Worcester urban extensions and other pre-2020 wider SWDP growth)• Further required improvements to sustainable transport infrastructure in Worcester (except that required to deliver the Worcester urban extensions and other pre-2020 wider SWDP growth)• Further required improvements to Worcester railway Stations (except those required to Shrub Hill and Foregate Street stations prior to 2020)• Further improvements to highway junctions in Worcester (except that required to deliver the Worcester urban extensions and other pre-2020 wider SWDP growth) <p><u>For Droitwich Spa, Evesham, Malvern and Pershore</u></p> <ul style="list-style-type: none">• SWIDP A38 & Local Highways measures except those included in the s.106 list• SWIDP Sustainable modes measures, except those includes in the s.106 list <p><u>Inter-Urban</u></p> <ul style="list-style-type: none">• SWIDP inter-urban highways measures except those included in the s.106 list

Appendix A

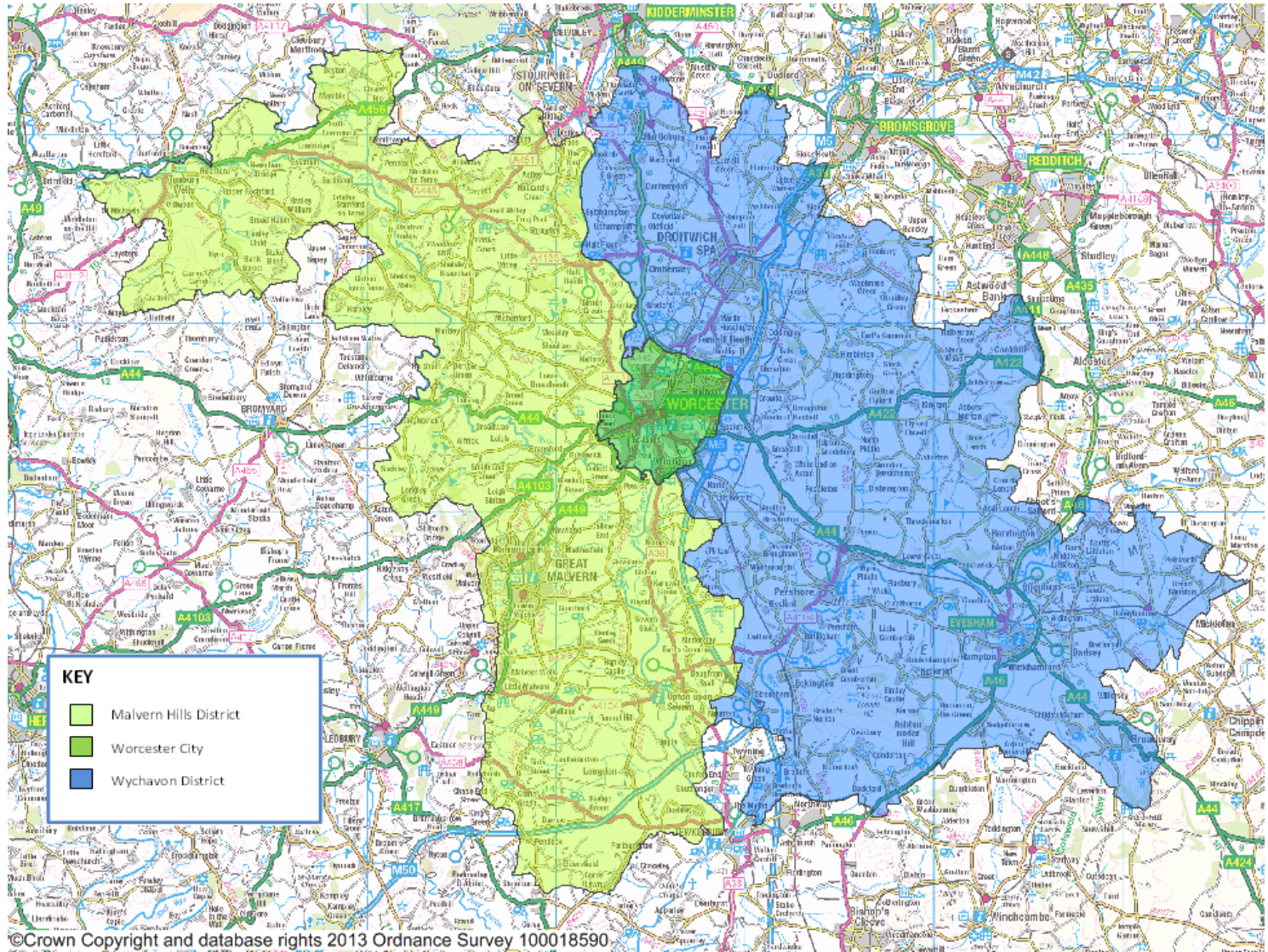
Planning Obligation (s.106)	CIL (Regulation 123 List)
<p><u>Education:</u></p> <ul style="list-style-type: none"> • 2FE Primary school at <u>Worcester South</u> (estimated cost £6m) • Expansion of Secondary places for <u>Worcester South</u> (current contribution from site estimated at £4.5m) • 1FE Primary expansion or new build to support development of <u>North East Malvern</u> (current contribution from site estimated at £2m) • 1FE Primary expansion or new build to support development of <u>Worcester West</u> (current contribution from site estimated at £2.6m) • 1FE Primary expansion to support development of three large sites in Evesham (to include SWDP 12/1 – c.£800k, SWDP 12/2 – c.£800k and SWDP 11/1 – c.£150k). • 1FE Primary expansion to support development of <u>Pershore North</u> (current contribution from site estimated at £1.5m) <p><u>All Sites</u></p> <ul style="list-style-type: none"> • Provision of land necessary for the educational provision to be provided 	<p><u>Education:</u></p> <p>Contributions for upgrades existing schools (except from those sites listed under s.106 column) to address shortfalls in capacity</p>
<p><u>Green Infrastructure:</u></p> <p>Site specific green infrastructure and small areas of open space or on-site play provision</p>	<p><u>Green Infrastructure:</u></p> <p>Strategic network improvements, including parks and open spaces, protected sites, local green network, Investment Priority Areas, etc.</p>
<p><u>Flood Mitigation:</u></p> <p>Local flood defences / mitigation required as a result of a site specific SFRA</p>	<p><u>Flood Mitigation:</u></p> <p>Strategic flood defences / mitigation required to support development across the area</p>
<p><u>Community Facilities:</u></p> <p>Facilities required to be delivered onsite strategic sites as part of multi-purpose community facilities (as per the CAP approach)</p> <p><u>All Sites</u></p> <p>Provision of land necessary for the community provision to be provided</p>	<p><u>Community Facilities:</u></p> <p>Area-wide facilities such as libraries, art centres, health centres, community centres, etc.</p>
<p><u>Emergency Services:</u></p> <p>Police Posts on large sites as part of multi-purpose community facilities (as per the CAP approach)</p> <p>Contributions towards Police and Fire Station at <u>Worcester South</u></p>	<p><u>Emergency Services:</u></p> <p>Upgrades and extensions to facilities except those listed under the s.106 section.</p>

Appendix A

S.106	CIL (Regulation 123 List)
<p><u>Sport and recreation:</u> On-site provision of playing fields and “pavilion” style ancillary buildings. <u>Worcester West(assume pre CIL)</u></p> <ul style="list-style-type: none"> • Land provided by to enable development of a 3G Synthetic Turf Pitch (build via CIL) • Provision onsite for: <ul style="list-style-type: none"> ○ Multi-Use Games Area ○ Community Centre / Pavilion ○ 6 senior football pitches • Contribution to improve cricket provision at Rushwick (£200k) <p><u>North East Malvern(assume pre CIL)</u></p> <ul style="list-style-type: none"> • Provision onsite for: <ul style="list-style-type: none"> ○ Multi-Use Games Area ○ Community Centre / Pavilion ○ 1 cricket pitch <p><u>Qineti, Malvern</u></p> <ul style="list-style-type: none"> • Provision onsite for: <ul style="list-style-type: none"> ○ Multi-Use Games Area <p><u>Cheltenham Road, Evesham(assume pre CIL)</u></p> <ul style="list-style-type: none"> • Provision onsite for: <ul style="list-style-type: none"> ○ Multi-Use Games Area • Contribution towards South Wychavon Sports Hub (£500k) (This may need to be wholly on R123 list depending on when CIL comes into force & timing of any application which is not expected until late in plan period) <p><u>North Pershore</u></p> <ul style="list-style-type: none"> • Provision onsite for: <ul style="list-style-type: none"> ○ Multi-Use Games Area ○ Onsite playing pitches <p><u>Worcester South(assume pre CIL)</u></p> <ul style="list-style-type: none"> • Provision onsite for: <ul style="list-style-type: none"> ○ 4 outdoor tennis courts ○ Multi-Use Games Area ○ 7 football pitches ○ Cricket Pitches ○ 4 Court Indoor Sports Hall <p><u>All Sites</u></p> <ul style="list-style-type: none"> • Provision of land necessary for the sports and recreation provision to be provided 	<p><u>Sport and recreation:</u> Strategic provision of built leisure and off-site provision of sports facilities To include:</p> <ul style="list-style-type: none"> • Worcester Swimming Pool and Leisure Centre (funding gap £2.7m) • Full size 3G Synthetic Turf Pitch at Worcester West (Funding gap £800k) • Outdoor Athletics Facility: Malvern, Pershore, Evesham (Funding gap £750k) • 4 court sports hall expansion: Pershore & Droitwich (Funding gapc.£1.2m) • Contribution towards offsite provision of football pitches (excluding those listed under s.106) (Funding gap 150k) • Multi-Use Games Area; Droitwich (Funding gap 150k)

Appendix B

District Boundaries



Appendix C

Definitions:

Residential

Includes buildings classed as 'dwellinghouses' within class C3 within the Town and Country Planning (Use Classes) Order 1987 (as amended).

Affordable Housing

Has the same meaning as defined in the National Planning Policy Framework

"Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable). Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered as affordable housing for planning purposes."

Appendix C

Food Retail (Supermarkets)

These buildings provide a wide range of convenience goods, often along with some element of comparison and non-food goods floor space as part of an overall mix of the unit. Most customers use supermarkets for their main weekly shop.

Retail Warehouses

Retail warehousing includes all non-food retail units without restriction to size, specialising in the sale of household goods (for example: carpets, furniture, electrical goods), DIY items and other ranges of goods. Generally their construction shows a much greater visual similarity to warehousing than to that of standard shop units. Retail warehouses usually occupy a single floor, the majority of which is devoted to sales, with some ancillary storage and office use.

They may be sited singly or grouped together, most frequently in fringe or out of town locations and cater mainly for car borne customers.

Education, health, community and other uses

This includes buildings that are often provided by the public sector, not for profit and charitable sectors and include the following classes within the Town and Country Planning (Use Classes) Order 1987 (as amended): residential institutions (C2, C2a), non-residential institutions (D1) and assembly and leisure uses (D2).

Gross internal floor space

Includes everything within the external walls of the buildings, including lifts, stairwell and internal circulation areas, but not the thickness of the external walls themselves or any external balconies. The total sum will be calculated as the cumulative sum of the floor space of each floor (storey)

Appendix D

SWC Proposed Timeline for SWC CIL

2013								2014											
M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	2		3	4		5		6	7			8		9			10	11	12

Notes: CIL PDCS Consultation will be at the same time as SWDP EIP Stage 1. SWDP EIP Stage 2 may affect middle stages of the timeline.

Key

1. Initial stages: Programming etc. May 2013.
2. Technical work on Viability, PDCS, Reg. 123, S.106 etc., then SWC JAP, June 2013, & then Leaders & JAP in August 2013
3. Approval by SWC Councils of CIL Programme and PDCS + Reg. 123 for consultation early September 2013.
4. Consultation on CIL PDCS + Reg. 123 List. Late September 2013, October 2013 & early November 2013.
5. Analysis of CIL consultation and review of work. November & December 2013 & January 2014.
6. Endorsement by Leaders/JAP of CIL DCS + Reg. 123 and approval by SWC Councils for consultation. February 2014
7. Consultation on CIL DCS + Reg. 123 List. March & April 2014.
8. Analysis of consultation and submission of CIL DCS + Reg. 123. May & June 2014.
9. Preparation for and then actual CIL Examination. July, August & September 2014.
10. CIL Examiner's Report. October 2014.
11. Finalisation of CIL Charging Schedules + Reg. 123 and endorsement by Leaders/JAP and approval & adoption by all three SWC Councils. November 2014.
12. Final preparatory work for implementation. December 2014; CIL operative. 02/01/15.