

Policy Group – 19 September 2018

Community Infrastructure Levy Draft Charging Schedule and priorities for spending, and affordable housing relief policy

1. Purpose of report

To consider for publication and subsequent submission for examination, the Community Infrastructure Levy (CIL) Draft Charging Schedule and priorities for spending and to consider adopting discretionary exemption for affordable housing.

2. Key issues

Community Infrastructure Levy Draft Charging Schedule and Priorities for Spending

- 2.1 CIL is a tariff-based approach which allows councils to raise funds from developers undertaking new building projects in their area to provide key strategic infrastructure needed as a result of development. CIL is set at levels which will not affect the viability of delivering the site. Where a development type is likely to be rendered unviable then it will be zero rated. Purbeck District Council implemented its first CIL charging schedule in June 2014. It is being reviewed alongside the Purbeck Local Plan.
- 2.2 A CIL Draft Charging Schedule and priorities for spending (**Appendix 1**) has been prepared having taken account of responses received to the preliminary draft and updated viability evidence. The Council intends to publish the draft charging schedule alongside the Pre-submission Publication Purbeck Local Plan.
- 2.3 There are a number of changes proposed in the draft charging schedule, as compared to the existing schedule (paragraphs 5.6 - 5.11). The key difference is that we are proposing a zero CIL rate for allocated sites outside the current settlement boundaries to allow for site specific infrastructure secured through Section 106 agreements.
- 2.4 The Council consulted on the CIL Preliminary Draft Charging Schedule in June and July 2016 alongside the Local Plan Options consultation. The Council received 17 submissions which are summarised in Preliminary Draft Community Infrastructure Levy Charging Schedule Consultation Responses Summary (**Appendix 2**).
- 2.5 The Draft Charging Schedule and priorities for spending includes details of the charges for different planning uses and the projects that CIL is likely to be spent on.

CIL relief on affordable housing

- 2.6 Mandatory CIL social housing relief applies to rented and shared equity affordable housing. CIL regulations allow for discretionary social housing relief on affordable sale housing, sold for no more than 80% of its market value and communal development that constitutes housing with private rooms and shared facilities. Currently the Council doesn't offer any form of discretionary relief. Given the national increased emphasis on affordable homes for sale, this type of affordable housing is likely to increase.

3. Recommendation

A report be submitted to Council recommending that:

- (a) The CIL Draft Charging Schedule in Appendix 1 be approved for publication for a 6 week period for comments from 22nd October to 3rd December 2018.
- (b) The General Manager (Planning and Community Services) in consultation with the Leader of the Council be delegated authority to make any necessary changes to the CIL charging schedule resulting from representations received and then submit it to the Planning Inspectorate for examination;
- (c) A supplementary estimate of £30,000 be approved and funded from reserves to cover the costs of the examination in public of the Purbeck CIL; and
- (d) The Council adopts a policy of discretionary social housing relief for affordable sale housing.

4. Policy issues

4.1 How will this affect the environment, social issues and the local economy?

4.1.1 Community Infrastructure Levy has the potential to fund, in whole or partially, a range of infrastructure schemes with direct social, environmental and economic benefits. Viability testing has informed the setting of proposed CIL rates to help the Council avoid setting a rate that might have a negative impact on the local economy by slowing down or stopping development.

4.2 Implications

4.2.1 Resources

The exact cost of the examination is unknown because it is dependent on how many days of the examiner's time is required. The Planning Inspectorate bill for the last CIL examination was £21,507.64 before VAT. There may also be some additional costs if specialist consultants are required to attend any hearing sessions or provide additional information for the examination. Officers are suggesting a contingency to cover this of £5,000. The estimated total expenditure required to complete the process up to and including examination is therefore £30,000, for which a supplementary estimate will be required.

4.2.2 Equalities

Officers have carried out an equalities impact screening on the draft charging schedule and have determined that a full assessment is not required.

4.2.3 Shaping Dorset Council

The Dorset Shadow Executive does not need to consider this report. Purbeck District Council will have carried out all the necessary stages for the preparation of the Community Infrastructure Levy Charging Schedule and spending priorities up to and including submission to the Planning Inspectorate for independent examination.

Dorset Council will be responsible for taking the necessary steps following examination including agreeing any modifications to the schedule and subsequently adopting it.

5. Main report

Background

- 5.1 CIL takes the form of a charge per square metre of additional floor space (new build or extensions). Most new buildings that people normally use will be liable to pay the levy. Any new development, that is a new building or an extension, is only potentially liable for the levy if it results in 100 sqm or more of net increase in gross internal floor space. Development that is less than 100 sqm but which involves the creation of additional dwellings will also be liable. Further detail can be found in the [Council's CIL guidance](#).
- 5.2 Almost all development has some impact on local infrastructure, services and amenities. The Government recognises that it is only fair that such development pays a share of the cost. CIL provides a simple, fair and transparent process for developers. CIL is a standard fixed charge, set at a level which will not affect the viability of delivering the site. Where a development type is likely to be rendered unviable then it will be zero rated.
- 5.3 The CIL charge takes into account all build and marketing costs, including the impact of any policy and infrastructure requirements and allows landowners and developers a reasonable profit.
- 5.4 Before being examined the draft charging schedule must be formally published for public consultation together with appropriate available evidence on infrastructure costs, any other funding sources and economic viability. The Council therefore intends to consult on the CIL Draft Charging Schedule for a 6 week period from 22 October until 3 December alongside the Pre Submission Publication Draft Local Plan. The intention is that examination of the CIL Charging Schedule during summer 2019 will be conducted by the same planning inspector as an integrated examination with, or immediately following, the examination of the Draft Local Plan
- 5.5 CIL Regulations set out exceptions where mandatory or discretionary relief must/may be applied.

Proposed changes to CIL Charging schedule

- 5.6 The revised rates are informed by preliminary findings from an updated viability study and set out in the table below:

Use Class	Development Type	Current CIL	Proposed CIL Rate (£/sq.m)
A1	Retail	£75	Nil
A1	Convenience based supermarkets and superstores and retail warehousing (net retail selling space of over 280 sq metres)	£75	£100
A2	Financial & Professional Services in town centre	£20	Nil

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A3	Restaurants / Cafes	£20	Nil	
A4	Drinking Establishments	£20	Nil	
A5	Hot Food Takeaways	£20	Nil	
B1 (a)	Offices	Nil	Nil	
B1 (b)	Research & Development	Nil	Nil	
B1 (c)	Light Industrial	Nil	Nil	
B2	General Industrial	Nil	Nil	
B8	Storage & Distribution	Nil	Nil	
C1	Hotels & Guesthouses	Nil	Nil	
C2	Residential institutions	Nil	Nil	
	Care Homes	Swanage / The Coast	£100	Nil
		Wareham / Purbeck Rural Fringe	£30	
		Upton / Purbeck Rural Centre	Nil	
C3	Sheltered and retirement housing	Swanage / The Coast	£100	Nil
		Wareham / Purbeck Rural Fringe	£30	Nil
		Upton / Purbeck Rural Centre	Nil	Nil
C3/C4	Other residential dwellings, including windfall and small sites	Swanage / The Coast	£180	£180
		Wareham / Purbeck Rural Fringe	£100	£100
		Purbeck Rural Centre	£30	£50
		Upton	£10	£50
C3	Allocated residential sites outside the settlement boundary	Swanage / The Coast	£180	Nil
		Wareham / Purbeck Rural Fringe	£100	Nil
		Purbeck Rural Centre	£30	Nil
		Upton	£10	Nil
D1	Non Residential Institutions	Nil	Nil	
D2	Assembly & Leisure	Nil	Nil	

- 5.7 At examination of the current CIL the Inspector reduced the Upton rate from £30 (the current Purbeck Rural Fringe) to £10. The viability study undertaken to inform the local plan in 2016 indicates that there is no justification for separating the Upton area out and reducing the rate. In fact the consultants believe that Upton and Purbeck Rural Centre could support a £50 per square metre rate. Care Homes will be rated nil for CIL.
- 5.8 In the current CIL charging schedule C3 retirement homes have a reduced rate. The CIL viability consultants do not recommend a reduced rate on the basis that any increased costs in developing retirement homes are more than made up for in premium sales values.
- 5.9 The viability consultants recommend that all C2 housing (residential institutions and care homes) should be zero rated.
- 5.10 The tariff for large allocated sites outside the current settlement boundary is set to zero to allow for site specific infrastructure.
- 5.11 The viability consultants suggest that there is little opportunity to charge CIL on commercial properties except perhaps some retail. The study highlights that there is no magic number above which viability for retail uses jumps up to justify a higher/any CIL rate and recommend that CIL on retail uses is set based on functionality as set down in Sunday Trading provisions, i.e larger format retail such as supermarkets, superstores and retail warehousing.

Comments received on Preliminary Draft CIL Charging Schedule

- 5.12 The comments received on the Preliminary Draft Charging Schedule are set out in Appendix 2.
- 5.13 There is general support for the key difference from the current schedule from the development industry for pulling back on CIL on strategic sites to enable site specific infrastructure to be provided by developers. Dorset County Council also supports this approach as it will provide a better balance between site specific prerequisites and general supporting infrastructure. There is a suggestion that some larger sites should be zero rated for CIL but there is still a requirement for some strategic projects to be funded jointly.

Priorities for spending - Regulation 123 List

- 5.14 The Infrastructure Delivery Plan (the Plan) summarises the infrastructure required to meet the needs resulting from the development outlined in the Local Plan, including transport; education; health and emergency services; green infrastructure including heathland and open spaces; sport and recreation; social infrastructure; renewable energy; waste; utilities; and telecommunications. The Plan covers the period 2018 to 2034 with information provided by the service agencies, and the delivery schedule will be updated as more detail becomes available. Where possible the Plan identifies other possible funding sources, including local authority funding, private finance, etc. but these are uncertain and all service agencies need to be watchful for other funding sources.
- 5.15 Administration costs are set in the CIL Regulations as a maximum of 5%. Government has recently amended the CIL regulations to require CIL charging authorities to pass a meaningful proportion of 15% to the parish or town council where the development takes place ('Community CIL'). Where the community has a neighbourhood plan the Council must pass 25% of CIL to the local community.

- 5.16 The two main infrastructure requirements in Purbeck are Habitats Regulations requirements and transport infrastructure. The habitats regulations mitigation projects are based upon the Habitats Regulations Assessments of local development plans. The Council is also committed to funding £3.2M towards the railway reconnection from Wareham to Swanage. As of 31 March 2017 there is £1.72M still to be paid off on the project.

CIL relief on Affordable Housing

- 5.17 When the Council adopted the first charging schedule in 2014, it took the decision not to offer any discretionary relief. Social housing relief is mandatory on affordable rented and shared equity housing, which makes up the majority of affordable housing in Purbeck.
- 5.18 Discretionary relief is an option on affordable sale housing, sold for no more than 80% of its market value and communal development that constitutes housing with private rooms and shared facilities.
- 5.19 There is an increased emphasis nationally on affordable sale homes with a minimum of 10% affordable sale homes expected on large development sites (NPPF).
- 5.20 To provide a level playing field for affordable housing provision it is proposed that the Council considers offering discretionary CIL social housing relief on affordable sale homes.

Appendices:

- 1 - Draft CIL Charging Schedule and Priorities for Spending 2018**
- 2 - Preliminary Draft Community Infrastructure Levy Charging Schedule Consultation Responses Summary**

Background papers:

There are none.

For further information contact:-

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Cover to be added after Policy Group

What is the Community Infrastructure Levy (CIL)

CIL is a tariff-based approach which allows councils to raise funds from developers undertaking new building projects in their area to provide key strategic infrastructure needed as a result of development. The Council's priorities for spending these monies are set out at the end of this document.

Further information on CIL, including the earlier Preliminary Draft CIL Charging Schedule, consultation feedback, evidence of viability testing and the infrastructure plan can be found online.

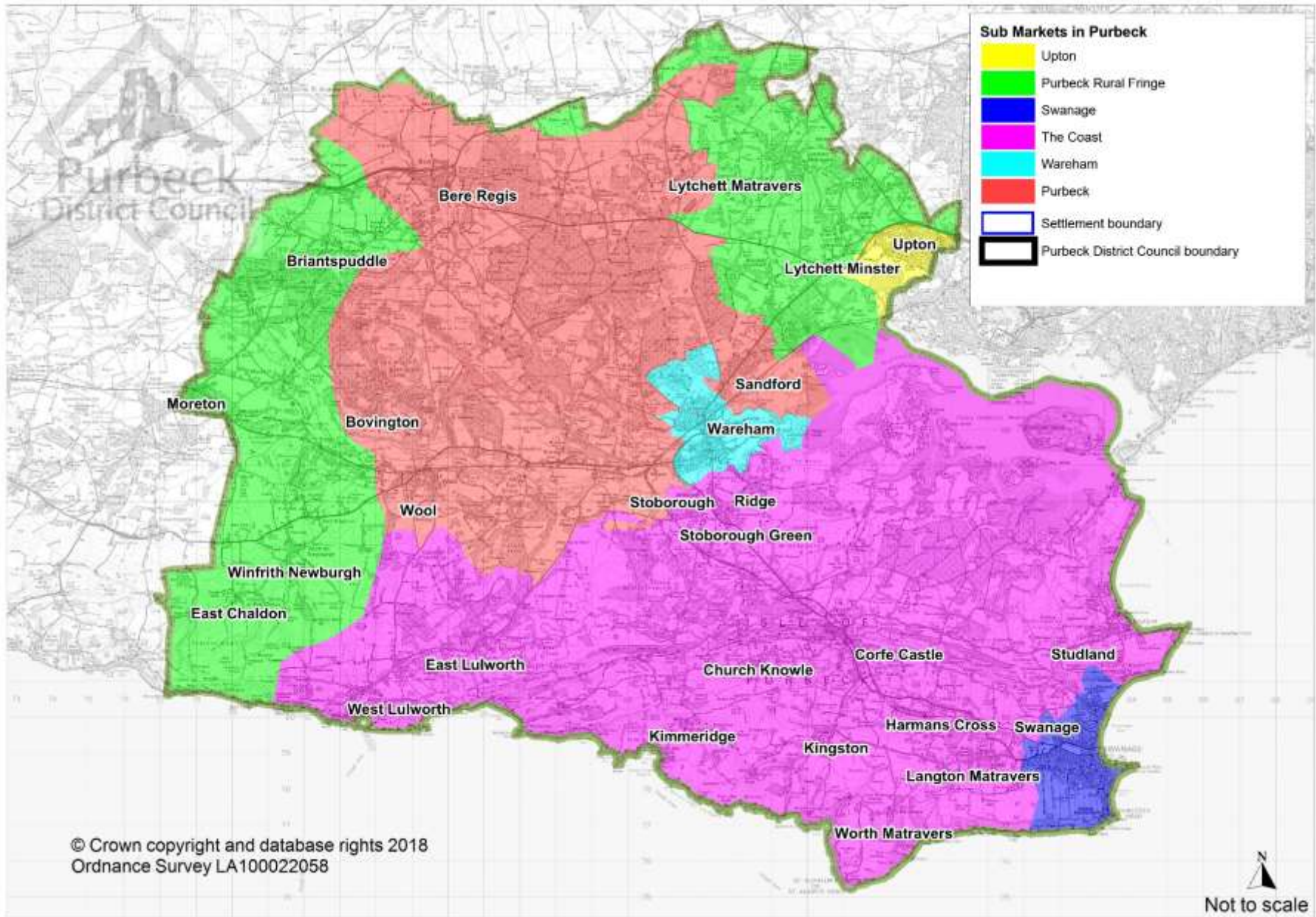
Proposed Charging Schedule

The Council is proposing the following charging schedule:

Development	Class	Charge
Convenience based supermarkets ¹ and superstores and retail warehousing ² (net retail selling space of over 280 sq metres)	A1	£100
Research & Development	B1 (b)	Nil
Offices	B1(a)	Nil
Light Industrial	B1 (c)	Nil
General Industrial	B2	Nil
Storage & Distribution	B8	Nil
Hotels and guesthouses	C1	Nil
Residential Institutions & Care Homes	C2	Nil
Residential windfall and small sites Swanage & the Coast	C3/4	£180
Residential windfall and small sites Wareham & Purbeck Rural Fringe	C3/4	£100
Residential windfall and small sites Purbeck Rural Centre and Upton	C3/4	£50
Allocated residential sites Swanage & the Coast	C3/4	£0
Allocated residential sites Wareham & Purbeck Rural Fringe	C3/4	£0
Allocated residential sites Purbeck Rural Centre and Upton	C3/4	£0
Non Residential Institutions	D1	Nil
Assembly & Leisure	D2	Nil

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

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



Proposed Priorities for CIL Funding (Regulation 123 List) 2018

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

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

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

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

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

Preliminary Draft Community Infrastructure Levy Charging Schedule Consultation Responses Summary

The Council has been implementing the Community Infrastructure Levy (CIL) since June 2014 and is now reviewing the charging schedule in light of the Partial Review and the need to deliver more local infrastructure through strategic settlement extensions of 200 dwellings or more. The consultation asks for comment on the proposed revised rates for different new development uses across the housing sub-markets.

The response to the consultation was low. Response to CIL consultations is traditionally low compared with local plan consultations, as it is more focussed in its audience. The Partial Review may have diverted some interest away. A few respondents to the Partial Review made comments on CIL and the viability study and have been included in this summary. We anticipate more responses when we publish the Regulation 123 list with a Draft Community Infrastructure Levy Charging Schedule, which will identify how different infrastructure is likely to be funded, i.e. through Section 106 Agreements, CIL or other funding sources.

Comments:

There is general support from the development industry for pulling back on CIL on strategic sites of 200 or more homes to enable site specific infrastructure to be provided by developers. Dorset County Council also supports this approach as it will provide a better balance between site specific prerequisites and general supporting infrastructure. There is a suggestion that some larger sites should be zero rated for CIL but there is still a requirement for some strategic projects to be funded jointly.

There is a query about the overlap in land values in the Purbeck Rural Fringe submarket and Upton and Purbeck Rural Centre submarkets. Purbeck rural fringe land values are wide ranging but the top end does extend beyond the top end of Upton and the Rural Centre. New development is likely to fetch values at the higher end of the range. Residual land values of strategic sites in Upton and Wool (rural centre) area at 40% affordable housing and Moreton (rural fringe) area at 50% are roughly comparable.

Wareham St Martin suggested that hotels and care homes should be charged £10 to help alleviate their impacts. There is currently no evidence to show that such developments would be viable, which is key criteria for applying a charge.

Recent changes in legislation, particularly around starter homes have been highlight and the Council will need consider the impacts, particularly on viability.

There is some confusion over the term viability and a lack of understanding around funding infrastructure but this may clear up with the publication of the Regulation 123 list and more detail in the infrastructure plan. There is concern around the potential for 'double dipping', ie using Section 106 and CIL obligations to fund the same piece of infrastructure.

Affpuddle and Turnerspuddle Parish Council have suggested that CIL be negotiated on a case by case basis but regulations do not permit this.

Actions:

- Consider adding the definition of viability in to the Draft Community Infrastructure Levy Charging Schedule.
- Clarify the balance between funding through Section 106 agreements and CIL through the Regulation 123 list and updated Infrastructure Plan.
- Publish the Regulation 123 list alongside the draft CIL charging schedule.
- Discuss any potential viability study update requirements with the viability consultants.
- Meet with service providers to update the Infrastructure Plan and identify the best way of securing funding.

The Council has received suggestions for applying CIL differently, or introducing policies. The application of CIL is set nationally and cannot be re-interpreted locally. The Council has already considered policies around instalments and discretionary exemptions to CIL charges. We have an instalment policy in place and the Council took the decision not to allow discretionary reliefs due to the impact on CIL income from mandatory reliefs.

Representations have been made regarding expenditure of CIL. CIL funds are very limited and the current priorities are Habitat Regulations mitigation (without which there would be no new homes) and paying off the Norden -Wareham railway feasibility loan which the Council is committed to repaying, but we will consider other projects when we draw up the Regulation 123 list which accompanies the draft CIL charging schedule.

Appendix : Summary of responses to Preliminary Draft CIL Charging Schedule

CIL Rates & Submarket Areas

Who said	Comment	Officer response	Action
Dorset County Council	<p>The change is supported as this will provide for a better balance between site specific prerequisites and general supporting infrastructure. Care will need to be taken when drawing up the Regulation 123 list.</p>	<p>Noted</p>	<p>None</p>
Wareham St Martin Parish Council	<p>Cannot see why Strategic residential Purbeck Rural Centre and Upton should be different to Strategic residential Wareham and Purbeck Rural Fringe. Propose both should be £20 per square metre.</p>	<p>The rates are set according to land prices and house prices which determine residual land values. These vary across the district and therefore the capacity to charge CIL varies. The viability study indicates that the sub-market areas should be the same as those set for the original preliminary draft and draft charging schedules, i.e. there is no differentiation between Upton and Purbeck rural centre. The study also recommends a low rate for strategic sites to enable them to deliver site specific improvements through Section 106 agreements.</p>	<p>None</p>
	<p>Believe C1 and C2 should be £10 per sqm to alleviate impact on infrastructure, both will make money in the future and can afford it.</p>	<p>The viability study indicates that development uses such as hotels and care homes are non-viable in terms of CIL. It does not necessarily mean, however, that such schemes are non-</p>	<p>None</p>

<p>Affpuddle and Turnerspuddle Parish Council</p>	<p>Not clear why the CIL for strategic developments is set so low and in any case should be negotiated on a case-by-case basis. A step change at the 200 mark will lead to all sorts of anomalies.</p>	<p>deliverable per se. It means that at the present time clear scope for CIL charging cannot be evidenced in viability terms.</p>	<p>Firstly, CIL is not a negotiable charge but a set levy, so it needs to be set at a level such that enough development comes forward to meet the need for housing. It does not have to be set at a level where all developments are viable. The level for strategic developments is set low because they will be expected to deliver significant amount of site specific infrastructure, such as schools or road improvements to service the site, in combination with up to 4 other strategic sites where appropriate. A threshold for strategic sites and the switch to reducing CIL liability to enable significant infrastructure to be secured through site specific Section 106 agreements needs to be set. The viability study shows that there is a drop in residual land values including CIL between 200 units and 500 units, and hence we have selected 200 units as our threshold for strategic sites.</p>	<p>None</p>
	<p>The CIL Preliminary Draft Charging Schedule effectively accepts the recommendations of</p>	<p>Dixon Searle Ltd are the Council's expert consultants and highly experienced in this area. CIL</p>	<p>None</p>	<p>None</p>

	<p>the DSL viability study without question. I believe that PDC should take a more positive role in setting the CIL to meet the needs of the district.</p> <p>Don't understand the meaning of the term viability.</p>	<p>levels have to be balanced against the provision of on-site infrastructure including affordable housing.</p>	<p>Add the definition of viability into the Council's CIL guidance..</p>
<p>Standard tariffs may be appropriate for small developments, but for the larger developments that are planned it would be advantageous if PDC could assess the infrastructure costs on a case-by-case basis and then negotiate a levy that gives the community as a whole a fair result.</p>	<p>The viability study defines the term viability in the glossary in appendix 4.</p> <p>CIL is a set tariff and cannot be negotiated on a case by case basis. Planning obligations can be secured through Section 106 agreements for site related issues or CIL for more strategic issues. The preferred approach in the Partial Review is to have larger sites which have economies of scale. By pulling back on the level of CIL for these sites they have more capacity to provide the infrastructure required through Section 106 agreements. Delivery of infrastructure through Section 106 agreements is more predictable than through CIL. The Council is allowed to pool up to 5 planning obligations secured through Section 106 agreements. There are, however, a number of issues that need to be tackled strategically with contributions from more than 5 planning obligations, which is why the Council will continue to collect CIL.</p>	<p>None</p>	
<p>The preliminary draft charging schedule states that reducing the CIL on strategic developments will enable the sites to deliver infrastructure such as schools. This seems to be saying that the lower the CIL the more infrastructure can be delivered, which does not make sense.</p>	<p>Clarify the balance between Section 106 agreements and CIL</p>	<p>None</p>	

Swanage Town Council	In support of the objectives of the review.	Noted.	None
Barton Wilmore	Welcome the proposed draft CIL schedule for strategic sites of £20 per square metre. Broadly support reduction in CIL to enable delivery of infrastructure. No 123 list yet.	Noted. The preliminary draft charging schedule sets a range of rates across the sub-market areas from £10 to £30. A draft Regulation 123 list will be published alongside the draft CIL charging schedule.	Publish the Regulation 123 list alongside the draft CIL charging schedule.
Terence O'Rourke for Bloor Homes	Recommends that site 14, Alternative Option for Lytchett Matravers be exempted from CIL, to enable a bespoke package of infrastructure to be developed, informed by discussions with the adjoining parish and town councils.	The Council is already proposing a much reduced CIL rate for strategic sites to enable the provision of site specific infrastructure. We are not proposing a zero rate for market housing as there is still strategic infrastructure to be provided.	None
Terence O'Rourke for the Moreton Estate	The NPPG states that there should be no actual or perceived double dipping, with developers paying twice for the same item of infrastructure. The only way to remove any perceived 'double dipping' and reduce pressure on the viability of such sites is to exempt all strategic development sites from CIL.	Any perceived double dipping will be avoided by the publication of a Regulation 123 list.	Publish the Regulation 123 list alongside the draft CIL charging schedule.
Terence O'Rourke	As part of a new infrastructure-led approach it is recommended that strategic sites be exempted from Community Infrastructure Levy (CIL) where they are to come forward through single overarching planning applications, and that bespoke packages of infrastructure be developed for	The Council is already proposing a much reduced CIL rate for strategic sites to enable the provision of site specific infrastructure. We are not proposing a zero rate for market housing as there is still strategic infrastructure to be provided.	None

	<p>sites based upon the specifics of proposals and their context.</p> <p>We can see no evidence that supports the District Council's proposal to see 50% affordable housing delivered on site at Moreton Station as part of policy AH, or a lower level of 40% on greenfield land at Upton and Wool. The target level of provision identified in the consultation document needs to be realistic.</p>	<p>Purbeck rural fringe land values are wide ranging but the top end does extend beyond the top end of Upton and the Rural Centre. New development is likely to fetch values at the higher end of the range. Residual land values of strategic sites in Upton and Wool (rural centre) area at 40% affordable housing and Moreton (rural fringe) area at 50% are roughly comparable.</p>	<p>None</p>
<p>Tetlow-King for South West HARP</p>	<p>CIL needs to be set at a level which does not impact on affordable housing provision</p> <p>The Council will need to revise viability work following the introduction of a requirement for starter homes.</p> <p>Support nil rate for C2 uses – care home and residential institutions.</p> <p>Do not support increase in Purbeck rural centre and Upton to £50 per square metre as, in combination with the provision of starter homes, this will impact on the delivery of traditional affordable housing.</p>	<p>Noted. The viability study indicates that the CIL levels and affordable housing are achievable.</p> <p>The Council will discuss with its viability consultants any updates that may be necessary as a result of recent legislation.</p> <p>Noted</p> <p>The viability study recommends a level of £50 per square metre for the rural centre and Upton. Starter homes are likely to improve viability when included as part of the provision of affordable housing. We acknowledge that the introduction of starter homes as part of affordable housing provision will impact upon the provision of traditional forms of</p>	<p>Nothing</p> <p>Discuss any potential update requirements with the viability consultants.</p> <p>Nothing</p> <p>Nothing</p>

		affordable housing but this is set in national statute and not something we can change at a local level.	
Individual	Fail to see the difference between a strategic & non-strategic new house & why one should be charged about roughly 7 times the charge as the other. To me the main difference is to penalise the small developer who does not have all the benefits of economies of scale of larger developers. Make them equal at least	Strategic sites will be expected to provide a significant amount of infrastructure which the developer will need to fund, which is why the CIL has been much reduced to allow this to happen. The draft standard CIL rates for non-strategic sites are set at a similar level to current rates which are viable.	None
Theatres Trust	We note a number of uses are charged at a Nil rate, and that sui generis uses are not listed. For clarity and to simplify the charging schedule, it may be better to group these together as 'All other uses - Nil'.	If it's not on the list it can't be charged so listing all other uses as nil is not necessary.	None

CIL Process and Application

Who said	Comment	Officer response	Action
Langton Matravers Parish Council	Existing houses should have change of use + CIL fee attached if they are sold on as Second Homes.	CIL is only applicable to new viable development, as set down in statute.	None
Tetlow-King for South West HARP	Strongly encourage the Council to implement an instalments policy.	The Council implemented an instalments policy at the same time as implementing CIL in June 2014.	None
	Recommend that the Council adopts discretionary reliefs,	The Council has considered allowing discretionary relief and	None

	including where market housing is part of a rural exception site.	decided against it. Due to the limited CIL income the Council agreed to only provide mandatory relief.	
	Recommend that the Council specifies when a CIL review will take place.	Government guidance sets down when a local authority should undertake a review and therefore the authority does not need to repeat this. Guidance states that in addition to taking account of market conditions and infrastructure needs, charging authorities should also consider linking a review of their charging schedule to any substantive review of the evidence base for the Local Plan.	None
Home Builders Federation	The Viability Study states that the dwelling sizes assumed for the purposes of the viability study "follow the new nationally described space standards". The Home Builders Federation do not believe those assumptions set out within the Viability Assessment are not those contained in the Technical Housing Standards - Nationally Described Space Standard (2015).	Officers have checked the new national standards with the assumed dwelling sizes for affordable homes in the viability study and they match. Where the national standards give two options for a dwelling type the study uses the larger size and where there is more than two options the study uses the middle figure.	None

Expenditure of CIL

Who said	Comment	Officer response	
Dorset Clinical Commissioning Group	NHS Dorset Clinical Commissioning Group wish to be	The Council will continue to work with the NHS to identify any	Continue to work with the NHS to identify any additional

	<p>sited as an organisation to be a priority of CIL funds to support the development of primary health care services within the Purbeck District Council local communities. We would welcome information on how the levy is arrived at and implemented.</p> <p>Additional funding will be required to provide essential infrastructure such as new, upgraded or relocated fire stations, vehicles or equipment.</p>	<p>additional requirements caused by new development and the best way of funding them.</p>	<p>requirements caused by new development and the best way of funding them.</p>
<p>Dorset and Wiltshire Fire and Rescue</p>	<p>The Dorset and Wiltshire Fire and Rescue have indicated that would look to planning obligations for funding, indicated where the impact will be greatest but provided no detail. Officers will meet with the Dorset and Wiltshire Fire and Rescue to try to add more detail and identify the best way of funding them.</p>	<p>The Dorset and Wiltshire Fire and Rescue have indicated that would look to planning obligations for funding, indicated where the impact will be greatest but provided no detail. Officers will meet with the Dorset and Wiltshire Fire and Rescue to try to add more detail and identify the best way of funding them.</p>	<p>Continue to work with Dorset and Wiltshire Fire and Rescue to identify any additional requirements caused by new development and the best way of funding them.</p>
<p>Individuals</p>	<p>The CIL on new developments should be used to support current facilities improve what they can offer. We have several active clubs in the Purbecks that could really benefit with financial support to provide continued sports facilities for the new children that no doubt will come with any extra homes.</p> <p>Planners do not put CIL funding back into housing developments.</p> <p>Please do not spend on cycle ways and railways. Both are either not frequently used or are financially viable. Spend it on local amenities like local cinemas,</p>	<p>CIL funds are very limited and the current priorities are Habitat Regulations mitigation (without which there would be no new homes) and paying off the Norden -Wareham railway feasibility loan which the Council is committed to repaying, but we will consider other projects when we draw up the Regulation 123 list which accompanies the draft CIL charging schedule.</p> <p>Sites templates, which will include what the developer will be expected to provide if a site is selected for pre-submission stage, may include local amenities such as children's play</p>	<p>We will consider other projects when we draw up the Regulation 123 list which accompanies the draft CIL charging schedule. Site templates will be drawn up for sites taken forward to the pre-submission stage identifying what site specific infrastructure the developer will need to provide.</p>

<p>Swanage Town Council</p>	<p>children's play areas and sensible traffic flow improvements. Query whether there will be CIL funds available for road improvements in the town.</p>	<p>areas and be secured through section 106 agreements. CIL funds are very limited and the current priorities are Habitat Regulations mitigation and paying off the Norden -Wareham railway feasibility loan but we will consider other projects when we draw up the Regulation 123 list which accompanies the draft CIL charging schedule. The town council could use the CIL they receive for road improvements.</p>	<p>Consider the possibility of funding for road improvements in Swanage when drawing up the Regulation 123 list.</p>
<p>Affpuddle and Turnerspuddle Parish Council</p>	<p>Will CIL be enough to fund the necessary infrastructure, especially as the central budget has been cut?</p>	<p>CIL has never been intended to replace core funding but to fill an infrastructure gap. As we become more certain of the sites we will be taking forward and the associated infrastructure requirements, we will add detail to the infrastructure plan. Site templates will be drawn up for sites taken forward to the pre-submission stage identifying what site specific infrastructure the developer will need to provide.</p>	<p>As we become more certain of the sites we will be taking forward we will add detail to the infrastructure plan. Site templates will be drawn up for sites taken forward to the pre-submission stage identifying what site specific infrastructure the developer will need to provide.</p>