GEDLING CIL
The Infrastructure Delivery Plan and the Existence of a Funding Gap

1. INTRODUCTION AND LEGISLATIVE CONTEXT

Until March 2012 the production of an Infrastructure Delivery Plan (IDP) was a statutory requirement of the Local Development Framework (LDF) as defined by Planning Policy Statement (PPS12). This stated:

> "The Core Strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided."

However since then the new National Planning Policy Framework (NPPF) has come into force. The intention of the framework is to make the planning system less complex and more accessible, and to promote sustainable development. The NPPF must be taken into account in the preparation of local and neighbourhood plans, including the Core Strategy. The NPPF should be read in conjunction with other relevant national policy statements and does not contain specific policies for infrastructure projects. It does however set a general framework for local authorities to follow when seeking to provide suitable infrastructure for their communities:

'At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through plan-making. This means that:

- Local authorities should positively seek opportunities to meet the development needs of their area; and
- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.' (NPPF, Para. 14)

The presumption in favour of sustainable development is underpinned by twelve core planning principles, many of which directly or indirectly impact on the provision of local infrastructure. These include the need to:

- Proactively drive and support economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure a good standard of amenity for all existing and future occupants of land and buildings;
- Encourage the effective use of land by reusing land that has been previously developed;
- Promote mixed use developments; and
- Focus significant development in locations which are or can be made sustainable (NPPF, Para. 17)

The NPPF recognises that in promoting economic development there is only so much business can be required to contribute to the requirements of planning policy expectations and that a 'clear economic vision' must be developed of how growth is going to be achieved i.e. proposals must be realistically deliverable. It also notes that the absence of suitable infrastructure is a barrier to growth and that priorities for intervention must be highlighted:

'Planning policies should recognise and seek to address barriers to investment, including a poor environment or any lack of infrastructure, services or housing. Local planning authorities should identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.' (NPPF, Para. 21)

Therefore the need for a targeted and deliverable Infrastructure Delivery Plan remains a key element of local planning policy. In preparing such a plan the NPPF states:

'Local planning authorities should work with other authorities and providers to:

- Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.' (NPPF, Para. 162)

Developing a Robust IDP

With the strategic justification clear, it is imperative to focus on how local authorities and their partners produce an effective IDP. Good infrastructure planning should take into account the infrastructure required to support development, costs, sources of funding, timescales for delivery and gaps in funding. This allows for the identified infrastructure to be prioritised in discussions with key local partners. The infrastructure planning process should identify, as far as possible:

- Infrastructure needs and costs;
- Phasing of development;
- Funding sources; and
- Responsibilities for delivery.

The IDP is an essential element of the evidence that supports the Core Strategy and other Development Plan Documents in the LDF. The IDP therefore responds to the growth targets and policies in the Core Strategy, elaborating on how the spatial objectives will be delivered through the provision of infrastructure.

The purpose of an IDP is to help deliver an authority's long-term vision for the future. It describes what infrastructure is needed and how, when and by whom it will be delivered and, where known, the location. It should be accompanied by an Infrastructure Delivery Schedule that presents the key programmes and projects that are important for the delivery of the Core Strategy.

By infrastructure we mean physical or hard infrastructure such as utilities and transport; green infrastructure such as parks, open spaces and the natural environment; and social

infrastructure such as schools, health facilities and other public service centres. A full list of infrastructure to be included in an IDP is tabulated below.

Table 1: Infrastructure Types

Hard Infrastructure	Green Infrastructure	Social Infrastructure
Economic Development	Allotments	Arts, Libraries and Culture
ICT/Broadband	Green Links	Indoor Sports and Leisure
Transport	Natural Open Land	Education
Utilities	Outdoor Sports and Recreation	Health and Social Care
Waste Processing and Recycling	Parks and Play Areas	Indoor Sports and Leisure
	River and Natural Water Features	

2. CURRENT STATUS OF GEDLING IDP

The Greater Nottingham Joint Planning Advisory Board (JPAB) oversees the preparation of Aligned Core Strategies across Greater Nottingham, and the implementation of the Growth Point infrastructure projects. The Greater Nottingham Growth Point Team has prepared a joint Infrastructure Capacity Study and Delivery Plan on behalf of Broxtowe, Erewash, Gedling, Nottingham and Rushcliffe Councils. As Hucknall (part of Ashfield District) forms part of Greater Nottingham and has a close functional relationship with the other council areas, the IDP has regard to cross boundary and cumulative infrastructure requirements across the whole of Greater Nottingham including Hucknall. The Growth Point Team in conjunction with Ashfield Council have made assumptions to enable impacts on, for example, transport networks and water resources to be more accurately assessed. Ashfield has prepare its own IDP in 2013 that ncludes details of growth and specific sites.

The consultancy team preparing the Community Infrastructure Levy for Gedling Borough Council were provided with a copy of the Greater Nottingham Infrastructure Delivery Plan (version 1) dated June 2012. Since this time the figures have been refined and the latest schedule is derived from the Aligned Core Strategies Publication Version (March 2014) Minor amendments and main modifications; Appendices A & B (Ref CD/EX/10A)

The IDP schedule covers the following categories of infrastructure:

a) Transport (Highways, Public Transport, Air and Water)
b) Utilities (Water, Energy, Digital Infrastructure)
c) Flooding and Flood Risk
d) Health Provision
e) Education Provision
f) Police Services
g) Ambulance Services
h) Fire Services
i) Waste Management (Collection and Disposal)
j) Community Services
k) Green Infrastructure.

3. GEDLING INFRASTRUCTURE SCHEMES

The Community Infrastructure Levy is intended to assist in filling the funding gap that remains once existing sources (to the extent that they are known) have been taken into account. It is important in justifying the charging of a Community Infrastructure Levy for Gedling that a funding gap be clearly demonstrated. If no gap exists the requirement for introducing the Levy in Gedling would come under scrutiny. The diagram below illustrates how the funding gap is established.

Infrastructure Funding Gap

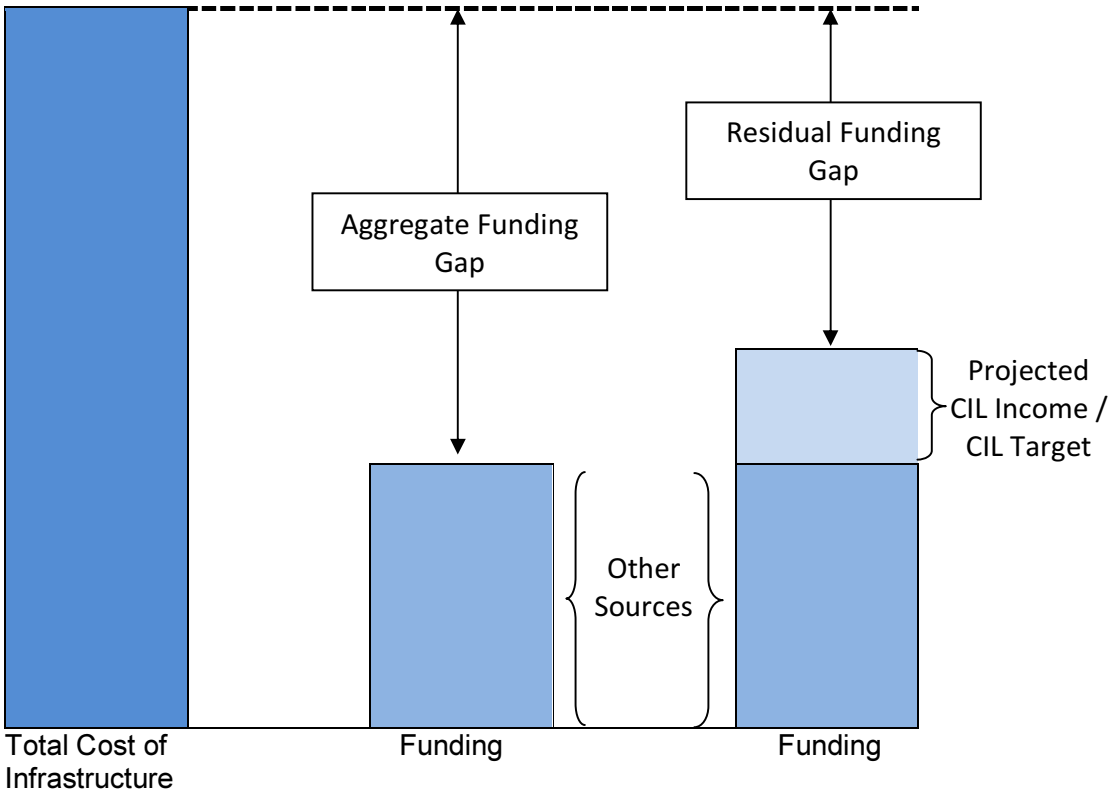

Table 2 includes those projects which have been identified in the IDP to date within Gedling. In addition two more local projects with Growth Point support have been listed. The projects are arranged in infrastructure categories. There are currently 23 schemes identified; 3 of which have no costs estimated as yet. The cost of implementing the remaining schemes totals £87m. Limited funding has been identified for the schemes that make up this total. Approximately £28m of costs will be incurred on schemes that are scheduled for delivery in the next 5 years. The table illustrates that there is currently a shortfall of £36m over the 15 year plan period

The most costly scheme identified is for the access road to facilitate the development of the Gedling Colliery/Chase Farm site (£32.4m). The Local Transport Board has identified the road as a strategic priority and provisionally set aside a £10.8m contribution. In addition there is potential for a further £5.4m from Nottinghamshire County Council and £3m from the Public Land and Infrastructure Fund. £8m worth of funding for land

purchase etc to facilitate the project had already been sourced via the HCA. CIL will cover the remaining shortfall of £5.2m.

In respect of the remaining schemes the IDP for the Aligned Core Strategy identifies S.106 contributions as a major source of funding. In respect of the education infrastructure S.106 is listed as the only contributor. Nottingham County Council has been consulted in order to clarify the position and it has been confirmed that no County Council funding will be available for new school places required as a result of development and there is an expectation that developer contributions will fund these places. However the IDP was produced in the 'non–CIL world' and in practice education provision is likely to be from a combination of CIL and S.106. For example where there is a known requirement for a new school this could be identified in the Reg. 123 list, whereas all other improvements could be sought through S.106. This gives the ability to account for 'planned' growth, and also to react to 'unplanned' growth and ad hoc planning applications. Some S.106 contributions have been identified in Table 2 but this will change over time. All gaps in health expenditure are also identified as being funded through developer contributions

It is anticipated that the Aligned Core Strategy will be adopted by the autumn 2014 in advance of the CIL Examination. If this is the case the CLG CIL guidance states that the CIL examiner will normally accept the data collated in the IDP as sufficient evidence of the aggregate infrastructure funding gap and the total target amount to be raised through CIL.

Table 2: Infrastructure Schedule - Gedling Borough Council Only Schemes

Infrastructure Category	Project Location	Project Description	Progress	£K				Timescale			Comments
				Estimated Cost	Funding (provisional)	Funding Source	Funding Gap	Within 5 years	Within 10 years	Within 15 Years	
Green Infrastructure	Gedling Colliery	Gedling Country Park - footpaths & drainage - Visitor Centre		£250 £1,000	£250	Growth Point	0 £1,000				
Green Infrastructure	Calverton	Mitigation measures associated with prospective Sherwood Forest Special Protection Area	To be developed as part of Master planning work	tbc			tbc				Mitagation measures follow guidance within HRA Screening Record and guidance from Natural England
Green Infrastructure	North of Papplewick Lane	1.6ha Public Open Space and maintenance contribution	Masterplan underway	tbc			tbc				
Regeneration	Arnold	Arnold Town Centre - Improvements - Leisure Centre Ext^{n}	To be costed by	£950 tbc	£950	Growth Point	0 tbc				
Transport	Gedling Colliery/ Chase Farm	Gedling Access Road to facilitate development of Gedling Colliery/Chase Farm.	Planning Application Stage	£32,400	£7,000 £10,800 £5,400 £3,000	HCA LTB County Council PLIF	£6,200				GBC and HCA reviewing long term delivery options for the scheme. Local Transport Board now recognises as astrategic priority.
Transport	Top Wighay Farm	Integrated transport package	Masterplan underway	£8,750	8,750	Developer	£0				Strategic integrated transport measures to be confirmed via transport modelling
Transport	Gedling Colliery	Integrated transport package	Masterplan underway	tbc			tbc				Strategic integrated transport measures to be confirmed via transport modelling
Health	Gedling Colliery	Health Centre	Masterplan underway	£570	£570	PCT/Dev	£0				Detailed requirements to be confirmed following further consultation with NHS Nottinghamshire PCT
Health	Top Wighay Farm	GP Surgery	Masterplan underway	£950	£950	PCT/Dev	£0				Detailed requirements to be confirmed by NHS Nottinghamshire PCT
Health	North of Papplewick Lane	Local health centre	Planning Application Stage	£285	£285	PCT/Dev	£0				Detailed requirements to be confirmed following further consultation with NHS Nottinghamshire PCT
Education	Bestwood Village	Possible new primary School	Masterplan finalised	£3,500	£3,500.00	Developer	£0				
Education	Bestwood Village	Expansion of secondary places	Masterplan finalised	£552	£552.00	Developer	£0				
Education	Calverton	Possible expansion of existing schools or new Primary School may be required	Masterplan finalised	£3,500	£3,500.00	Developer	£0				
Education	Calverton	Expansion of secondary places	Masterplan finalised	£2,000	£2,000.00	Developer	£0				
Education	Gedling Colliery	Primary School	Masterplan underway	£3,500	£3,500	Developer	£0				Indicative costs for education provided on basis of current multiplier. Detailed assessment not yet possible as delivery timescale outside of reliable timescale for pupil projection forecasts
Education	Gedling Colliery	Secondary school places contribution	Masterplan underway	£1,689	£1,689	Developer	£0				Indicative costs for education provided on basis of current multiplier. Detailed assessment not yet possible as delivery timescale outside of reliable timescale for pupil projection forecasts
Education	Ravenshead	Expansion of secondary places	Masterplan finalised	£1,210	£1,210	Developer	£0				
Education	Top Wighay Farm	Primary School	Masterplan underway	£3,500	£3,500	Developer	£0				
Education	Top Wighay Farm	Secondary school places contribution	Masterplan underway	£2,816	£2,816	Developer	£0				
Education	North of Papplewick Lane	Primary School	Planning Application Stage	£3,500	£3,500	Developer	£0				
Education	North of Papplewick Lane	Secondary school places contribution	Planning Application Stage	£1,267	£1,267	Developer	£0				
Education	Cumulative non strategic sites	Primary school places contribution	To be determined via Local Planning Document	£7,500			£7,500				Indicative costs for education provided for school places generated for non-strategic housing sites over the plan period on basis of current multiplier. Detailed requirements to be confirmed in parallel with DPDs and detailed site proposals
Education	Cumulative non strategic sites	Secondary school places contribution	To be determined via Local Planning Document	£8,600			£8,600				Indicative costs for education provided for school places generated for non-strategic housing sites over plan period on basis of current multiplier. Detailed requirements to be confirmed in parallel with DPDs and detailed site proposals
Total				**£88,289**	**£64,989**		**£23,300**	**£5,366**	**£5,367**	**£12,567**	

*Cumulative non strategic education site costs pro-rata-ed across each 5 year time period

Source: Aligned Core Strategies Publication Version (March 2014) - Minor changes and main modifications Appendices A & B CD/EX/10A;
Gedling Borough Council Site Viability - Details of assumptions used to inform viability assessments (as set out in Appendix L of CD/EX/35) CDEX60;
Gedling Borough Council Planning Strategy Team

Table 2: Infrastructure by Category - Gedling Borough Council only schemes
Summary Table

Infrastructure Category	Total No of Projects	No of Eligible	No of Costed	Cost of Infrastructure	Funding Identified			Gap 2013-2016	Notes
					Source	Amount	Gap		
Green Infrastructure	4	4	2	1,250,000	Growth Point	250,000	1,000,000	0	Two projects not costed
Regeneration	2	2	2	950,000	Growth Point	950,000	0	0	
Transport	3	3	2	41,150,000	Various	34,950,000	6,200,000	0	One project not costed
Health	3	3	3	1,805,000	PCT/Developer	1,805,000	0	0	Estimated project costs
Education	13	13	13	43,134,000	Developer	27,034,000	16,100,000	5,366,000	Cumulative non strategic sites contributions for education were pro-rated for a 5 year period.
Totals	**25**	**22**	**20**	**88,289,000**		**64,989,000**	**23,300,000**	**5,366,000**	

4. FUNDING SOURCES

Given the current economic climate in the UK and overseas, funding sources to enable infrastructure development are generally regarded as scarce, however some do exist. A list of possible sources of funding is outlined in Table 3 below. Gedling Borough Council and the other Aligned Core Strategy authorities will wish explore these to identify those that are appropriate and are able to assist the funding and delivery of projects within the IDP.

Table 3: Potential Infrastructure Funding Sources

Funding Source/Mechanism	Description	Comment
Council Tax	It would be possible to increase Council Tax to pay for the costs of infrastructure, although there are many other factors to consider in setting Council Tax levels.	Government is offering grants to Councils to freeze their local taxes this year. Politically it may not be popular for Council to raise taxes at this time.
Cross Subsidy	In essence this is using the profits from one use to subsidise a loss making use, e.g. residential subsidising infrastructure.	In theory Section 106 and CIL would provide the capital for infrastructure. However this approach can be applied to Council development or land sales where any surplus is channeled into new infrastructure. Unlikely to provide any funds for infrastructure.
Developer Funding	In some cases it is expected that developers will fund the costs of infrastructure without the need for this to be formalised through a planning obligation.	Highly unlikely source of funding if developers are paying CIL and providing affordable housing.
Future Department for Transport (DfT) Major Transport Schemes Funding (MTS)	The Government has identified £1.5 billion for major transport schemes from now until the 2014-15 financial year.	Much of this fund is already committed. Despite the economic climate other schemes may be called to encourage growth.
Gedling Borough Council Capital Programme	The Council has a Capital Programme, funded by Council Tax and other sources of income such as prudential borrowing.	The scale of the Council's Capital Programme is likely to be reduced significantly in coming years, largely in response to reduced funding from Central Government.
Growing Places Fund	This Fund has been specifically created to kick start development projects that have stalled due to the recession and has made £500 million available for this purpose.	It is understood that the D2N2 LEP has been awarded £17.8 million from the fund that can be used to fund infrastructure to unlock economic growth. Competition will be great from within the D2N2 area for this limited pot of money.
Homes and Communities Agency (HCA)	Homes and Communities Agency funding is being simplified into a small number of funding streams, covering affordable housing, existing stock, and using public sector land assets to deliver mixed use regeneration.	Although resources are scarce, the HCA should provide one of the best possibilities of obtaining funding for opening up new housing sites. The HCA has previously identified £8 million to facilitate the development of the Gedling Colliery/Chase Farm site.

Local Enterprise Partnership (LEP)	These are partnerships of local businesses and civic leaders. They are charged with setting the economic priorities of an area and are the focus of the Government's growth drive.	It is important that the Council are actively involved in working with the D2/N2 LEP to set priorities and benefiting from any Government through the LEP.
Local Transport Plan Capital / Capitalised Maintenance	Local authorities have traditionally secured funding for capital initiatives and for infrastructure maintenance through the Local Transport Plan. This funding is allocated by the Department for Transport.	A possible source.
New Homes Bonus (NHB)	This initiative from the Government is aimed at increasing the number of homes built. Councils will be rewarded for each home built. The reward is based on the tax band within which the house sits. Bonuses will be paid for the first six years that the home is occupied. Band D properties for example would, (based on average national band figure in 2010/11) give a bonus of £1,439. Affordable homes will receive a supplementary payment of £350 per year. The money raised through the New Homes Bonus is not ring-fenced and the Council can decide how it is used. The link to the NHB calculator is given below: www.communities.gov.uk/documents/housing/xls/1846581.xls	A possible source for infrastructure investment.
Planning Permission Conditions	In some circumstances, local authorities are sometimes able to deliver infrastructure through planning conditions attached to planning permissions. These conditions are grounded in planning policies, and can be used instead of or in addition to Planning Obligations (see below). For example, Sustainable Urban Drainage Systems (SUDS) can be delivered in this way.	This will reduce the amount of CIL available.
Planning Obligation - Section 106 Agreement (S106)	Section 106 agreements are bilateral legal agreements that have been negotiated by developers and local authorities (occasionally including others) to mitigate the impacts of particular developments. The agreement usually reflects the developer's agreement to provide the local authority with a set sum or sums of money to spend in a specified way.	CIL will largely replace Section 106 for strategic infrastructure. Local infrastructure can still be paid for via S.106 but with limits imposed on pooling.
Regional Growth Fund (RGF)	The Government is currently appraising the third round bids for this fund. Its purpose is to back projects with significant potential for private sector economic growth and employment, in particular, supporting areas and communities that are currently over dependent on the public sector. A panel chaired by Lord Heseltine is assessing bids made by the private sector and by public-private partnerships, including those from Local Economic Partnerships.	Looking at approved schemes this grant source is primarily orientated towards the early and guaranteed generation of jobs. Unlikely to assist with infrastructure costs.

5. THE EXISTENCE OF A GAP

An analysis of the funding sources[1] above indicate that it is unlikely that any of the sources will contribute significantly to the meeting of the costs identified in Section 3. As indicated above, the IDP identifies Section 106 contributions as being the main funding sources for the overwhelming number of schemes. CIL will substantially replace Section 106 (with the exception of affordable housing) **there will be a clear funding gap of at least £23 million over the period of the Plan until 2028 of which circa £5 million could be required to the end of 2015/2016.**

The above figures illustrate the aggregate funding gap between the total cost of infrastructure to support growth and the amount of available funding. Finally, for CIL to be levied it is necessary to establish that the funding gap is greater than the anticipated level of CIL receipts over the plan period (up to 2028).

Under the charging proposals within the Draft Charging Schedule (February 2013) the projected income generated from CIL receipts over the plan period of the Core Strategy, up to 2028, is estimated to be circa £7.2 million as indicated in the tables at Appendix 1. This calculation is based on residential and retail development likely to come forward over the remainder of the plan period following the programmed adoption of CIL and excludes all other uses (as evidenced by the data at the end of Appendix 1).

The residual funding gap summarised in Table 4 clearly demonstrates the need to charge CIL on development in order to help fund infrastructure to support the levels of growth set out in the Aligned Core Strategy.

Table 4: Aggregate Funding Gap

Infrastructure Funding Shortfall		
Aggregate Funding Gap		**£ 23,300,000**
Projected CIL Income		
Residential	£6,478,218	
Commercial	£ 720,000	**£ 7,198,218**
Residual Funding Gap		**£16,101,782**

The Draft Regulation 123 list is presented at the end of the Draft Charging Schedule. The list has been informed by the appropriate available evidence as set out in this document but will continue to evolve. Changing circumstances such as the availability of different funding opportunities may result in the need to review the list.

The Draft Regulation 123 list which identifies infrastructure to be funded through CIL is drawn from projects which make up the aggregate funding gap. This is in recognition of the fact that other funding sources are likely to come forward in time thus reducing the total gap. It also seeks to ensure that the funding target for CIL relates to estimates of projected CIL income.

[1] Due to the uncertainty in pinpointing other infrastructure funding sources, particularly beyond the short-term, the Guidance states that authorities should rely on evidence that is appropriate and available (para.14-CIL Guidance- Dec. 2012).

Appendix 1

Calculation of CIL income

Residential Property

CIL CHARGING SCHEDULE £/sq m			
	Area		
Development Type	Zone 1	Zone 2	Zone 3
Residential	£0.00	£45.00	£70.00

Variables	Zone 2	Zone 3
% affordable housing	20%	30%
Net additional floorspace	90%	90%
Av unit size	90m^2	

PROJECTED CIL INCOME 2015-2018				
	Zone 2	Zone 3	Totals	Income p.a.
No of units	157	7		
Less Aff Hsing percentage	125.6	4.9		
@ 90m^2 per unit	11,304 m^2	441 m^2		
x floorspace factor	10,174 m^2	397 m^2		
CIL Totals	£457,812	£27,783	£485,595	£161,865

GBC Housing Projections				
Zone	2015-18	2018-23	2023-28	Total
1	50	337	139	526
2	157	833	875	1,865
3	7	215	40	262
Total	214	1,385	1,054	2,653

PROJECTED CIL INCOME 2018-2023				
	Zone 2	Zone 3	Totals	Income p.a.
No of units	833	215		
Less Aff Hsing percentage	666.4	150.5		
@ 90m^2 per unit	59,976 m^2	13,545 m^2		
x floorspace factor	53,978 m^2	12,191 m^2		
CIL Totals	£2,429,028	£853,335	£3,282,363	£656,473

Note
The above data is taken from the latest Aligned Core Strategy housing trajectory modifications, 2014 which are based on the SHLAA update 2013. The figures assume CIL is not implemented until 2015. A more detailed explanation is included as part of this Appendix.

PROJECTED CIL INCOME 2023-2028				
	Zone 2	Zone 3	Totals	Income p.a.
No of units	875	40		
Less Aff Hsing percentage	700	28		
@ 90m^2 per unit	63,000 m^2	2,520 m^2		
x floorspace factor 0.7	56,700 m^2	2,268 m^2		
CIL Totals	£2,551,500	£158,760	£2,710,260	£542,052

PROJECTED CIL INCOME 2015-2028				
	Zone 2	Zone 3	Totals	Income p.a.
Residential CIL Totals	£5,438,340	£1,039,878	£6,478,218	£498,324

Calculation of CIL income

Commercial Property

CIL CHARGING SCHEDULE £/sq m	
Development Type	Single Zone
Retail A1, A2, A3, A4 , A5	£60.00
All other uses	£0.00

Projected CIL Income 2015-18		
	Retail only	Income p.a.
New floorspace 2000m^2	£120,000	40,000

Projected CIL Income 2018-23		
	Retail only	Income p.a.
New floorspace 5000m^2	£300,000	60,000

Projected CIL Income 2023-28		
	Retail only	Income p.a.
New floorspace 5000m^2	£300,000	60,000

Projected CIL Income 2015-28	
	Retail only
Commercial CIL Totals	£720,000

All CIL Income

PROJECTED CIL INCOME (ALL) 2015-2028				
	Zone 2	Zone 3	Totals	Income p.a.
Residential CIL Totals	£5,438,340	£1,039,878	£6,478,218	£498,324
	Single Zone			
Commercial CIL Totals	£720,000		£720,000	£55,385
All CIL Income Projection			**£7,198,218**	**£553,709**

Analysis of GBC historic data	
No of new retail permissions granted 2007-14	15
Total floorspace granted	38,945m^2
Net increase i.e. new floorspace	25,466m^2
Net Implemented to date	5,452m^2
Unimplemented	20,014m^2
New floorspace projection for CIL (14 years)	12,000m^2

Note
The above data has been collated over a period of very difficult trading in the retail sector. It is anticipated that the level of retail applications and permissions will increase over the next 14 yrs. The revenue estimates are however based on cautious estimates about how the market might perform assuming a greater build out than experienced in the last 7 yrs.

Calculation of Residential CIL income

Housing Supply in CIL Charging Zones March 2014 (revised)

	Housing Completions 2011-2013	Housing Supply 2013-2028 Sites that will not generate CIL	Housing supply 2013-2028 Remainder of sites to generate CIL	Housing Total 2011-2028
Zone 1				
Urban area	191	543* +119**	333	1186
Windfall	0	0	104	104
Teal Close	0	830*	0	830
Bestwood Village	32	52* +176**	0	260
Newstead	0	1*	89	90
Zone 1 Total	**223**	**1721**	**526**	**2470**
Zone 2				
Urban area	191	302* +331**	397	1221
Windfall	0	0	104	104
Gedling Colliery	0	0	600	600
Calverton	19	272*	764	1055
Zone 2 Total	**210**	**905**	**1865**	**2980**
Zone 3				
Top Wighay Farm	0	1000**	0	1000
North of Papplewick Lane	0	300**	0	300
Ravenshead	57	47* +70**	156	330
Other Villages	12	52*	106	170
Zone 3 Total	**69**	**1469**	**262**	**1800**
TOTAL	**502**	**4095**	**2653**	**7250**

* Existing sites with planning permission

** Assume sites to be granted planning permission before April 2015

Notes:

Housing figures are as of 31 March 2013.

Housing figures are from ACS Housing Trajectory Modifications 2014 which is based on information from developers via SHLAA Update 2013. If no information provided by developers then the Council's assumptions are used.

Assumes CIL is adopted April 2015.

For sites that developers say will start to deliver houses before April 2016, assumes they will not be picked up by CIL (as assumes permission will be granted the year before i.e. before April 2015). For sites that developers say will start to deliver houses after April 2016, assume they will be picked up by CIL.

Assume both Top Wighay Farm and the North of Papplewick Lane sites will be granted permission before April 2015.

Assume the Gedling Colliery site will be granted permission after April 2015.

For the villages, if the sites are in the built up area, assume they are granted permission before the Local Planning Document is adopted at the end of 2015 and not picked up by CIL. If the sites are in the Green Belt, assume they come forward after the Local Planning Document is adopted at the end of 2015 and picked up by CIL.

Bestwood Village has received two planning applications; one on safeguarded land and one on brownfield site. Assume they will be granted permission before April 2015.

Calverton has one planning permission on the safeguarded land which is currently under construction.

Ravenshead has received planning application for up to 70 homes on the safeguarded land. Assume this will be granted permission before April 2015.

The total capacity for Newstead is 90 homes.

The completions figure and windfall allowance in the urban area has been divided equally between Zones 1 and 2.

Housing Supply in CIL Charging Zones – Five Year Projection Periods

March 2014

	2013/14 to 2017/18	2018/19 to 2022/23	2023/24 to 2027/28	Total
Zone 1	50	337	139	526
Zone 2	157	833	875	1865
Zone 3	7	215	40	262
TOTAL	214	1385	1054	2653

Notes:
Housing figures are as of 31 March 2013.

Housing figures are from ACS Housing Trajectory Modifications 2014 which is based on information from developers via SHLAA Update 2013. If no information provided by developers then the Councils assumptions are used.

Assume CIL is adopted April 2015.

Above table includes housing figures that would generate CIL. Exclude those that would generate CIL before CIL adopted in 2015 (i.e. sites with existing planning permission and sites that are assumed to have planning permission before CIL adopted in 2015).

(See Table on 'Housing Supply in CIL Charging Zones' for further information)

Calculation of Commercial CIL income

The commercial CIL levy is proposed for retail developments only. An analysis of retail permissions granted for retail in last 7 years shows the following:

Analysis of GBC historic data 2007/14	
No of new retail permissions granted 2007-14	15
Total floorspace granted	38,945m^2
Net increase i.e. new floorspace	25,466m^2
Net Implemented to date	5,452m^2
Unimplemented	20,014m^2
New floorspace projection for CIL (14 years)	12,000m^2

The source information is shown in the table below.

Source: GBC Planning Data, 2014