

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 will prepare its own IDP that will include details of growth and specific sites.

The consultancy team preparing the Community Infrastructure Levy for Gedling Borough Council have been provided with a copy of the Greater Nottingham Infrastructure Delivery Plan (version 1) dated June 2012.

The joint 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.

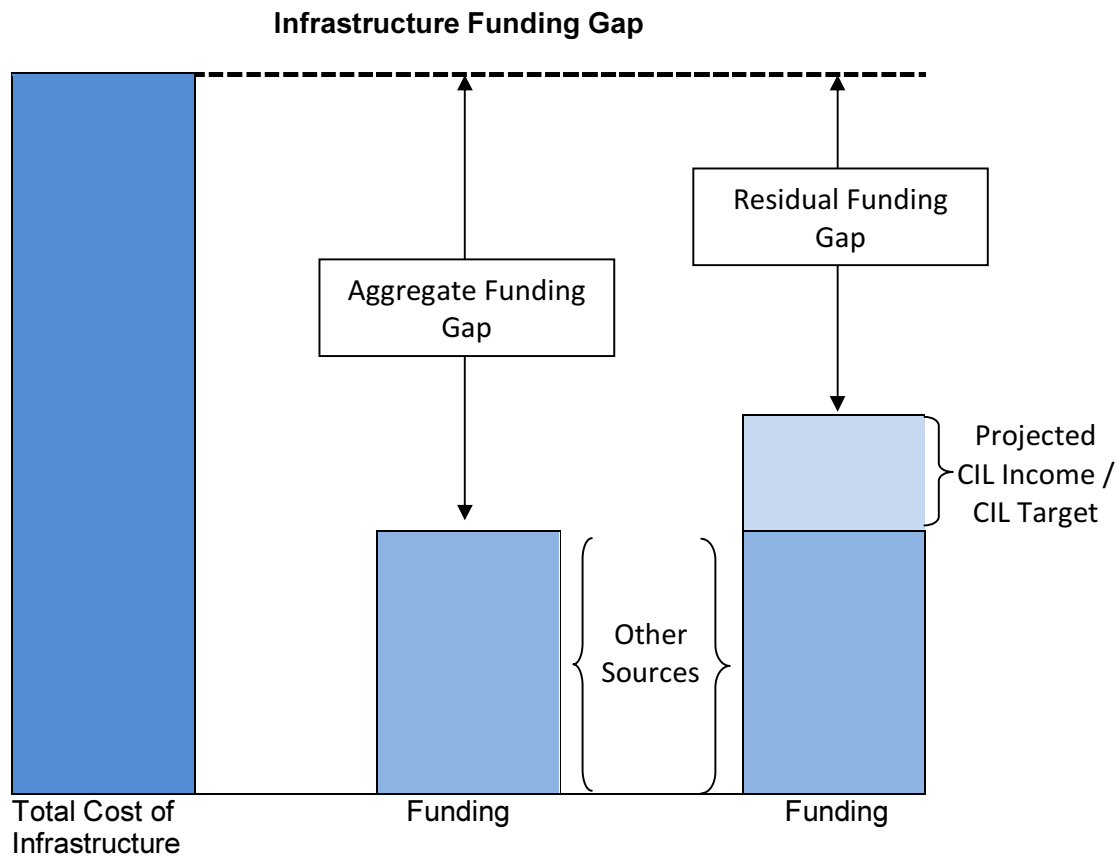


Table 2 includes those projects which have been identified by the IDP (Version 1 published June 2012) to date within Gedling plus two more local projects with Growth Point support have been listed. The projects are arranged in infrastructure categories. There are currently 23 schemes identified; 4 of which have no costs estimated as yet. The cost of implementing the remaining schemes totals £101m. 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 £65m 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 IDP recognises that the delivery of this is currently outside the timeframe of the Core Strategy but that it might be brought forward if circumstances change. The Local Transport Board has recently 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 the County Council. £8m worth of funding for

land purchase etc to facilitate the project had already been sourced via the HCA. £3m may be available from the Public Land and Infrastructure Fund. If all elements of the funding package identified come forward, the remaining shortfall of £5.2m could be met from CIL and the road could be delivered within the plan period.

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. Alternatively, secondary school provision could be considered strategic and collected via CIL leaving local primary provision to be agreed through S.106. This gives the ability to account for 'planned' growth, and also to react to 'unplanned' growth and ad hoc planning applications. No S.106 contributions are as yet identified in Table 2 but this will change over time.

All gaps in health expenditure are also identified as being funded through CIL, however the gap only represents 10% of the total estimated costs of provision. The PCT has been consulted and this figure has been derived from looking at the levels of S.106 contribution achieved on recent schemes and adopting a midway stance for 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		£250	£250	Growth Point	0				
Green Infrastructure	Calverton	Mitigation measures associated with prospective Sherwood Forest Special Protection Area	To be developed as part of Master planning work	tbc			tbc				Mitigation 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		£950	£950	Growth Point	0				
Transport	Gedling Colliery/ Chase Farm	Gedling Access Road to facilitate development of Gedling Colliery/Chase Farm.	Stalled	£32,400	£8,000 £10,800 £5,400	HCA LTB County Cncl	£8,200				GBC and HCA reviewing long term delivery options for the scheme. Local Transport Board now recognises as a strategic priority.
Transport	Top Wighay Farm	Integrated transport package	Masterplan underway	tbc			tbc				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	£5,000	£4,500	PCT	£500				Detailed requirements to be confirmed following further consultation with NHS Nottinghamshire PCT
Health	Top Wighay Farm	GP Surgery	Masterplan underway	£2,000	£1,800	PCT	£200				Detailed requirements to be confirmed by NHS Nottinghamshire PCT
Health	North of Papplewick Lane	Local health centre	Masterplan underway	£5,000	£4,500	PCT	£500				Detailed requirements to be confirmed following further consultation with NHS Nottinghamshire PCT
Education	Bestwood Village	Possible new primary School	Not yet begun	£5,000			£5,000				
Education	Bestwood Village	Expansion of secondary places	Not yet begun	£1,600			£1,600				
Education	Calverton	Possible expansion of existing schools or new Primary School may be required	Not yet begun	£5,500			£5,500				
Education	Calverton	Expansion of secondary places	Not yet begun	£3,600			£3,600				
Education	Gedling Colliery	Primary School	Masterplan underway	£5,000			£5,000				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	£3,093			£3,093				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	Not yet begun	£1,210			£1,210				
Education	Top Wighay Farm	Secondary school places contribution	Masterplan underway	£2,760			£2,760				
Education	Top Wighay Farm	Primary School	Masterplan underway	£5,000			£5,000				
Education	North of Papplewick Lane	Primary School	Masterplan underway	£5,000			£5,000				
Education	North of Papplewick Lane	Secondary school places contribution	Masterplan underway	£1,657			£1,657				
Education	Cumulative non strategic sites	Primary School Places Contribution	To be determined via DPD	£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 DPD	£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				£101,120	£36,200		£64,920	£27,983	£13,822	£59,315	

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

Source: Greater Nottingham Infrastructure Schedule - Version 1 - June 2012

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

Infrastructure Category	Total No of Projects	No of Eligible Projects	No of Costed Projects	Cost of Infrastructure (known)	Funding Identified			Cost of Infrastructure 2013 - 2016	Gap 2013-2016	Notes
					Source	Amount	Gap			
Green Infrastructure	3	3	1	250,000	Growth Point	250,000	unknown	250,000	0	Two projects not costed
Regeneration	1	1	1	950,000	Growth Point	950,000	0	950,000	0	
Transport	3	3	1	32,400,000	HCA	8,000,000	8,200,000	0	0	Two projects not costed
					LTB	10,800,000				
					County	5,400,000				
						24,200,000				
Health	3	3	3	12,000,000	PCT	10,800,000	1,200,000	7,000,000	6,300,000	Estimated project costs
Education	13	13	13	55,520,000	None	0	55,520,000	19,783,000	19,783,000	Cumulative non strategic sites contributions for education were pro-rated
Totals	23	23	19	101,120,000		36,200,000	64,920,000	27,983,000	26,083,000	

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	It is important that the Council are actively involved in working with the

	priorities of an area and are the focus of the Government's growth drive.	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)	<p>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:</p> <p>www.communities.gov.uk/documents/housing/xls/1846581.xls</p>	A possible source for infrastructure investment.
Planning Consent Conditions	In some circumstances, local authorities are sometimes able to deliver infrastructure through planning conditions attached to planning consents. 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 sources¹ 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. As CIL will substantially replace Section 106 (with the exception of affordable housing) **there will be a clear funding gap of at least £65 million over the next 15 years of which almost £28 million could be required in the next 5 years.**

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 2026).

Under the charging proposals within the Draft Charging Schedule (Sept 2013) the projected income generated from CIL receipts over the plan period of the Core Strategy, up to 2026, is estimated to be circa £13.98 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		£ 65,320,000
Projected CIL Income		
Residential	£13,258,809	
Commercial	£ 720,000	£13,978,809
Residual Funding Gap		£51,341,191

The Draft Regulation 123 List (**GBC to insert source or link to Reg123 List when put on website**) of projects to be funded through CIL is drawn from projects which make up the aggregate funding gap, but does not include all schemes. 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).

Calculation of CIL income Residential Property

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

PROJECTED CIL INCOME 2013-2018				
	Zone 2	Zone 3	Totals	Income p.a.
No of units	106	359		
Less Aff Hsing percentag	84.8	251.3		
@ 90m ² per unit	7,632 m ²	22,617 m ²		
x floorspace factor	6,106 m ²	20,355 m ²		
CIL Totals	£274,752	£1,424,871	£1,699,623	£339,925

PROJECTED CIL INCOME 2018-2023				
	Zone 2	Zone 3	Totals	Income p.a.
No of units	1188	992		
Less Aff Hsing percentag	950.4	694.4		
@ 90m ² per unit	85,536 m ²	62,496 m ²		
x floorspace factor	68,429 m ²	56,246 m ²		
CIL Totals	£3,079,296	£3,937,248	£7,016,544	£1,403,309

PROJECTED CIL INCOME 2023-2028				
	Zone 2	Zone 3	Totals	Income p.a.
No of units	598	754		
Less Aff Hsing percentag	478.4	527.8		
@ 90m ² per unit	43,056 m ²	47,502 m ²		
x floorspace factor 0.7	34,445 m ²	42,752 m ²		
CIL Totals	£1,550,016	£2,992,626	£4,542,642	£908,528

PROJECTED CIL INCOME 2013-2028				
	Zone 2	Zone 3	Totals	Income p.a.
Residential CIL Totals	£4,904,064	£8,354,745	£13,258,809	£883,921

Variables	Zone 2	Zone 3
% affordable housing	20%	30%
Net additional floorspace	80%	90%
Av unit size	90m ²	

GBC Housing Projections				
Zone	2013-18	2018-23	2023-28	Total
1	748	585	332	1,665
2	106	1,188	598	1,892
3	359	992	754	2,105
Total	1,213	2,765	1,684	5,662

The above data is based on the latest Aligned Core Strategy housing trajectory figures, adjusted where applicable using data from 2012 SHLAA. A more detailed explanation is included as part of this Appendix.

Commercial Property

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

Projected CIL Income 2013-18		
	Urban	Income p.a.
New floorspace 4000m ²	£240,000	48,000

Projected CIL Income 2018-23		
	Urban	Income p.a.
New floorspace 4000m ²	£240,000	48,000

Projected CIL Income 2023-28		
	Urban	Income p.a.
New floorspace 4000m ²	£240,000	48,000

Projected CIL Income 2013-28	
	Urban
Commercial CIL Totals	£720,000

All CIL Income

PROJECTED CIL INCOME (ALL) 2013-2028				
	Zone 2	Zone 3	Totals	Income p.a.
Residential CIL Totals	£4,904,064	£8,354,745	£13,258,809	£883,921
	Urban Zone	Rural Zone		
Commercial CIL Totals	£720,000	£0	£720,000	£48,000
All CIL Income Projection			£13,978,809	£931,921

Analysis of GBC historic data	
No of retail consents granted 2008-2012	10
Number implemented	3
New Floorspace	4104m 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 consents will increase over the next 15 years, however the revenue estimates are based on known data above rather than on assumptions about how the market might perform.

Calculation of Residential CIL income

Housing Supply in CIL Charging Zones February 2013

Zone 1

	2013/14 to 2017/18	2018/19 to 2022/23	2023/24 to 2027/28	Total
Newstead	0	93	0	93
Bestwood Village	112	208	226	546
Windfall	0	0	104	104
Urban<<	958	335	3	1296
Live Permissions	-322	-51	-1	-374
Total	748	585	332	1665

Zone 2

	2013/14 to 2017/18	2018/19 to 2022/23	2023/24 to 2027/28	Total
Calverton	185	899	396	1480
Windfall	0	0	103	103
Urban <<	531	392	99	1022
Live Permissions	-610	-103	0	-713
Total	106	1188	598	1892

Zone 3

	2013/14 to 2017/18	2018/19 to 2022/23	2023/24 to 2027/28	Total
Ravenshead	115	268	0	383
Top Wighay Farm	40	260	700	1000
North of Papplewick Lane	255	345	0	600
Other Villages ^v	36	120	54	210
Live Permissions	-87	-1	0	-88
Total	359	992	754	2105

Figures, except where stated, are taken from the ACS Housing Trajectory (version taken to Members Jan & Feb 2013). Live permission have been removed from the figures as these will be exempt from the CIL charge.

Figures are provided for use in the CIL and may not total those in ACS Policy 2.

<< Figures taken from 2012 SHLAA and are slightly higher than urban capacity figure used in the ACS Policy 2

^v Figures taken from ACS Housing Trajectory (version taken to Members Jan & Feb 2013). The No. of dwellings in Newstead have been removed and the remaining capacity reduced by 10% to provide a figure in line with the ACS (Policy 2)

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 5 years shows the following:

Analysis

No of Consents	10 (2 of which have been superseded)
No lapsed	1
No Implemented	3
No unimplemented	4

Of the consents implemented, all were within the urban zone.

Details :-

	Size
Retail floorspace, Victoria Park Way as part of office health & fitness complex)	1,593m ²
High Street, Arnold, New Shop Unit	31m ²
2 Retail Warehouses	<u>2,480m²</u>
Total	4,104m ²