

Cherwell District Council

Executive

1 February 2016

<p>Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule</p>

Report of Head of Strategic Planning and the Economy

This report is public

Purpose of report

To seek Member endorsement to consult the public for six weeks on the Community Infrastructure Levy (CIL): Preliminary Draft Charging Schedule.

This is the first of two consultations on a potential CIL charge for Cherwell to be followed by an examination in public.

1.0 Recommendations

The meeting is recommended:

- 1.1 To endorse the CIL Preliminary Draft Charging Schedule (Appendix 2) for a six week public consultation.
- 1.2 To note the viability and infrastructure evidence (Appendices 3 to 5) supporting the CIL consultation.

2.0 Introduction

- 2.1 On 7 April 2015 the Executive considered a report on Community Infrastructure Levy (CIL) and on the preparation of a new Developer Contributions SPD. The report outlined the process and timetable for the setting of a CIL for Cherwell.
- 2.2 The first stage of preparing a potential CIL has now been completed. This has entailed:
 - i) gaining a understanding of the infrastructure funding 'gap' in Cherwell to evidence a case for potentially introducing a CIL;

- ii) preparing a draft viability report to understand the level of CIL that might be introduced having regard to development costs;
- iii) the preparation of a Preliminary Draft Charging Schedule for consultation (Appendix 1).

2.3 Introduction of CIL is not mandatory and Members are not asked at this stage to make a decision on whether CIL should be introduced in Cherwell. Responses to consultation will help prepare a draft charging schedule and firm up an approach on the potential application of CIL alongside the recently scaled back system of planning obligations. From 6 April 2015, a limit on pooled contributions from planning obligations towards infrastructure was introduced i.e. no more than five planning obligations for an infrastructure project.

2.4 A CIL Charging Schedule is not a policy document but a local charge on development. The preliminary draft charging schedule in Appendix 2 is based on evidence relating to infrastructure needs in Cherwell and the ability of development to support a CIL charge from a viability perspective.

3.0 Report Details

What is CIL?

- 3.1. The Community Infrastructure Levy (CIL) is a planning charge introduced as a mechanism for local authorities to help deliver infrastructure to support the development of their area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 following its introduction in the Planning Act 2008.
- 3.2. It is a pre-set charge that can be applied (if a local authority so chooses) to all development that creates new floorspace over a specified minimum size. CIL is intended to fund a range of infrastructure (eg schools, roads, leisure facilities, etc) that is needed as a result of development. If adopted by the Council, it would be implemented alongside, and partly replace, Section 106 Planning Obligations , as a means of securing funding for new infrastructure.
- 3.3. CIL works by the developer (or landowner) paying a sum of money for new floorspace created by applicable development. Whether CIL applies to development depends on both statutory requirements and what is prescribed by the Charging Schedule set by the local authority.
- 3.4. The money raised through CIL can only be spent by the local authority on infrastructure that supports the delivery of development. The local authority sets out the items of infrastructure on which CIL monies can be spent. This is known as a 'Regulation 123 List'. The local authority is free to vary the Regulation 123 List subsequently, as needs change.
- 3.5. There is no effective restriction on how the authority uses any particular sum it receives provided it is for infrastructure. This is because there is no specific

requirement for a CIL charge collected to be spent on the development from which it arises. CIL is essentially a development tax, used to help pay for infrastructure required to facilitate development. It is for the local authority to establish its own means of prioritising how CIL monies are spent.

- 3.6. Fifteen per cent of CIL receipts are passed directly to Parish or Town Councils from each 'paying' development within their areas. This increases to 25% if a neighbourhood plan has been adopted. This is known as the neighbourhood portion of the levy and its expenditure is not restricted to infrastructure supporting new development.

CIL and S106s Planning Agreements

- 3.7. The CIL Regulations have introduced changes to the way that Section 106 Planning Agreements are used. From April 2015, Local Authorities are no longer able to collect or pool more than five developer contributions (S.106 obligations) towards any specific item of infrastructure. Previously funds could be pooled to help pay towards larger items of infrastructure, such as schools, roads, health facilities, etc. Therefore this restriction on the use of S.106 could significantly impact on the future funding of infrastructure required to support growth.
- 3.8. With the effective scaling-back of S.106 Agreements, CIL is intended to become the primary mechanism through which new development contributes towards the provision of required infrastructure. Site specific infrastructure that is directly related to a development, and affordable housing, are the main items that will continue to be delivered through the Section 106 regime. With the introduction of CIL, a S.106 planning obligation cannot be sought for any item of infrastructure included on the Regulation 123 List (refer to paragraph 3.4).

What would CIL mean for Cherwell?

- 3.9. If CIL is implemented in Cherwell, the Council would operate a system of development contributions which would continue to secure 'on-site' infrastructure provision and affordable housing through S106s agreements (subject to the pooling restriction described at paragraph 3.7 above). CIL would be used to secure funding for more strategic infrastructure. Developers would not be charged twice for the same item of infrastructure.
- 3.10. CIL is intended to help fund infrastructure needs arising from future development and can only be sought at an economically viable level. It will not cover all infrastructure needs in Cherwell and other sources of funding will still need to be sought.
- 3.11. To set a charge in Cherwell, the Council needs to demonstrate 1) there is an infrastructure funding gap which would justify levying a charge and, 2) that development likely to come forward in Cherwell is able to sustain that charge and remain viable.
- 3.12. The process of setting a CIL charge cannot be based on policy aspirations. The Council must reach an appropriate balance between the desirability to fund

infrastructure through CIL and the potential effect on the economic viability of development in Cherwell.

- 3.13. The sections below explain how the infrastructure funding gap has been assessed and the viability work that has been undertaken. The preliminary proposals for potential CIL charges are then explained.

Infrastructure Funding Gap

- 3.14. Government guidance on CIL notes that infrastructure needs should be drawn from the infrastructure assessment that was undertaken as part of preparing the relevant Plan. Cherwell Infrastructure Delivery Plan (IDP) contains infrastructure required to support Local Plan growth and it is therefore the relevant plan infrastructure evidence. Members considered the IDP Update 2015 at the January 2016 Executive meeting.
- 3.15. To set up a CIL charge the Council needs to demonstrate that there is an infrastructure funding gap which considers CIL and other sources of funding. Government recognises that identifying other sources of funding and particularly beyond the short-term is not always possible and advises providing evidence of an aggregate funding gap that demonstrates the need to put in place the levy.
- 3.16. The IDP Update 2015 was undertaken 5 months from the Local Plan adoption (July 2015) and it may take some time for some infrastructure providers with shorter plan/programme periods to consider costs and other information for long terms schemes.
- 3.17. The Council commenced the preparation of Local Plan Part 2 on development management policies and non-strategic sites, and Local Plan Part 1 Review concerning Oxford's growth. More detailed information on infrastructure provision in Kidlington and the rural areas will arise through the progression of these emerging plans and Neighbourhood Plans.
- 3.18. Appendix 3 demonstrates that there is an infrastructure funding gap which will not be met by current sources of funding.

Viability evidence

- 3.19. Officers appointed Montagu Evans to undertake a viability study (Appendix 2) on a range of development sites across the District. The study was informed by the adopted Local Plan viability evidence as well as new market evidence and a stakeholder review of initial viability assumptions. This involved a selection of relevant Council officers and developers and agents involved in development in the District.
- 3.20. The viability study appraised over 70 development schemes tested for viability. They are intended to be representative of the type, scale, location and mix of development envisaged to come forward in the short to medium term in Cherwell and include both residential and commercial schemes.

- 3.21. The viability report shows there is considerable variation between different development uses/types and, specifically for residential, significant geographical differences.
- 3.22. CIL rates should not be set at the maximum limit of the viability to allow for changes on economic circumstances over time. Cherwell's viability report includes such viability buffer within its recommendations.
- 3.23. Financial modelling provides only one aspect of development delivery and thus the summary of viability findings in this report should be taken within the context of viability modelling which would justify requirement development to pay a CIL charge. There are a number of development types and uses such as community facilities, employment uses and residential accommodation for the elderly which will continue to come forward in Cherwell as viable development propositions as noted in the CIL Viability Study and viability evidence supporting the Local Plan Part; they are just not shown to be able to support a CIL charge in the CIL Viability Study.

Viability Conclusions

Residential Development

- 3.24. The study shows how the variance in residential values across the District affects the viable CIL rate that might be applied to new housing development. Three different charging areas are suggested (refer to Map in Appendix 1). The viability study evidence on potential CIL rates for each area is summarised below. The viability study recommended rates allow for a buffer or discount to the maximum possible rates to allow for changes in economic circumstances over time (refer to paragraph 3.22).
- 3.25. Area 1 (Banbury) is characterised by lower residential values. Consequently, applying a CIL would have a greater potential impact on development viability. The main conclusions of the study for this area are:
 - overall, a CIL charge could be applied to residential development. The range of viability is from £113 to £337 per sq m of residential floorspace created.
 - Most of the viable sites are however capable of supporting a CIL charge of around £110 - £150 per sq m. The average CIL would be £124 per sq m of residential floorspace.
 - Applying a discount of 15-20% (to allow for future changes in economic circumstances) to the average CIL chargeable of £124 per sq m, would result in a CIL rate of c. £100 - £105 per sq m.
 - All viable sites can support a £100 per sq m CIL rate.
- 3.26. Area 2 comprises the main urban area of Bicester and most of Cherwell's rural areas (refer to map in Appendix 1). It has higher residential values than Area 1. The viability testing shows:
 - overall, a CIL charge could be applied to residential development.

- The potential CIL calculated for these sites ranges from £90 per sq m to a maximum of £666 per sq m.
- The average potential CIL rate that could be absorbed is £286 per sq m.
- Applying a discount of 15-20% to the average chargeable CIL of £286 per sq m would result in a CIL charge of £228 - 243 per sq m

3.27. Area 3 comprises the southernmost part of the District including Kidlington and surrounding rural areas. Residential values are again higher, largely due to the proximity and influence of Oxford City. The viability testing shows:

- overall, a CIL charge could be applied to residential development. Area 3 exhibits considerably higher viability outcomes than Areas 1 and 2.
- The potential CIL ranges considerably from £42 per sqm to a maximum £1,604 per sq m (the latter being exceptional). Excluding this exceptional outcome, the average CIL for viable schemes would be £388 per sq m of residential floor space.
- Applying a discount of 15-20% to the average CIL chargeable of £388 per sq m, would result in a CIL rate of c. £310 - £330 per sq m.
- Under the various sensitivity scenarios, the majority of the sites tested could support this level of charge.

3.28. Large residential sites (more than 500 residential units) have been analysed separately, given that they commonly have higher infrastructure and site works costs. The viability testing shows:

- There is also a notable difference between the potential CIL for 500+ unit sites compared with other residential schemes. The higher site and infrastructure costs greatly reduce the potential CIL rates.
- That there is considerable difference between viable charging rates for large urban sites in Area 3 (south of District) compared with Area 2 (Bicester and rural areas). In Area 1 (Banbury), development at Southam Road has commenced and South of Saltway East is already in the planning application system pending consideration. This only leaves on large strategic site (500+) within Area 1: Canalside which is likely to be developed in phases due to its complexity as illustrated in Local Part 1 viability evidence.
- The potential CIL calculated for large residential sites in Area 2 ranges from £3 per sq m to a maximum of £210 per sq m. For Area 3, this ranges from £422 per sq m to a maximum of £528 per sq m. This considerable difference suggests a CIL charge for large residential sites could be differentiated in Cherwell, consistent with the conclusion for residential developments of 500 or less homes.
- The average potential CIL charge for large residential sites in Area 2 is £89 per sq m. Applying a 15-20% discount would result in a CIL charge of £70 - £75 per sq m.

- The average potential CIL charge for large residential sites in Area 3 is £493 per sq m.

Retirement homes and extra care/nursing homes

3.29. These do not produce viable outcomes within the context of CIL.

Retail

3.30. Retail uses cover a diverse range of formats and locations. In terms of viability and propensity to absorb a CIL rate the study indicates:

- Out of centre retail development: based on testing of retail parks, warehousing, showrooms and superstores / supermarkets. The viability testing points toward the ability to support a CIL, with the potential for a rate of £190 per sq m of new retail floorspace created.
- In centre retail development: the viability results are much less favourable. A zero rate is proposed.

Employment

3.31. The testing of office related development has not produced a positive financial result for the purpose of setting a CIL charge. A zero CIL rate is proposed.

3.32. For industrial and warehousing uses, the viability tests do not demonstrate that this use is likely to be able to support a CIL rate.

Hotels

3.33. Similarly, hotel uses do not demonstrate a positive financial outcome for the purposes of setting a CIL charge in Cherwell.

3.34. A range of other uses have also been considered and tested. These did not however produce results capable of supporting a CIL rate. The recommendation is therefore that other development uses should not be subject to a levy.

Viability Study – Recommended CIL Charges

3.35. Having regard to the above findings, the viability study recommends the CIL rates set out in Table 1 below:

Table 1: Viability Study, January 2016 recommended CIL charges

USE	AREA / TYPE	CIL RATE £ PER SQ M
Residential	Area 1	<ul style="list-style-type: none"> ▪ Up to 500 units: £100 ▪ 500+ units: £70
	Area 2	<ul style="list-style-type: none"> ▪ Up to 500 units: £230 ▪ 500+ units: £70
	Area 3	<ul style="list-style-type: none"> ▪ All residential: £310
Retirement Homes	District-wide	£0
Retail*	In centre	£0
	Out of centre	£190
Offices	District-wide	£0
Hotels	District-wide	£0
Industrial	District-wide	£0
Other Uses	District-wide	£0

*Includes sui generis retail uses: petrol filling stations, car showrooms, retail warehouse clubs.

Setting CIL rates for Cherwell: Proposed Preliminary Draft CIL Charges

- 3.36. Setting the rates is informed by and should be consistent with the technical evidence but should also be informed by a consideration of the particular circumstances which would help deliver planned growth in the district.
- 3.37. The Viability study assessed larger strategic sites (more than 500 residential units) and recommended a CIL rate of £70 per m² for such sites in Areas 1 and 2. For 6 of the sites tested, the evidence shows maximum CIL rates ranging from £3 -£210 per m² in Area 2 and £422 - £528 m² per in Area 3. The viability results indicate the ability of Area 3 to support a CIL charge is higher than the recommended rate of £310 m² for all sites tested in this area.
- 3.38. Nine strategic housing sites allocated in the Local Plan Part 1 would fall within the more than 500 dwellings category. Many of these sites have either outline planning permission, a resolution to approve or are currently in the planning application system and likely to have gained outline planning permission, ahead of CIL adoption (Information available in the Annual Monitoring Report, December 2015).
- 3.39. In setting an appropriate CIL rate for larger strategic sites (500+), the Council has considered viability evidence, the need to enable strategic sites to come forward to ensure a continuous supply of housing through the lifespan of the Local Plan, and the desirability of setting CIL charges which are not too complex to implement and administer. It is proposed that larger strategic sites (more than 500 residential units) in Areas 1 and 2 are subject to a nil CIL rate.

- 3.40. The proposed CIL rates are shown in Table 2 and the geographical areas for the 3 residential rates are shown in Appendix 1 which also shows the Local Plan Part 1 strategic allocations subject to nil CIL charges. These sites are expected to contribute towards infrastructure through S106 agreements.

Table 2: Proposed Preliminary CIL Draft Charges

Development Type	Use Class Order	Area 1	Area 2	Area 3
Residential	C3	£100	£230	£310
Strategic allocation for more than 500 residential units in Local Plan Part 1*	C3	£0		£310
District wide				
Out of centre retail**	Out of centre A1-A5	£190		
Retail in town centres***		£0		
Any other development type		£0		
<p>* Policy Banbury 1: Banbury Canalside Policy Banbury 2: Hardwick Farm, Southam Road (East and West) Policy Banbury 4: Bankside Phase 2 Policy Banbury 17: South of Salt Way - East (mostly in Area 1) Policy Bicester 1: North West Bicester Eco-Town Policy Bicester 2: Graven Hill Policy Bicester 3: South West Bicester Phase 2 Policy 12: South East Bicester Policy Villages 5: Former RAF Upper Heyford</p> <p>**Includes sui generis retail uses: petrol filling stations, car showrooms, retail warehouse clubs</p> <p>***Town centre and out of centre as per Cherwell Local Plan Part 1 For the purpose of this Preliminary Draft Charging Schedule: Residential means - C3 development excluding C3 assisted/sheltered accommodation</p>				

- 3.41. As an example to illustrate the charges, for a 10-house development under CIL, the Council receive about £100,000 in the Banbury area (Area 1), £310,000 in the Kidlington/Water Eaton Area (Area 3) and £230,000 in the rest of the District (Area 2) with a mandatory (15%) £15,000, £46,500 or £34,500 respectively on a 'one-off' basis to the relevant Parish or Town Council. The amount to PCs and TCs increases to 25% if a Neighbourhood plan is in place.

Future Policy Making and CIL

- 3.42. CIL would apply to all new qualifying development that receives planning permission in the future (following implementation of CIL). Much of the growth included in Local Plan Part 1 already has planning permission and infrastructure has been secured or is in the process of being secured through the use of s.106 agreements. However, officers will keep to the emerging approach to CIL under review as work progresses on Local Plan Part 2 and the Partial Review of Part 1 to

help meet the unmet housing needs of Oxford City. If necessary, there would be changes to the subsequent Draft Charging Schedule.

Neighbouring CIL rates

- 3.43. By way of illustration as to how CIL is being implemented near to Cherwell, Table 3 below presents a summary of the stage of CIL and the CIL charges in neighbouring authorities:

Table 3. Summary of neighbouring CIL progress and charges

Local authority	Development types/uses liable to pay CIL		
	Residential	Retail	Any other development
South Northamptonshire Adopted and pending implementation from April 2016	Zone1 and Strategic urban extensions: £50 Zone 2: £150 Zone 3: £200	£100	£0
Stratford Submitted to Secretary of State in January 2016	Urban extensions: £75 -£85 Small sites (less than 10 units): £75 Rest of District:£150 Extra-care housing as per above rates	Within identified centres: £0 Within new settlements:£10 Out of centre: £120	£0
Oxford City Adopted and being implemented	£100	£100	£20 standard charge
South Oxfordshire Inspector report received in December 2015 endorsing CIL subject to changes	Zone1: £85- £150 Strategic allocations (3 sites): £0 Care homes (C2) and Extra care (C3): £0	Supermarkets, superstores and retail warehouses £70	£0 (CIL Inspector recommended a change from £35 for office development to £0)
Vale of the White Horse	Zone1: £120- £260 Zone 2: £85 -£200 Zone 3 (2 strategic allocations): £0 Rural exception site £0 C2 Housing for the frail or disable: £0	Supermarkets and retail warehousing exceeding 280m2: £100	£0
West Oxfordshire Pending Examination	£100 - £200 Extracare housing: £0-£100 Sheltered housing: £0	Greenfield sites District wide: £170 Previously developed outside town centre: £50 Previously developed in designated town centres: £30	£0

CIL in the context of wider infrastructure funding

- 3.44. CIL receipts based on current viability information will not be sufficient to deliver all items on the Infrastructure Delivery Plan (see report at Appendix 3). The Council will need to prioritise the allocation of funds and identify with infrastructure providers the infrastructure likely to be funded or partially funded by CIL as it progresses through next stages of CIL preparation and as new infrastructure needs are identified through emerging plans (refer to paragraph 3.17).
- 3.45. Research from the Planning Advisory Service (PAS) indicates that CIL is unlikely to contribute more than 5 to 10 per cent of funding for infrastructure requirements although this will depend on the particular circumstances of each local authority in terms of their infrastructure priorities and planned growth. The research indicates that a number of authorities already collecting CIL have used it as 'match-funding' to attract larger sums of money for infrastructure.
- 3.46. The Council and infrastructure providers in Cherwell will need to continue securing other sources of infrastructure funding including:
- Section 106 planning obligations on-site mitigation and under certain circumstances some limited pooling;
 - Infrastructure provider's investment programmes including: Highways England, Network Rail, Sports England, Environment Agency, Thames Water;
 - Central government funds such as Local Growth Fund and the 'Large sites infrastructure programme' from the Department for Communities and Local Government and funds to support infrastructure as part of the recently awarded Bicester Garden Town;
 - New Homes Bonus;
 - Business Rate retention;

CIL collection and administration

- 3.47. In 2011 the Department for Communities and Local Government (CLG) estimated that the average cost for a local authority to set up CIL in year 1 would be £107,700 with on-going annual costs to follow of £75,500. The Council would be able to use revenue from the levy to recover the costs of administration and setting up of CIL (up to 5% of total revenue).
- 3.48. The collection and administration of CIL in accordance with the regulations is currently under consideration, and will be reported at a future date. The decision on how to spend any CIL receipts on infrastructure will remain with the Council; the governance arrangements around this are being considered by officers and will be reported to a future committee for consideration.

Reviewing CIL

- 3.49. There are no prescribed timeframes to review CIL charges once they are in place. Government advice in the Planning Practice Guidance is for authorities to monitor market conditions and infrastructure needs, and to consider linking a review of CIL charges to any 'substantive review of the evidence base for the relevant Plan'. In Cherwell's case Local Plan Part 1 and emerging Part 2 and Part 1 Review.

- 3.50. The Council can stop charging the levy at any time subject to making a resolution to do so.

Government's review of CIL

- 3.51. Central government is undertaking a review of CIL with a focus on assessing: '*the extent to which CIL does or can provide an effective mechanism for funding infrastructure, and to recommend changes that would improve its operation in support of the Government's wider housing and growth objectives*'. A report by the independent group leading the review is expected by the end of March 2016.
- 3.52. Future stages of CIL preparation in Cherwell will consider any recommendations from this review.

Next Steps

- 3.53. Introducing CIL involves two stages of public consultation followed by an independent examination. If the schedule is found to be sound (i.e. based on reliable, relevant information), and provided the development plan is up to date, it can be adopted and used from that point. The anticipated timescale leading to the adoption of CIL is as follows:
- First round of consultation on a Preliminary Draft Charging Schedule (6 weeks) – February / March 2016
 - Second round of consultation on a Draft Charging Schedule (6 Weeks) – August/September 2016
 - Examination Hearings December 2016
 - Approval April 2017

4.0 Conclusion and Reasons for Recommendations

- 4.1 Members are not asked at this stage to make a decision on whether to implement CIL in Cherwell but only to endorse a Preliminary Draft Charging Schedule for consultation.
- 4.2 From April 2015 all Councils have had to operate a system of scaled back S106s: contributions for on-site infrastructure and pooling of a limit of five S106s towards an item of infrastructure. Subject to consultation and any required amendments CIL could contribute towards supporting infrastructure in the district and help maximise resource income which would otherwise not be available.
- 4.3 It is recommended that the Executive endorses the CIL preliminary Draft Charging Schedule in Appendix 2 for a six week public consultation from February to March 2016.

5.0 Consultation

- 5.1 Consultation on early assumptions and draft Viability report was undertaken with officers in the Council's Economic Development Team, Development Management, Housing and Regeneration and the Delivery Team.
- 5.2 Consultation with a number of stakeholders involved on the development proposals in the district took place in November 2015.
- 5.3 Comments received have helped the scrutiny and review of the evidence supporting the Preliminary Draft Charging Schedule including adjustments to early viability assumptions.
- 5.4 Cllr Michael Gibbard, Lead Member for Planning.

6.0 Alternative Options and Reasons for Rejection

Not consulting on the CIL Preliminary Draft Charging Schedule.

- 6.1 Officers consider that without proceeding with this consultation the Council will not be able to assess the potential benefits of implementing CIL. Consultation will help ensure a robust and transparent process.

7.0 Implications

Financial and Resource Implications

- 7.1 No financial implications at this stage. If CIL progresses to adoption stage there will be implications for a number of departments on matters such as:

Development Management:

- Clearing of unsigned S106s in the lead up to commencement date
- Seeking floorspace information in relation to any application that may not be determined until after the CIL commencement date (some 2 months before the commencement date)
- Set up the administration of the new system in liaison with ICT, Finance and Procurement, and Law and Governance, includes modifications of/or new systems (for DM Uniform or other).
- Issuing Liability Notice, deciding applications for relief, defending appeals and publishing annual report based on Finance records.

Land charges:

- Recording CIL liability as land charge

Finance department:

- Issuing demand notices, receiving and pursuing payments

Comments checked by:

Paul Sutton, Head of Finance and Procurement, tel. 0300-003-0106

Paul.Sutton@cherwellandsouthnorthants.gov.uk

Legal Implications

- 7.2 None at this stage other than ensuring that the process for preparing CIL follows statutory requirements.

Comments checked by:

Nigel Bell, Team Leader – Planning, 01295 221687

Nigel.Bell@cherwellandsouthnorthhants.gov.uk

8.0 Decision Information

Key Decision:	No
Financial Threshold Met:	No
Community Impact Threshold Met:	Yes

Wards Affected

All

Links to Corporate Plan and Policy Framework

- Accessible, Value for Money Council
- District of Opportunity
- Safe and Healthy
- Cleaner Greener

Lead Councillor

Councillor Michael Gibbard - Lead Member for Planning

Document Information

Appendix No	Title
Appendix 1	CIL Charging Areas
Appendix 2	Cherwell Preliminary Draft Charging Schedule
Appendix 3	Infrastructure Funding Gap
Appendix 4	Position Statement on CIL and Planning Obligations
Appendix 5	CIL Viability Study
Background Papers	
None	
Report Authors	Maria Garcia Dopazo, Principal Planning Officer
Contact Information	maria.dopazo@cherwell.gov.uk , 01295 227970