

Cheshire East Council

Cabinet

Date of Meeting:	12 th September 2017
Report of:	Frank Jordan, Executive Director of Place
Subject/Title:	Community Infrastructure Levy Progress Update, Including Approval to Consult on the CIL Draft Charging Schedule and Authorisation to Submit to Public Examination
Portfolio Holder:	Cllr Ainsley Arnold, Planning and Housing

1. Report Summary

- 1.1. The purpose of this report is to provide an update on the latest position in developing the Community Infrastructure Levy ("CIL") in Cheshire East following consultation on the preliminary draft charging schedule in February – April 2017.
- 1.2. It also seeks Cabinet endorsement to consult the public for six weeks on the CIL draft charging schedule and supporting documentation including the draft regulation 123 list before it is submitted for examination. The draft charging schedule follows reflection on the comments received to the preliminary draft charging schedule, updated evidence and has been influenced by changes to local market conditions.
- 1.3. The adopted Local Plan Strategy will be a key vehicle in driving quality of place in the borough. The Community Infrastructure Levy, should only be adopted, if it will support the provision of infrastructure required to deliver the Local Plan Strategy and if it can be set at an economically viable rate. However, updated evidence relating to viability, its relationship with S106 obligations and any government reforms to the system of development contributions should be considered before deciding whether to proceed to examination and, ultimately, adoption.

2. Recommendation

It is recommended that:

- 2.1. Cabinet endorse the CIL draft charging schedule (Appendix A) and supporting documentation including the draft regulation 123 list for a six week public consultation;
- 2.2. Cabinet note the consultation responses received to the preliminary draft charging schedule consultation (Appendix C);
- 2.3. Cabinet note the further viability and infrastructure evidence supporting the consultation on the draft charging schedule (Appendices B and E) (due to its size, Appendix B is available on the agenda website only);
- 2.4. Cabinet note the position statement, set out in appendix F, outlining how S.106 policies will be varied following the adoption of CIL and draft policies on the implementation of CIL (Appendix D);
- 2.5. Cabinet authorise the Executive Director of Place to make any modifications to the draft charging schedule following public consultation, to consult on those modifications in line with the statutory regulations and submit the draft charging schedule, representations made and evidence base, together with any proposed modifications, forward to public examination;
- 2.6. Cabinet delegate the final decision as to whether to proceed with the submission of a draft charging schedule to examination to the Executive Director of Place in consultation with the Portfolio Holder for Planning and Housing, in view of updated evidence relating to viability, its relationship with S106 obligations and any government reforms to the system of development contributions.

3. Other Options Considered

- 3.1. Cabinet considered a report on the 9th February 2016 and resolved to undertake all the work necessary for the preparation and approval of a CIL Charging Schedule for the Local Planning Authority area administered by Cheshire East Council alongside the drafting of a detailed implementation Plan. Therefore, alternative options were considered at that stage.
- 3.2. The implementation of a future CIL Charge would require business change activity prior to adoption, at risk of any abortive work, to allow the work required to collect, operate, enforce and distribute the Levy.

4. Reasons for Recommendation

- 4.1. To allow the CIL draft charging schedule, the draft 'regulation 123' list and supporting evidence to be published for consultation purposes in order to progress the introduction of a CIL charging schedule for Cheshire East.

5. Background/Chronology

- 5.1. Cabinet considered a report on the 9th February 2016 and resolved to undertake the work necessary for the preparation and approval of a CIL charging schedule.
- 5.2. CIL is a financial charge levied on developments to help fund infrastructure. The CIL regulations are prescriptive regarding the way CIL is calculated and applied to development.
- 5.3. A CIL charge, would support the phased and co-ordinated delivery of infrastructure to support the achievement of sustainable development as set out in the Local Plan Strategy.
- 5.4. CIL regulations set out a detailed process which councils must follow to establish an adopted CIL charge. The key requirements for being successful in establishing a CIL charge are firstly, to have recent evidence on local development markets and infrastructure requirements and secondly, to strike an appropriate balance between the level of CIL charge and its potential effects on economic viability. Understanding the relationship between CIL and section 106 legal obligations is also important.
- 5.5. The introduction of a CIL charging schedule involves two stages of public consultation and then an independent examination. If the charging schedule is found to be capable of approval following independent examination (i.e. based on reliable, relevant information), and provided that the Development Plan (in this case the Local Plan Strategy) is adopted and up to date, it can be adopted and used from that point. The anticipated timescale leading up to the adoption of CIL are as follows;-

Task	Indicative Timetable
Round of consultation on a preliminary draft charging schedule (6 weeks)	This took place in February – April 2017
Round of consultation on a draft charging schedule	Subject to approval, September / October 2017

Decision to be taken whether to proceed to Examination in view of updated evidence relating to viability and any government reforms to the system of development contributions announced in the Autumn Budget Statement.	Quarter 4 2017
Examination Hearings	TBC
Adoption of a CIL charging schedule	TBC

Preliminary Draft Charging Schedule consultation

- 5.6. Consultation on the preliminary draft charging schedule consultation took place between the 27 February and the 10 April 2017. The accompanying documents to the consultation included an initial draft of the council's regulation 123 list and a CIL viability study, prepared by consultants Keppie Massie.
- 5.7. Notification of the consultation was sent to stakeholders included on the council's Local Plan consultation database. The consultation was advertised alongside the council's consultation on the site allocations and development policies document "Issues Paper". Copies of the consultation documents were made available for inspection at the council's main offices and libraries. The charging schedule and supporting evidence documents were published on the council's website through its dedicated consultation portal.
- 5.8. A total of 58 completed responses were received by 51 landowners, developers, groups and individuals on a range of issues including the charging schedule, the CIL viability study, the initial draft regulation 123 list and approach to implementing the levy. Key issues raised during the consultation included:
- Comments regarding the appraisal inputs which informed the viability work undertaken by the council's consultants, Keppie Massie. These comments have been considered in the revised viability work which supports the draft charging schedule and is set out in Appendix B (available online).
 - Concern over the approach to the viability testing of Local Plan Strategy sites. An appropriate selection of Local Plan Strategy sites have been tested to support the draft charging schedule. This followed a request for 'appropriate and available' evidence from Local Plan Strategy site

promoters during the consultation on the preliminary draft charging schedule.

- A request for further transparency regarding the items of infrastructure CIL receipts would be spent on. This is provided in an infrastructure projects document in Appendix E.
 - There was a request for confirmation on the council's approach to S.106 and the future operation of CIL. This is provided through a position statement in appendix F.
- 5.9. A consultation report has been prepared (in appendix C) which sets out in detail the consultation process, the key issues raised and responses made to those key issues.

Draft Charging Schedule Consultation

- 5.10. The draft charging schedule is prepared by the charging authority, in light of the comments received on the preliminary draft and other updated evidence. The draft charging schedule is then published for consultation before being submitted for formal independent examination.
- 5.11. In response to the representations received to the preliminary draft charging schedule, the evidence base has been reviewed and the viability study undertaken by Keppie Massie has been updated. This additional work included further clarification and justification of S.106 assumptions and additional viability work on a typology of strategic sites.
- 5.12. The Planning Practice Guidance ("PPG") at Paragraph 19 (ID: 25-019-20140612) is clear that viability testing should "focus on strategic sites on which the relevant Plan relies and those sites (such as brownfield sites) where the impact of the levy is likely to be most significant." The viability study supporting the draft charging schedule consultation has considered an appropriate sample of Local Plan Strategy sites across the Borough, reflecting a number of different typologies and locations. This has informed the position as set out in the draft charging schedule and its proposals.
- 5.13. Council officers and Keppie Massie have also undertaken additional research, held meetings with parties from the development Industry and undertaken site specific testing for a selection of the sites contained within the Local Plan Strategy. This has resulted in an updated viability position and report to understand the level of CIL that might be introduced having regard to development costs and market intelligence.
- 5.14. In addition, consultants Keppie Massie have very recent experience of a CIL examination at Cheshire West and Chester. The outcomes of the examiners report in Cheshire West and Chester has resulted in changes in the approach in a Cheshire East context, to ensure a robust CIL charging schedule position is achieved.

5.15. Before being examined, the draft charging schedule must be formally published. The charging authority should also publish appropriate and available evidence on infrastructure costs / other funding sources and economic viability. To that end, additional supporting evidence and justification for a future CIL charge has been prepared:

- A draft regulation 123 list of infrastructure projects or types that are intended to be funded by CIL. The list forms part of the 'appropriate available evidence' for consideration at a future CIL examination. The draft list has been prepared in consultation with partners both internally and externally to the council. A CIL Implementation Group with officer representatives from Development Management, Finance, Civicance, Highways, Education, Health and Adult services, Communities, Recreation and Green Infrastructure / Open Spaces have informed the approach to the draft regulation 123 list. In addition, consultation with representatives from Clinical Commissioning Groups and NHS Property Services regarding the health elements of the regulation 123 list has also informed the council's position on the regulation 123 list.
- Infrastructure Projects Document – this sets out the infrastructure funding gap that the introduction of CIL seeking to reduce (alongside other funding sources). This is informed by the Infrastructure Delivery Plan (July 2016 Update) which supported the Local Plan Strategy.
- CIL Draft Policies Document – this sets out draft policies to support the future implementation of CIL, if adopted.
- CIL and Planning Obligations Position Statement – this document sets out guidance on how the council intends the future relationship of CIL and S.106 agreements to work subject to the adoption of a future CIL charging schedule.

5.16. Consultants Keppie Massie has revised the viability work which supported the preliminary draft charging schedule in response to the comments received and updated evidence. The viability report recommends that the following CIL rates are appropriate in the borough:

Residential Rates		Zone Description	Draft Residential Rates Proposed Per Sqm
Residential (use Class C3)	Zone 1	Built up areas of Crewe, Macclesfield, Alsager, Congleton, Handforth, Middlewich, Nantwich, Sandbach, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes	£0

		Chapel, Shavington and Wrenbury	
	Zone 2	Crewe Rural Hinterland	£22 (reduced from £35 in the preliminary draft charging schedule)
	Zone 3	Built up areas of Knutsford, Alderley Edge, Mobberley, Prestbury, Poynton and Wilmslow	£57 (reduced from £88 in the preliminary draft charging schedule)
	Zone 4	Greenfield areas to the south and central areas of Cheshire East	£71 (reduced from £112 in the preliminary draft charging schedule)
	Zone 5	Greenfield areas to the north of the Borough	£168
Apartments (use Class C3)	Zone 3 and 5	Built up and Greenfield Areas to the north of the Borough	£60

5.17. Consultants Keppie Massie has undertaken detailed appraisals of a selection of Local Plan Strategy Sites to inform the overall CIL position in the draft charging schedule. The outcomes of this testing and the implications for the draft charging schedule is set out in the table below:

LPS Ref	Site	Settlement	No Dwellings	Proposed CIL Rate in DCS
LPS 1	Central Crewe	Crewe	Mixed Use	0
LPS 2	Basford East	Crewe	850 inc 24 ha emp	0
LPS 3	Basford West	Crewe	370 homes and 22 ha emp	0

LPS 4	Leighton West	Crewe	850 inc 5 ha emp	0
LPS 5	Leighton	Crewe	500 homes	22
LPS 6	Crewe Green	Crewe	150 homes	22
LPS 7	Sydney Road	Crewe	525 homes	22
LPS 8	South Cheshire Growth Village	Crewe	650 homes	0
LPS 9	Shavington / Wybunbury Triangle	Crewe	400	22
LPS 10	East Shavington	Crewe	275	22
LPS 11	Broughton Road	Crewe	175	22
LPS 12	Central Macclesfield	Macclesfield	Mixed	0
LPS 13	South Macclesfield Development Area	Macclesfield	1050 homes and 5 ha emp	0
LPS 14	Land East of Fence Avenue	Macclesfield	250 homes	71
LPS 15	Land at Congleton Road	Macclesfield	300 and 10 ha emp	71

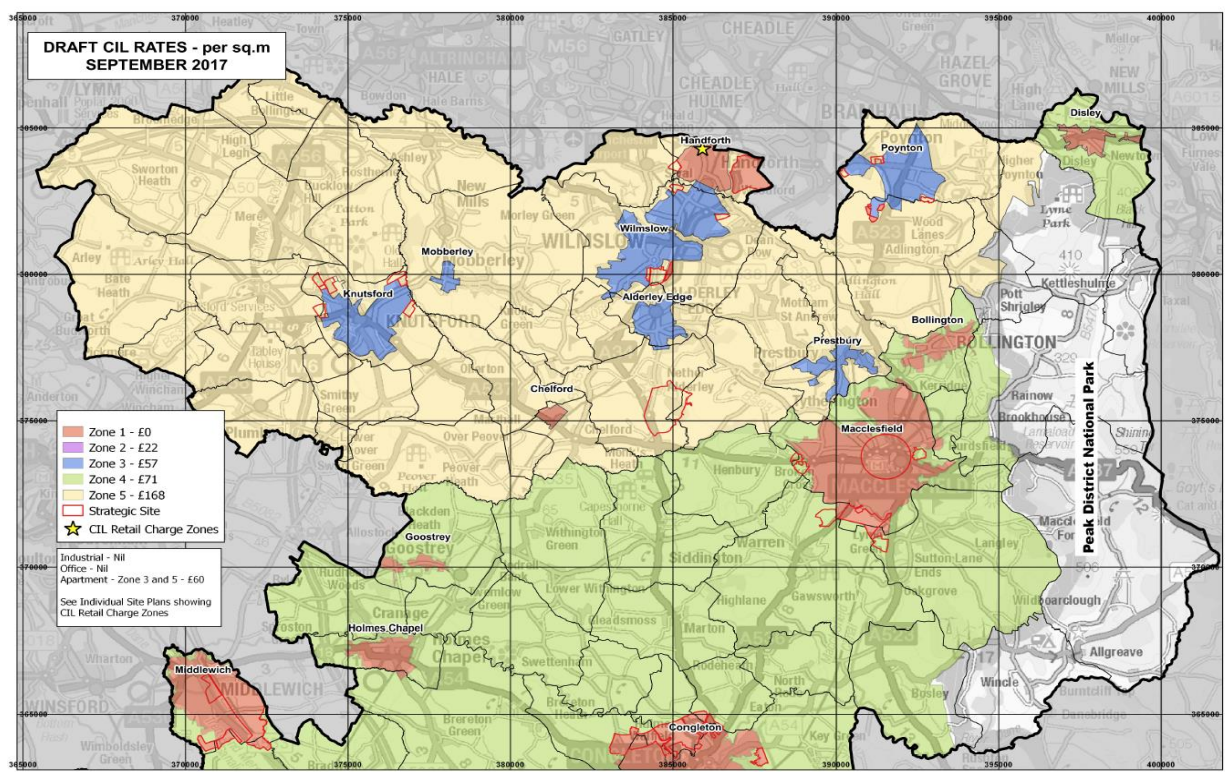
LPS 16	Land south of Chelford Road	Macclesfield	200 homes	71
LPS 17	Gaw End Lane	Macclesfield	300 homes	71
LPS 18	Chelford Road and Whirley Road	Macclesfield	150 homes	71
LPS 20	White Moss Quarry	Alsager	350 new homes and local centre	71
LPS 21	Twyfords and Cardway	Alsager	550 new homes	0
LPS 22	Former MMU	Alsager	400 new homes and leisure hub	71
LPS 23	Radway Green Brownfield	Alsager	10 ha redevelopment of employment land	0
LPS 24	Radway Green Extension	Alsager	25 ha of employment land	0
LPS 25	Radway Green North	Alsager	12 ha of employment land	0
LPS 26	Back Lane/Radnor Park	Congleton	750 and 5-7 ha emp	0
LPS 27	Congleton Business Park Extn	Congleton	625 homes and 13 ha of employment/commercial	0

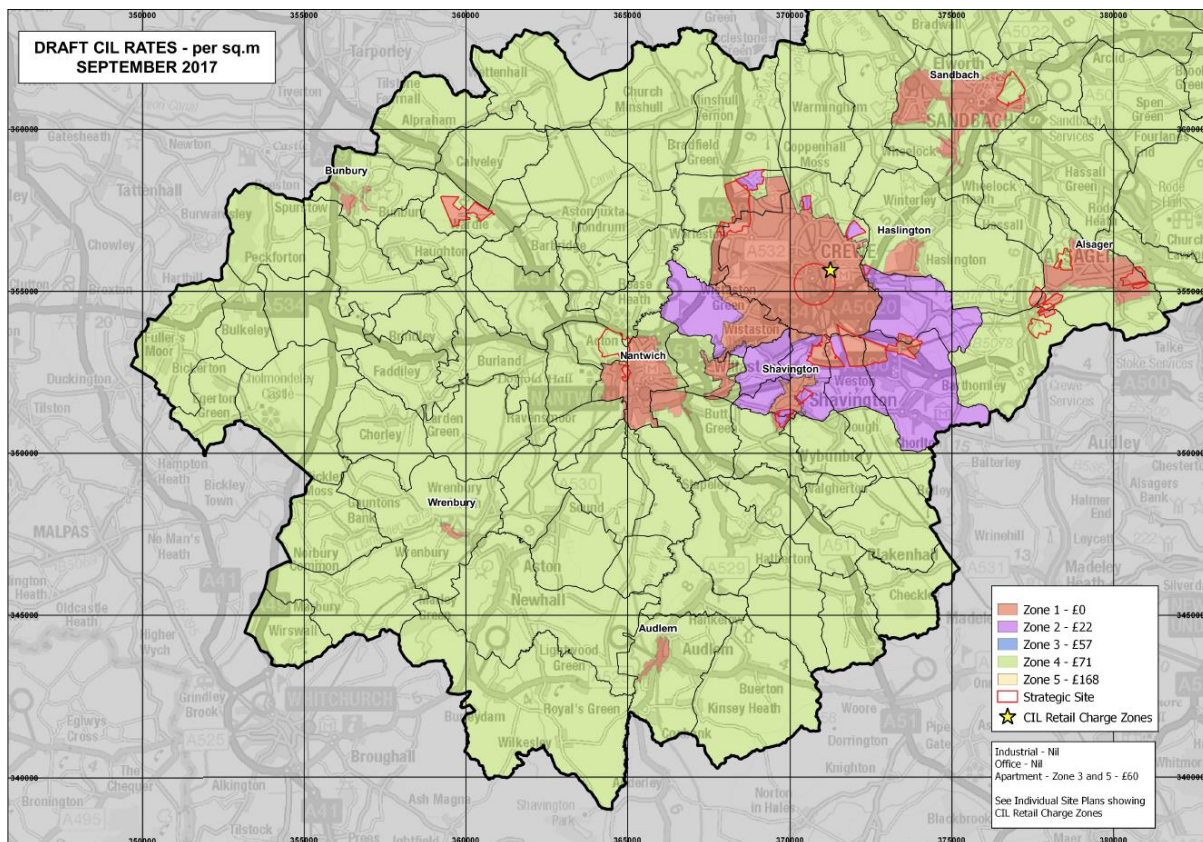
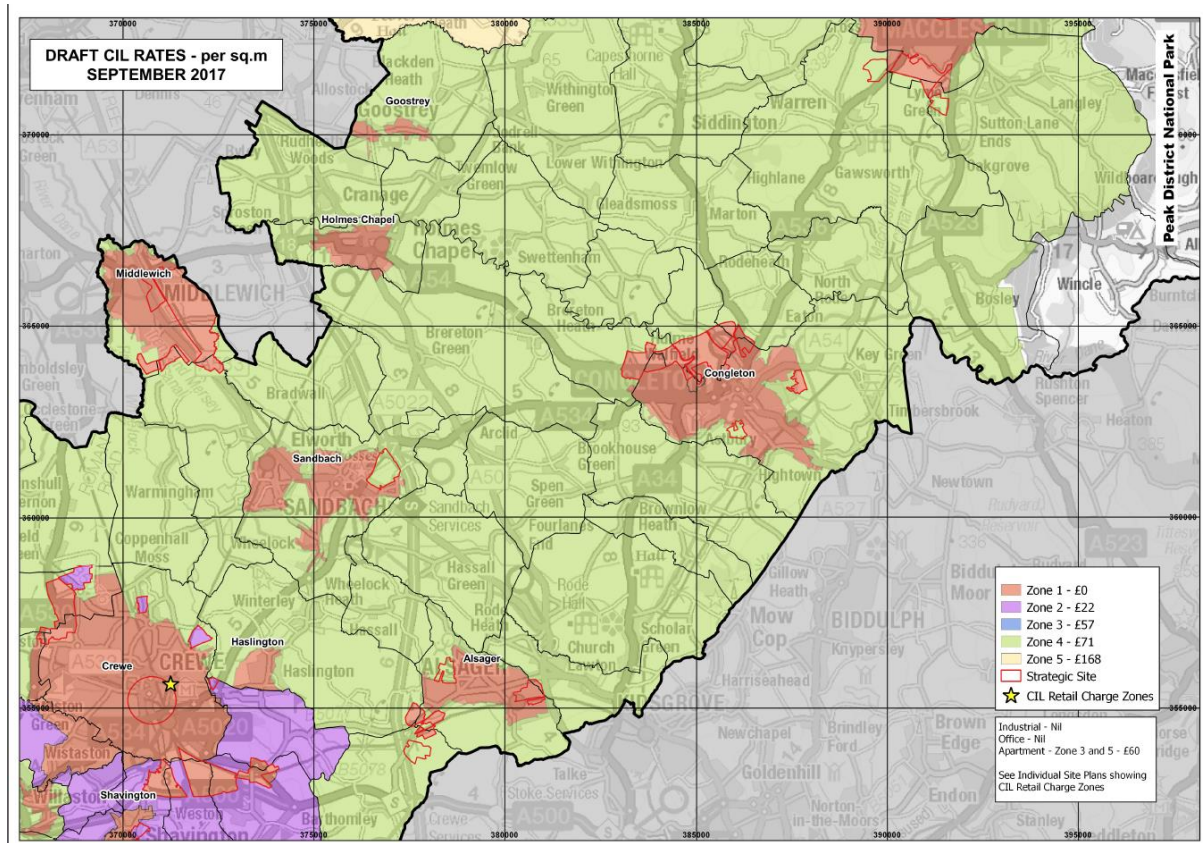
LPS 28	Giantswood Lane	Congleton	150 homes	0
LPS 29	Giantswood Lane to Manchester Road	Congleton	500 homes	0
LPS 30	Manchester Road to Macclesfield Road	Congleton	450 homes	0
LPS 31	Tall Ash Farm	Congleton	225 new homes	0
LPS 32	North of Lamberts Lane	Congleton	225 new homes	71
LPS 33	North Cheshire Growth Village	Handforth	1500 and 12 ha emp	0
LPS 34	Land Between Clay Lane and Sagars Road	Handforth	250	168
LPS 36	North West Knutsford	Knutsford	500 and 7.5 ha emp	168
LPS 37	Parkgate Extension	Knutsford	200 new homes and 6 ha employment	168
LPS 38	Land South of Longridge	Knutsford	225	168
LPS 42	Glebe Farm	Middlewich	525	0

LPS 43	Brooks Lane	Middlewich	200 homes and associated facilities	0
LPS 44	Midpoint 18	Middlewich	70 ha of employment	0
LPS 45	Land off Warmingham Lane West (Phase 2)	Middlewich	235	0
LPS 46	Kingsley Fields	Nantwich	1100 new homes, retail and 2 ha of employment	71
LPS 47	Snow Hill	Nantwich	Mixed Use	0
LPS 48	Land Adjacent to Hazelbadge Road	Poynton	150 new homes	168
LPS 49	Land at Spink Farm	Poynton	150 new homes	168
LPS 50	Land south of Chester Road	Poynton	150	168
LPS 51	Adlington Business Park	Poynton	10 ha of employment land	0
LPS 53	Land Adj to J17 of M6	Sandbach	450 new home and 20 ha of employment	71
LPS 54	Royal London including land west of Alderley Road	Wilmslow	175 and 5 ha emp	168

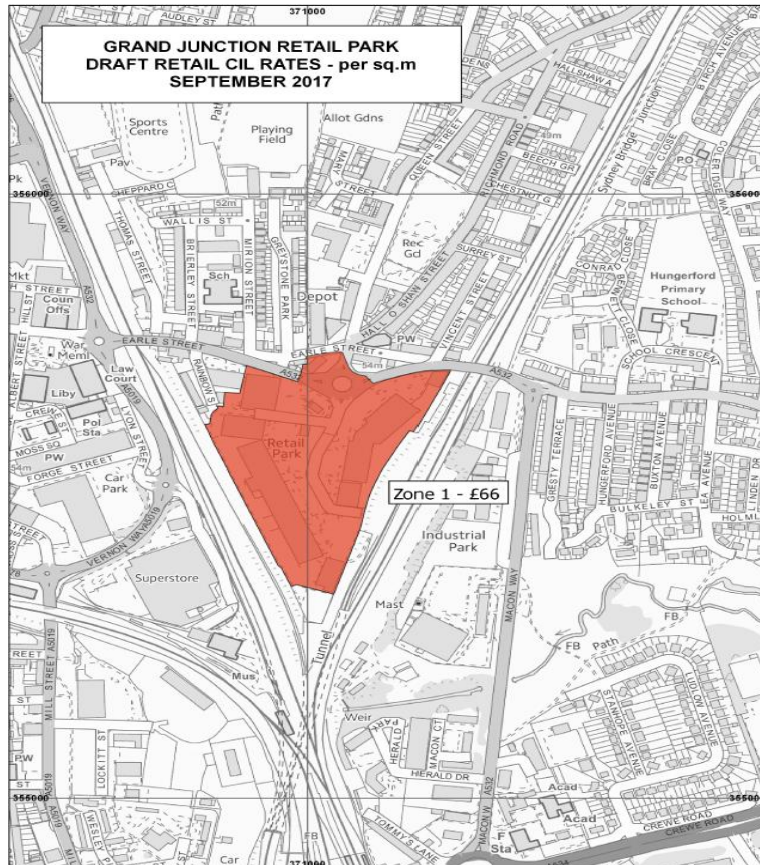
LPS 55	Wilmslow Business Park	Wilmslow	6.3 ha emp	0
LPS 56	Land at Little Stanneylands	Wilmslow	200 homes	168
LPS 57	Heathfield Farm (allocation)	Wilmslow	150	168
LPS 60	Wardle Improvement Area	Wardle	61 ha of emp	0
LPS 61	Alderley Park	Alderley	200-300 new homes and employment	168

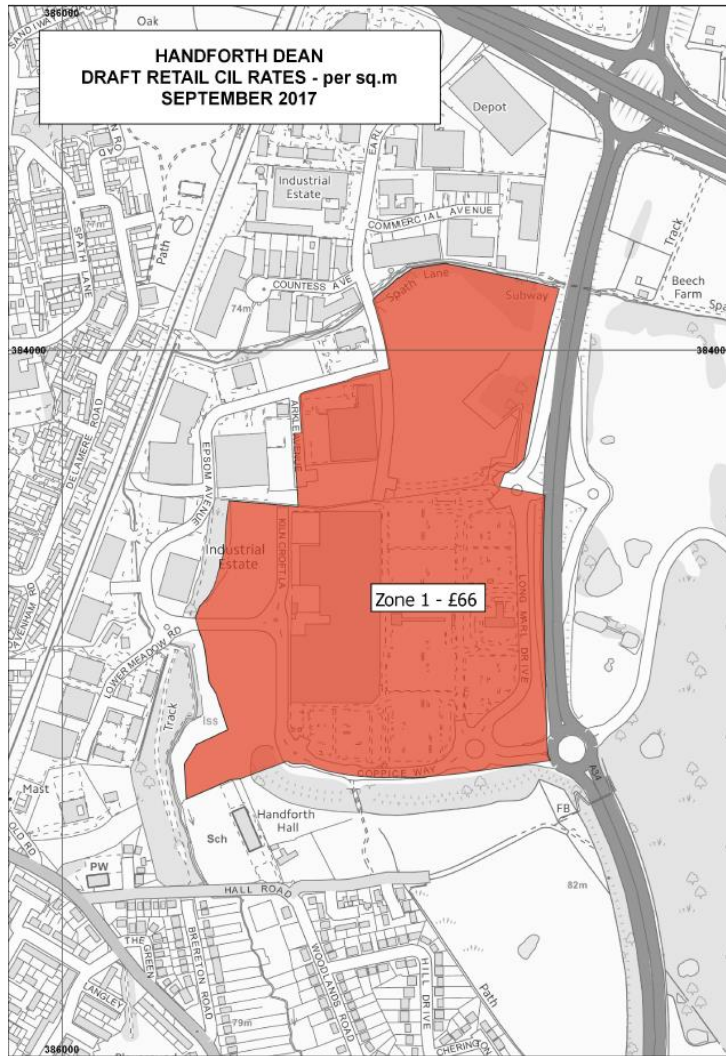
5.18. A map showing the areas where a proposed CIL charge applies for residential development is set out below:





- 5.19. In respect of non-residential uses, Keppie Massie recommend that industrial units and office accommodation on B1, B2 and B8 employment uses do not support a CIL charge at this time.
- 5.20. In respect of retail uses, Keppie Massie recommends a CIL charge could only be supported at Handforth Dean Shopping Centre and at Grand Junction Retail Park at Crewe at a value of £66 per sqm, as shown on the Plans below:





5.21. The Local Plan Strategy proposes that 36,000 new homes will be built in the Borough over the period 2010-2030. A number of Local Plan Strategy sites will be brought forward;

- To the north of the borough, sites in the Local Plan Strategy will be brought forward that are removed from Green Belt following the adoption of the Plan.
- Local Plan Strategy sites to the south of the borough, that have not already been developed, will be brought forward as a consequence of the further certainty provided by the adoption of the Local Plan Strategy.

5.22. The decision whether to adopt CIL will depend on updated evidence relating to viability following the second round of consultation, its relationship with S106 obligations and any government reforms to the system of development contributions that is announced in the Autumn Budget Statement as indicated in the Government White Paper. If adopted, the level of CIL Charge will need to strike an appropriate balance between a number of factors including the importance of achieving quality of place ambitions, the potential effects on economic viability in supporting site

delivery and achieving a consistent five year supply of housing in the borough over the Local Plan Strategy Plan period. If CIL is not adopted then there needs to be an alternative strategy in place to help bridge the identified funding gap for infrastructure listed in the Reg 123 list and other important schemes identified in the Infrastructure Delivery Plan from which the Reg 123 list is drawn.

Next Steps

- 5.23. Subject to the approval Cabinet, the draft charging schedule, regulation 123 list and supporting documentation would be published for six weeks of consultation. The comments received would then be reviewed, analysed and responses provided by the council.
- 5.24. A copy of the draft charging schedule must be sent to all the bodies consulted during the preliminary drafting stage. Other parties who commented on the preliminary draft charging schedule will also be notified when the draft charging schedule is published. During the consultation period, any person may comment on the draft charging schedule, and may ask to be heard by the examiner if they wish.
- 5.25. Where any changes are made to a draft charging schedule after publication, the council must set these out in a 'statement of modifications'. This should include any steps considered necessary to inform people who were invited to make representations on the draft charging schedule that this statement has been published and consulted for a further 4 week period.
- 5.26. Following a decision by the Council to proceed towards adoption, the charging schedule would then be submitted and examined by an independent person. The CIL examiner following consideration of the evidence and comments received can recommend approval, or approval subject to modification, or rejection of the CIL charging schedule.
- 5.27. The examiner would need to establish that the council has:
- complied with the legislative requirements set out in the Planning Act 2008 and the Community Infrastructure Levy Regulations (as amended);
 - supported its draft charging schedule proposals with background documents containing appropriate available evidence on matters such as infrastructure provision and funding arrangements;
 - proposed rate(s) are informed by and consistent with the evidence on economic viability across the charging authority's area;
 - set out evidence that shows the proposed rate(s) would not threaten the delivery of the Local Plan Strategy.
- 5.28. If the examiner recommends approval of the charging schedule (with or without modifications), a report would then be taken to council to obtain approval for the final adoption and set a date whereby CIL would come into effect in the borough.

- 5.29. The Housing White Paper, published on the 7th February 2017 notes that government is currently exploring longer term reforms to the system of developer contributions (S.106 and CIL) and intends to announce any changes to its current operation at the 2017 Autumn Budget Statement. The Housing White Paper included as an appendix the outcomes of an independent review of the Community Infrastructure Levy (called 'A New Approach to Developer Contributions' - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/589637/CIL_REPORT_2016.pdf). The review of CIL concludes that it is not achieving its original objectives in terms of its complicated operation and the amount of revenue the CIL system generates. The CIL review report recommends that government replace CIL with a hybrid system of a broad low level Local Infrastructure Tariff (LIT) and Section 106 for larger developments.
- 5.30. A selection of other recommendations from the CIL review report ('A new approach to developer contributions') includes:
- A Local Infrastructure Tariff (LIT), a low level broad infrastructure tariff should be calculated using a national set formula linked to local market values. It should be set without the need for a formal public examination.
 - Fewer exemptions to the LIT charge
 - Requirement for the regulation 123 list to be removed and spending of the LIT included in Authorities Monitoring Reports
 - Pooling restrictions on Section 106 agreements should be removed
 - That provision is made for a Combined Authorities to agree a low level 'mayoral' type Strategic Infrastructure Tariff to be used on strategic developments
- 5.31. Government is expected to announce its response to the CIL review report and changes to the operation of CIL in its Autumn Budget Statement. In developing a CIL charge, the Council will need to keep its approach to CIL under review in the light of any future changes to its overall operation.
- 5.32. Officers are also reviewing the impacts of the proposed CIL rates, its revenue generating potential and the implications for current and future delivery in respect of sites in the Local Plan Strategy. This includes analysis of the impact on CIL rates and the business case for the introduction of CIL to ensure it is supportive of the council's wider objectives on funding infrastructure and its successful performance in obtaining S106 funding for infrastructure delivery.

6. Wards Affected and Local Ward Members

- 6.1. All wards and all members

7. Implications of Recommendation

7.1. Policy Implications

- The Local Plan is a key component of the council's policy framework and sets out a vision for how the Borough will grow sustainably to 2030. An important component of achieving vibrant sustainable communities is the need to ensure that any growth is supported by the provision of the economic, social and environmental infrastructure necessary to bring this about. The timely introduction of a CIL Charging Schedule or an alternative funding route could help enable this to happen.

7.2. Legal Implications

- The implementation of CIL is governed by the CIL Regulations 2010 (as amended).
- Establishment of a CIL Charge in the borough will require public examination governed by the requirements of the CIL regulations.

7.3. Financial Implications

- The cost of consulting on the draft charging schedule and public examination of the CIL charge would be met within existing resources and the Planning and Sustainable Development Budget.
- If a CIL charging schedule is adopted and operational, additional long term resource may be required to operate and govern the levy. This would be determined once the operation implications of the levy are understood and in any case there are provisions within the CIL regulations to use up to 5% of funds derived from CIL to administer the system.
- If adopted, 15% of CIL receipts are passed directly to Parish or Town Councils from each 'paying' development within their areas, subject to a yearly limit of £100 per council tax property. This increases to 25% if a neighbourhood plan has been adopted with no limitations. This is known as the neighbourhood portion of the levy.
- There are currently 6 'made' Neighbourhood Plans in Cheshire East (i.e. Bunbury, Holmes Chapel, Sandbach, Brereton, Audlem and Marton), with a further group of Neighbourhood Plans expected to reach the latter stages of preparation (examination and referendum) in this financial year and the remainder at earlier stages of Plan preparation.
- CIL is particularly designed to support infrastructure projects – and as such it has the potential to compliment or ease the costs attributed to the Capital Programme for those items contained on the Regulation 123 list.

7.4. Equality Implications

- An Equality Impact Assessment has been completed. As a result of performing the assessment there are no actions arising in relation to this matter.
- A CIL Charging Schedule is not a policy document but a local charge on development. The draft charging schedule set out in appendix A is based on evidence relating to infrastructure needs in Cheshire East to support the proposals in the Local Plan Strategy and the ability of development to support a CIL charge from a viability perspective.

7.5. Rural Community Implications

- In those areas where a CIL rate applies, Town and Parish Councils will directly receive some of the CIL receipts resulting from development in their area.

7.6. Human Resources Implications

- During the establishment and implementation of a CIL charging schedule, resource from Spatial Planning, Development Management (including Civicance), Revenue and Legal Services will be required to deliver the project. A wider cross service implementation officer group comprising representatives from services that have projects in the Infrastructure Delivery Plan will occasionally meet to advise and help the project shape the charging schedule.
- If a CIL charging schedule is adopted and operational, additional long term resource would be required to operate and govern the levy. This would be determined once the operation implications of the levy are understood and in any case can be covered financially by the levy.

7.7. Public Health Implications

- Depending on the infrastructure to be provided, there could be a positive impact on health, for example the provision of additional open space or opportunities for walking, cycling or access to services and facilities/

7.8. Implications for Children and Young People

- Depending on the infrastructure to be provided, there could be a positive impact on Children and Young people, for example the provision of educational facilities or other infrastructure at varying scales, either local or of a larger scale in the borough.

8. Risk Management

- 8.1. The CIL programme is managed under the wider Spatial Planning delivery programme and monitored corporately by the Project Management Office. A wider officer led CIL implementation group has been formed and governance arrangements currently being arranged.
- 8.2. CIL must be produced in accordance with legal requirements and will be subject to public examination, requiring robust evidence to ensure that CIL charging rates set an appropriate balance between the funding of infrastructure and the impact on viability on development across the borough.
- 8.3. The Housing White Paper, published on the 7th February 2017 notes that government is currently exploring longer term reforms to the system of developer contributions (S.106 and CIL) and intends to announce any changes to its current operation at the 2017 Autumn Budget Statement. The council will need to keep its approach to CIL under review in the light of any future changes to its overall operation.
- 8.4. In addition, following consultation on the draft charging schedule, if it is determined that the business case for CIL indicates that it is not supportive of the council's wider objectives on funding infrastructure and in obtaining S106 funding for infrastructure delivery, that the decision is delegated to proceed with the submission of a draft charging schedule to examination to the Executive Director of Place in consultation with the Portfolio Holder for Planning and Housing, in view of updated evidence relating to viability, its relationship with S106 obligations and any government reforms to the system of development contributions.
- 8.5. The council has prepared a Infrastructure Delivery Plan (July 2016 Update) to support the proposals in the Local Plan Strategy. The Infrastructure Delivery Plan sets out what additional infrastructure is considered to be needed in the Borough to support development and the funding sources based on appropriate available evidence. The Infrastructure Delivery Plan notes a total funding gap and contains a number of infrastructure schemes. Not all of the items noted in the Infrastructure Delivery Plan can be supported by CIL at the same time and therefore decisions relating to infrastructure priorities have had to be made. The approach, particularly for highways schemes, has been to focus generally on priority 1 infrastructure schemes, in the first instance. The Regulation 123 list can be reviewed in line with the requirements of the regulations when appropriate and justified over time.

9. Access to Information/Bibliography

Appendix A – draft charging schedule consultation document

Appendix B – draft charging schedule viability report (available online)

Appendix C – preliminary draft charging schedule consultation report

Appendix D – CIL draft policy document

Appendix E – Infrastructure projects document

Appendix F – CIL and planning obligations position statement

10. Contact Information

Contact details for this report are as follows:

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