

<b>Report to:</b>	Cabinet Council	<b>Date of Meeting:</b>	7 September 2017 21 September 2017
<b>Subject:</b>	Community Infrastructure Levy - Publication Draft Charging Schedule		
<b>Report of:</b>	Head of Regeneration and Housing	<b>Wards Affected:</b>	All wards
<b>Portfolio:</b>	Cabinet Member - Planning and Building Control		
<b>Is this a Key Decision:</b>	Yes	<b>Included in Forward Plan:</b>	Yes
<b>Exempt / Confidential Report:</b>	No		

## Summary

The purpose of this report is seek approval for the Community Infrastructure Levy Draft Charging Schedule and supporting information for publication, consultation and submission to the Secretary of State for examination.

## Recommendation(s)

That Cabinet recommends that Council approves the following:

- (i) The (1) Community Infrastructure Levy Draft Charging Schedule, (2) Viability Assessment, (3) draft instalments policy and the (4) draft 'regulation 123' list for publication and consultation purposes.
- (ii) Grant delegated powers to:
  - Cabinet Member for Planning and Building Control, in conjunction with the Chief Planning Officer, to: make minor changes (if required) to the Community Infrastructure Levy Draft Charging Schedule and supporting information before it is published and submitted,
  - The Leader of the Council, in conjunction with the Chief Planning Officer, to make major changes (modifications) (if required) to the Community Infrastructure Levy Draft Charging Schedule and supporting information for consultation purposes prior to submission,

as referred to in Section 11 of the report.
- (iii) At the end of the consultation period(s), the Council authorises the Chief Planning Officer to submit the Community Infrastructure Levy Draft Charging Schedule, the representations received and supporting information to the Secretary of State for examination.

That Council approves the following:

- (i) The Community Infrastructure Levy Draft Charging Schedule, Viability Assessment, draft instalments policy and the draft 'regulation 123' list for publication and consultation purposes.
- (ii) Grant delegated powers to:
- Cabinet Member for Planning and Building Control, in conjunction with the Chief Planning Officer, to: make minor changes (if required) to the Community Infrastructure Levy Draft Charging Schedule and supporting information before it is published and submitted,
  - The Leader of the Council, in conjunction with the Chief Planning Officer, to make major changes (modifications) (if required) to the Community Infrastructure Levy Draft Charging Schedule and supporting information for consultation purposes prior to submission,
- as referred to in Section 11 of the report.
- (iii) At the end of the consultation period(s), the Council authorises the Chief Planning Officer to submit the Community Infrastructure Levy Draft Charging Schedule, the representations received and supporting information to the Secretary of State for examination.

### How does the decision contribute to the Council's Corporate Objectives?

	<b><u>Corporate Objective</u></b>	<b><u>Positive Impact</u></b>	<b><u>Neutral Impact</u></b>	<b><u>Negative Impact</u></b>
1	Creating a Learning Community		✓	
2	Jobs and Prosperity	✓		
3	Environmental Sustainability	✓		
4	Health and Well-Being	✓		
5	Children and Young People		✓	
6	Creating Safe Communities		✓	
7	Creating Inclusive Communities	✓		
8	Improving the Quality of Council Services and Strengthening Local Democracy	✓		

## **Reasons for the Recommendation:**

To allow the Community Infrastructure Levy Draft Charging Schedule and supporting information to be published, consulted on and submitted to the Secretary of State for examination.

## **Alternative Options Considered and Rejected:**

Not to have a Community Infrastructure Levy.

It is not a statutory requirement to introduce a levy, however Sefton would potentially not optimise the benefits contributing towards its infrastructure requirements as a result of growth set out in the Local Plan.

This report indicates the potential for over 11,000 new homes in Sefton by 2030 raising an estimated £10 million over the period. Both the Council and its associated Town and Parish Councils will benefit from this resource.

## **What will it cost and how will it be financed?**

### **(A) Revenue Costs**

The costs involved in setting up the levy, such as compiling the evidence, the examination costs, legal and professional support and appointing an inspector, is anticipated to be in the region of £50,000. This cost will be met through the Local Plan budget.

The ongoing implementation and administering of the Community Infrastructure Levy is estimated to require the equivalent of a full time post at a cost of approximately £30,000 per annum. These costs can be recouped through the Community Infrastructure Levy, from which the Council can take up to 5% for administration. The Community Infrastructure Levy could bring in to the Council an estimated £830,000 per annum which would generate an annual administration fee in excess of £40,000.

Section 106 agreements would continue to generate the receipts required to fund specific improvements within the vicinity of a development.

### **(B) Capital Costs**

The receipt of CIL will provide a new funding stream for appropriate capital works throughout the Borough. These are identified at Appendix B and include transport and highway improvements; open space, sports and recreation facilities; coast and countryside visitor facilities; nature and habitat improvements; education provision; health facilities; public realm improvements; flood alleviation measures; and culture and heritage improvements.

## **Implications:**

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

<b>Financial</b>		
<b>Legal</b>		
<b>Approval of the Community Infrastructure Levy Charging Schedule is a matter upon which the Full Council must decide</b>		
<b>Human Resources</b>		
<b>Equality</b>		
1.	No Equality Implication	<input checked="" type="checkbox"/>
2.	Equality Implications identified and mitigated	<input type="checkbox"/>
3.	Equality Implication identified and risk remains	<input type="checkbox"/>

**Impact of the Proposals on Service Delivery:**

CIL will help support service delivery by securing new and improved infrastructure.

**What consultations have taken place on the proposals and when?**

The Chief Finance Officer has been consulted (FD 4776/17) has been consulted and comments have been incorporated into the report.

The Head of Regulation and Compliance has been consulted (LD 4060/17) and has no comments on the report.

**Implementation Date for the Decision**

Immediately following the Council meeting

**Contact Officer:**

**Tel: Tel: 0151 934 3558**

**Email: [ian.loughlin@sefton.gov.uk](mailto:ian.loughlin@sefton.gov.uk)**

**Background Papers:**

Community Infrastructure Levy – Draft Economic Viability Study, (Keppie Massie) August 2017 - available at [www.sefton.gov.uk/cil](http://www.sefton.gov.uk/cil)

## **Executive Summary**

The Community Infrastructure Levy (CIL) is a tool for local authorities in England and Wales to help deliver infrastructure to support the development of the area. The Council's retained viability consultants have undertaken an Assessment of the Economic Viability of Development in the borough to determine the potential for a CIL in Sefton and the rates this should be set at.

If approved the draft CIL charging rates will be published for public comment and then submitted to the Secretary of State for examination. Once adopted the CIL charging schedule will be implemented and CIL secured on relevant development.

### **1. Introduction/Background**

- 1.1 The Community Infrastructure Levy (CIL) is a tool for local authorities in England and Wales to help deliver infrastructure to support the development of the area. CIL came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 (The CIL Regulations).
- 1.2 Previously in Sefton the majority of infrastructure provided as a result of new development is provided through planning obligations [in the form of section 106 agreements]. This has primarily been for open space, trees and greenspace, but other improvements have occasionally been secured using section 106 Agreements such as for environmental or access improvements.
- 1.3 CIL is a discretionary/optional scheme whereas section 106 Agreements are a statutory requirement and the use of Section 106 Agreements is restrictive and can only be used if it meets the three key tests set out in Regulation 122 of The CIL Regulations. The three tests are:
  - Necessary to make the development acceptable in planning terms;
  - Directly related to the development; and
  - Fairly and reasonably related in scale and kind to the development.
- 1.4 Additionally, since April 2015, there is a restriction to pooling Section 106 payments for an infrastructure scheme to five or fewer payments. This applies to all Section 106 Agreements signed after April 2010. Therefore, if an infrastructure scheme [for example improvements to a park or an extension to a school] already has five Section 106 payments [agreed after April 2010] allocated to it we cannot ask a developer for any further contributions towards that infrastructure. The burden of meeting such increased pressures would likely fall to the Council.
- 1.5 Therefore, CIL possibly presents a more effective approach to secure the funds needed to support the wider development of Sefton and in particular major infrastructure projects. It is important to note that the provision of affordable housing, and other on-site infrastructure necessary to make a development acceptable in planning terms, will continue to be provided through Section 106.

## **2. Previous Stages**

- 2.1 A Preliminary Draft Charging Schedule was published for consultation purposes in May 2016 and made available for comment during June – July 2016. In addition to the Preliminary Draft Charging Schedule a list of infrastructure types that could be funded by the CIL [a 'Regulation 123' list] and maps of the charging zones and a draft instalments policy were also consulted on.
- 2.2 Eighteen comments were made to the Preliminary Draft Charging Schedule and supporting information. These have been considered in a review of the evidence and setting of the updated charging schedule and supporting information for the Draft Charging Schedule. These comments are available online [[www.sefton.gov.uk/CIL](http://www.sefton.gov.uk/CIL)].
- 2.3 Prior to the Draft Charging Schedule being finalised the Council's retained consultants on viability matters undertook a brief targeted consultation on a range of data, such as build costs, land costs and sales data. The responses have also been used to inform the updated charging schedule. Importantly the Local Plan is now adopted. The Local Plan policies, some of which have cost implications, have been taken account of in the updated evidence.

## **3. Economic Viability Study**

- 3.1 In setting the rate of CIL the Council must consider the appropriate balance between securing sufficient income to support infrastructure and services and the potential effects of the implementing CIL on delivering growth and other priorities, such as affordable housing, which will continue to be provided using Section 106 Agreements.
- 3.2 This means that in setting the CIL rate the Council need to demonstrate that the proposed CIL rate will not put development across the borough, taken as a whole, at undue risk.
- 3.3 In order to assist with understanding the economic viability of development in the borough, the Council engaged its retained viability consultants, Keppie Massie, to undertake an Economic Viability Study.
- 3.4 The Economic Viability Study is available as a background document to this report and is available at [www.sefton.gov.uk/CIL](http://www.sefton.gov.uk/CIL). This will also be made available for public comment alongside the Draft CIL Charging Schedule.

## **4. Draft Community Infrastructure Levy Rates**

- 4.1 Taking into account the detailed testing that was undertaken in the economic viability study, our consultants have determined that the following charging rates are achievable and should be published in the Draft Charging Schedule. The rates are expressed as a charge per m<sup>2</sup>.

<b>Development Type</b>	<b>Zone A</b> Bootle, Netherton, Litherland, Seaforth, Aintree and Waterloo	<b>Zone B</b> Southport, Churchtown, Melling, East Maghull, Thornton	<b>Zone C</b> Birkdale, Ainsdale, Hightown, Crosby, Maghull (west of rail line) and Lydiate	<b>Zone D</b> Formby
New Houses [including Houses in Multiple Occupation]	zero	£20	£40	£90
Small Apartments Schemes [14 or fewer units]	zero	£20	£40	£90
Large Apartments Schemes [15 or above]	zero	zero	zero	zero
Food and Drink Uses [A3, A4 and A5]	£106			
Large Supermarkets [ >2,787 sq m]	£96			
Other Uses	zero			

- 4.2 As expected there are a wide variety of potential charging rates for new homes in Sefton. This reflects the large divergence in house prices that occur in the borough.
- 4.3 The charging zones for housing development is provided at Appendix A.
- 4.4 The Local Plan housing allocation MN2.47 'Land East of Maghull' has been included within zone B. However, due to the substantial section 106 contributions it is likely that this allocation be made exempt from CIL. The contributions the Council are seeking on this site include over £2.5 million towards expanding Summerhill Primary School; £1.1 million towards the new junction 1 of the M58; £750,000 towards a bus subsidy; and the provision of a main park on site which will cost upwards of £3.5 million. The most that CIL could secure through the development of this site is £2 million. It is far more beneficial to secure the improvements directly on or adjacent to this site through section 106. A decision on whether Land East of Maghull will be made exempt from CIL will be considered at a future date.
- 4.5 The rates above have been set by looking at the potential viability gaps for a range of generic development types, on both brownfield and greenfield sites, and on a range of housing allocations from Sefton's Local Plan. The rates have been

set so that they allow the sites to remain deliverable. However, in some locations, primarily on brownfield sites, the introduction of CIL at the rates above may make the delivery of affordable homes challenging. It is estimated that sites that could provide approximately 150 affordable homes may be 'at risk' by the introduction of CIL. At the Local Plan examination we estimated that to 2030 we would actually provide over 3,700 affordable homes. This means the affordable homes 'at risk' by the introduction of CIL would be only about 4% of the total. It is likely that on these challenging sites the delivery of affordable homes would be reduced rather than completely lost and the impact would be less.

## **5. Changes to the levy rates since the Preliminary Draft Charging Schedule stage**

5.1 Since the previous consultation stage (i.e. the Preliminary Draft Charging Schedule in 2016) the proposed CIL rates have decreased. This decrease has primarily been driven by the national increase in build costs, up 18%. However, house prices have only increased by 2% in the same period. Furthermore the cost of affordable housing has increased due to the lower amount that Registered (housing) Providers can pay to purchase these properties. Nevertheless the rates that are proposed in Sefton are comparable to similar areas in the region. The Formby rate is comparable with West Lancashire's £85 (outside Skelmersdale, which is zero), and higher than Cheshire West which is £70 at the highest rate. Preston has two zones with rates of £65 and £35. Each of these areas has a zero rate for apartments whereas Sefton has included rates for smaller apartments.

## **6. Potential CIL receipt**

6.1 It is difficult to estimate the potential receipt from CIL as there are a number of variables that will affect this. The CIL rate is based on a charge per m<sup>2</sup> for different types of development and therefore will be dependent on the size of the building. The CIL rate does not apply to affordable homes, so a greater number of affordable homes secured will affect the total CIL income. Furthermore, whilst we have a good overview of the number of homes expected to be built in Sefton to 2030, we don't have the same level of information on other types of development, such as retail, that will be liable for CIL.

6.2 At this stage the potential CIL income can therefore only be a broad estimate using the information available. Using the level of growth in Sefton, the typical home size, the expected affordable housing rates, and the expected geographic spread of housing sites, we can make a broad estimate that to 2030 Sefton may be expected to secure up to £10 million of CIL.

6.3 Prior to submission and examination the Council will undertake a more detailed calculation of the CIL income based on the draft CIL rates, anticipated housing delivery and impact of Local Plan affordable housing policy.

## **7. Infrastructure to be supported by the levy**

7.1 The Community Infrastructure Levy guidance within the National Planning Practice Guidance states that 'the levy can be used to fund a wide range of infrastructure, including transport, flood defences, schools, hospitals, and other



health and social care facilities. This definition allows the levy to be used to fund a very broad range of facilities such as play areas, parks and green spaces, cultural and sports facilities, academies and free schools, district heating schemes and police stations and other community safety facilities. This flexibility gives local areas the opportunity to choose what infrastructure they need to deliver their relevant Plan.’

- 7.2 Regulation 123 of the Community Infrastructure Levy Regulations 2010 restricts the use of planning obligations [section 106 agreements] for infrastructure that will be funded in whole or in part by the Community Infrastructure Levy, to ensure no duplication between the two types of developer contributions. A charging authority is required to publish a list of infrastructure on its website that will benefit from CIL. This list of infrastructure is known as the ‘regulation 123’ list.
- 7.3 An Infrastructure Delivery Plan was published to support the Local Plan for Sefton during its publication and examination. This identified the key infrastructure that was considered necessary to support the level of growth the Local Plan was promoting. This infrastructure formed the basis of the draft ‘regulation 123’ list that was published alongside the Preliminary Draft Charging Schedule.
- 7.4 The ‘regulation 123’ list has been amended slightly and will be published alongside the Draft CIL Charging Schedule for public comment. The ‘regulation 123’ list is available at Appendix B of this report. The ‘regulation 123’ list will also be submitted for examination.
- 7.5 The ‘regulation 123’ list identifies the specific infrastructure projects that are not intended to be funded through CIL. These are projects and improvements that will be provided or funded directly by a developer through the section 106 process.
- 7.6 Prior to submission and examination the Council will provide a more detailed list of projects that will include indicative costs. This list will form part of the evidence at examination that will help demonstrate that the Council has a funding gap which CIL could fund or part fund. This list is unlikely to be exhaustive of the projects that CIL could fund, and the ‘regulation 123’ list will be updated and maintained once CIL is implemented. The ‘regulation 123’ list, or the more detailed information, will not confer any preference to those infrastructure types or projects listed. The spending of the levy will be determined separately [see below].

## **8. Collecting CIL**

- 8.1 The Council sets the CIL rates and calculates individual payments and is responsible for ensuring that payment is made. The regulations provides for payment by instalment where an instalment policy is in place. Where no instalment policy is in place, payment is due in full at the end of 60 days after development commences.
- 8.2 As the Local Plan proposes a number of large development sites for new homes [10 sites of over 200 homes and a further 11 over 100 homes] it is considered appropriate to implement an instalment policy for the payment of CIL. The draft instalment policy is provided below.

<b>CIL liability</b>	<b>Instalment</b>
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<£50,000	All within 60 days of commencement
£50,000 to <£150,000	50% within 60 days of commencement 50% 12 months after commencement
£150,000 to <£250,000	33.3% within 60 days of commencement 33.3% 12 months after commencement 33.4% 24 months after commencement
£250,000 and above	25% within 60 days of commencement 25% 12 months after commencement 25% 24 months after commencement 25% 36 months after commencement

8.3 Additionally a planning permission may be subdivided into 'phases' for the purposes of CIL. This is expected to be especially useful for large scale developments. Large scale developments which are delivered over a number of years face particular issues in relation to cash flow and the delivery of on-site infrastructure. The regulations allow for both detailed and outline permissions to be treated as phased developments for the purposes of CIL. This means that each phase would be a separate chargeable development and therefore liable for payment in line with any instalment policy that may be in force.

## 9. Spending CIL

9.1 15% of Community Infrastructure Levy charging authority receipts are passed directly to those parish and town councils where development has taken place. This increases to 25% if those areas have a made [adopted] neighbourhood plan. In areas that do not have a parish or town council [such as Southport, Bootle, Netherton and Crosby] the Council will retain the levy receipts but are required to engage with the communities where development has taken place, and agree with them how best to spend the neighbourhood funding. The Council can use up to 5% of the CIL receipts to recover the costs of administering the levy.

9.2 The process for identifying priorities and procedures for spending the CIL it retains will be agreed separately and will not subject to examination. The identification of an infrastructure type on the 'regulation 123' list or in the Infrastructure Schedule does not imply any prioritisation for delivering schemes. These are the schemes that the Community Infrastructure Levy *could* fund or part fund.

9.3 Future Cabinet Reports will set out how the CIL will be managed within the Council and how priorities for spending the CIL will be prioritised. The Council can also update its 'regulation 123' list following the adoption of CIL to update its priorities.

## 10. How CIL works with other planning contributions

10.1 The Community Infrastructure Levy Regulations prevents section 106 and other legal Agreements being used in relation to those things that are intended to be funded through CIL. This is to prevent developers being charged twice for the same infrastructural improvement.

- 10.2 The Local Plan sets out, for each of the major development allocations, specific improvements that will be required to be provided on-site [or nearby] by the developer. This will be secured through a Section 106 and other Agreements. These are improvements that are required to make the development acceptable in planning terms and which are directly related to the scheme.
- 10.3 For other infrastructural improvements, that are needed support the wider growth in the borough, it is intended that CIL will be used. The 'regulation 123' list [see above] sets out which broad infrastructure types CIL is intended to fund. It also sets out specific schemes that the CIL will not fund and which section 106 and other legal Agreements are intended to secure. This clear distinction will prevent CIL and section 106 being spent on the same improvement.
- 10.4 The Council is currently consulting on an Open Space Supplementary Planning Document which will set out in what instances we will require on-site open space or a financial contribution for off-site improvements. Affordable housing will also continue to be secured through Section 106 agreements. CIL specifically cannot be used for the provision of affordable homes.
- 10.5 Section 278 agreements require developers to carry out works to the public highway. This is generally necessary where planning permission has been granted for a development that requires improvements to, or changes to, public highways. Section 278 agreements will continue to be used to secure site specific highways improvements. CIL will only be used for wider highways and public transport improvements that support the wider growth of the borough.
- 10.6 Prior to the examination of the Draft CIL Charging Schedule the Council will provide a note which sets out clearly how the various developers' contributions will be implemented and how this will accord with the statutory requirements.
- 10.7 In setting the draft CIL rates, the Council, through the work undertaken by its consultants, has taken account of the infrastructure and improvements to be secured through section 106 and 278 agreements. It is considered the implementation of a CIL will not compromise the delivery of development or the necessary on-site infrastructure.

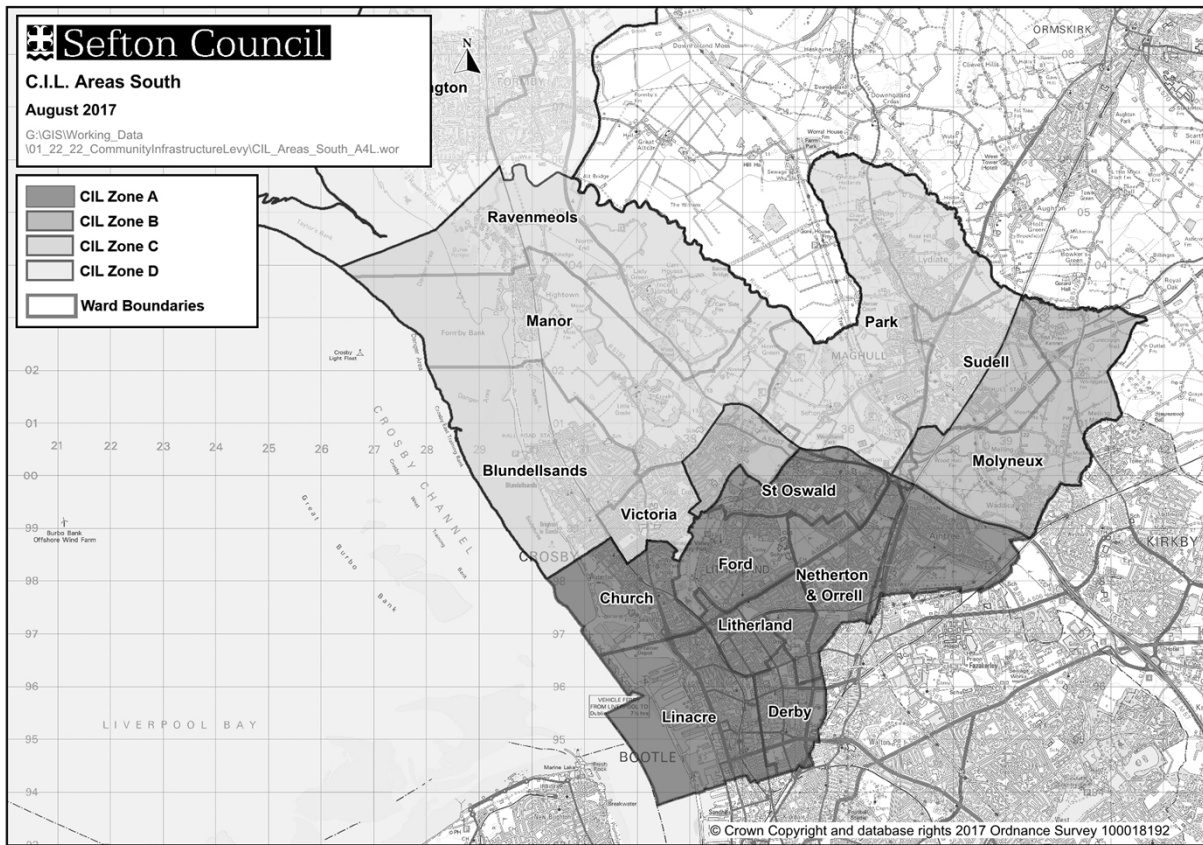
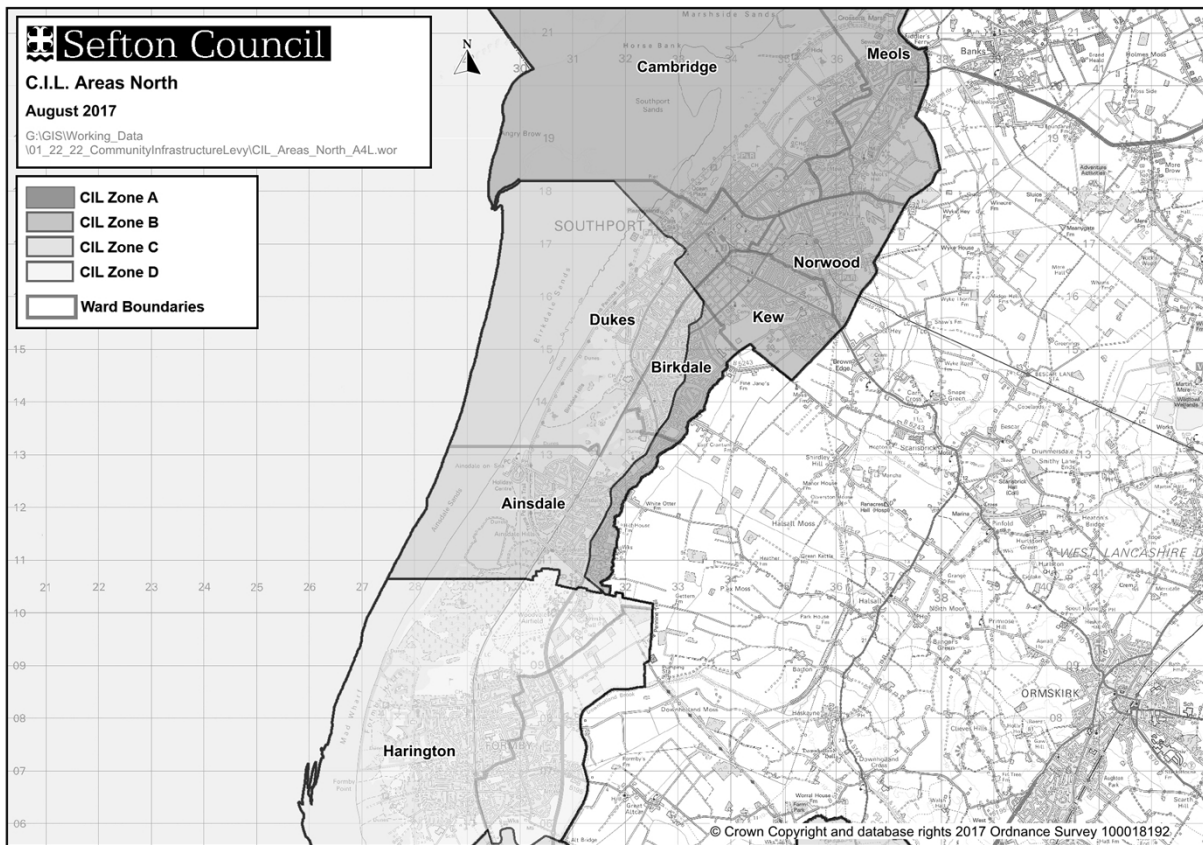
## **11. Next stages**

- 11.1 If approved by Council the Community Infrastructure Levy Draft Charging Schedule and supporting information will be made available for public comment for a minimum of six weeks. Comments can be made on both the charging schedule and supporting information.
- 11.2 If any of the comments made at this stage require significant changes to the Draft Charging Schedule or supporting information, it is likely that modifications will have to be agreed and consulted upon. This has the potential to significantly delay the submission to the Secretary of State and consequently a delay to the adoption and implementation of the Community Infrastructure Levy in Sefton. This is a major risk which could potential result in the loss of significant CIL receipts.

- 11.3 It is recommended, therefore, that if major changes (modifications) are proposed [i.e. to the charging rate, CIL charging zones, 'regulation 123' list and instalments policy] that the Leader of the Council be delegated to approve any changes for further public comment.
- 11.4 For minor changes [i.e. those that do not fundamentally change the CIL rates or key supporting information] it is recommended that the approval of these be delegated to the Cabinet Member for Planning and Building Control, in conjunction with the Chief Planning Officer. It is not anticipated that any minor changes will have to be consulted on.
- 11.5 Following the consultation period, including any additional consultation period required as a result of modifications, the Community Infrastructure Levy Draft Charging Schedule, supporting information and all representations received will be submitted to the Secretary of State for examination. If no modifications are required it is anticipated that submission will be in December 2017 and examination would be in March 2018. If the Council receives a favourable report in to the examination it would be possible to adopt the Community Infrastructure Levy by July 2018.
- 11.6 The following is an overview of the different stages:
- Draft CIL charging schedule approved for consultation [this stage]
  - Draft CIL charging schedule published for consultation [October to November 2017]
  - Amendments to draft CIL charging schedule [if required] approved [December 2017]\*
  - Draft CIL charging schedule submitted to Secretary of State [December 2017]\*
  - CIL examination [March 2018]\*
  - Adoption of FINAL CIL Charging schedule [July 2018]\*

\* If the amendments are major [i.e. they constitute modifications] a further consultation stage will be undertaken during January to February 2017. The CIL charging schedule will be submitted in March 2018 for examination in June 2018. The final CIL will be adopted in October 2018.

# Appendix A - Residential CIL charging zones



## **Appendix B**

### **'Regulation 123' list**

The purpose of the list is to demonstrate the broad range and type of infrastructure that it is likely the Council will seek to spend CIL funds upon. This is a 'living' document and will be the subject of on-going update and monitoring.

The inclusion of a project or type of infrastructure in this list does not signify a commitment from the Council to fund either in whole or in part the listed project or type of infrastructure through CIL. Nor does the order of the table imply any order of preference or weighting of one project as opposed to another.

This list has been derived having taken into account the background supporting documents that were prepared in association with the Sefton Local Plan, which set out the infrastructure needed to deliver the development set out in the Strategy up to 2030. The list has been supplemented through discussions with key infrastructure providers.

The exclusions listed in the table below are those improvements that the Council will require, either directly or through a financial contribution, through a section 106 or other agreement. These improvements are set out in the Local Plan as policy requirements and therefore the Council won't use any CIL levy receipts for these. The costs for each of these improvements have been taken account in the setting of the CIL rates. The Council is therefore confident that the implementation of CIL will not compromise the delivery of these improvements.

#### **Strategic Transport and Highways Improvements**

excluding

- delivery of the Maghull North Rail Station
- improvements to Junction 1 of the M58
- a subsidy towards the provision of a bus service through the site 'Land East of Maghull' for a five year initial period
- a signal controlled junction off the Formby bypass [A565] to the land north of Formby Industrial Site
- new access onto the Formby bypass [A565] and Altcar Road from land south of Formby Industrial site
- a signal controlled junction off the Formby bypass [A565] to land at Brackenway, Formby
- Widening of Moss Lane between Roe Lane/Mill Lane roundabout and the main vehicular access to the 'Land at Moss Lane, Churchtown' site
- a subsidy towards the provision of a bus service into the site 'Land at Moss Lane, Churchtown' for a five year initial period
- contribution to the implementation of the A565 Route Management Strategy (Thornton to Crosby section)
- specific improvements needed to make a development acceptable in planning terms
- any works that should form part of a Section 278 agreement

#### **Open Space, Sports Facilities, Landscape and Recreation Improvements**

excluding

- Provision of main park in the 'Land East of Maghull' site including an equipped play area and provision for outdoor sports
- onsite open space and landscaping required by Policy EQ9 of the Local Plan
- parks identified in the Open Space Supplementary Planning Document for improvement through off-site contributions secured through Policy EQ9 of the Local Plan, namely:
  - Botanic Gardens, Churchtown

- Sandbrook Recreation Ground, Ainsdale
- Deansgate Lane Playing Fields, Formby
- Alt Road Playground, Formby
- Kenyons Lane Playing Field, Lydiate
- Ridgeway Park, Maghull
- Rainbow Park, Melling
- Orrell Mount Park, Bootle

- compensatory public open space or outdoor sports facilities [including playing fields] resulting from a loss of public open space or outdoor sports as a result of development

### **Coast and Countryside Visitor Facilities**

excluding

- provision of a new 100 space public car park south of Lifeboat Road, Formby
- provision and long term management of a new public toilet block south of Lifeboat Road, Formby
- extension the existing Formby no.52 bridleway through the woodland area from Lifeboat Road to Alexandra Road
- provision of full public access into the area of woodland between the Shorrocks Hill proposed site and Formby Point Caravan Park

### **Nature and Habitats Creation and Improvements**

excluding

- new habitat and ecological improvements 'Ecological Improvement Area' adjacent to Ainsdale High development site
- provision for the long term management of the woodland Local Wildlife Site between the Shorrocks Hill Housing allocation and Formby Point Caravan Park
- provision of new habitat on the land designated as 'Proposed Open Space' adjacent to the Bankfield Lane Housing allocation
- provision of new habitat on the land designated as 'Proposed Open Space' adjacent to Dobbies Garden Centre, Benthams Way, Southport housing allocation
- provision of new habitat on the land designated as 'Proposed Open Space' adjacent to Andrew's Close, Formby housing allocation
- Compensatory provision and mitigation of loss to Seaforth Nature Reserve as a result of the expansion of the Port of Liverpool

### **Education provision**

excluding

- the expansion of Summerhill Primary, Maghull to a two form entry

### **Health Facilities**

excluding

- gp/health facilities in Maghull

### **Public Realm Improvements**

excluding

- specific improvements needed to make a development acceptable in planning terms

### **Flood alleviation measures**

excluding

- specific flood risk measures required to alleviate flood risk in relation to the development of a site

### **Improvements and Provision of Cultural, Heritage and Community facilities and assets**

excluding

- compensatory provision or mitigation of Cultural, Heritage and Community facilities and assets required as result of development

**Traveller Transit Site**

**Infrastructure to support Council-led custom build homes schemes**



Appendix C  
Instalments Policy

<b>CIL liability</b>	<b>Instalment</b>
<£50,000	All within 60 days of commencement
£50,000 to <£150,000	50% within 60 days of commencement 50% 12 months after commencement
£150,000 to <£250,000	33.3% within 60 days of commencement 33.3% 12 months after commencement 33.4% 24 months after commencement
£250,000 and above	25% within 60 days of commencement 25% 12 months after commencement 25% 24 months after commencement 25% 36 months after commencement