



# **SOLIHULL MBC**

## **COMMUNITY INFRASTRUCTURE LEVY (CIL)**

### **DRAFT CHARGING SCHEDULE AND**

### **DRAFT REGULATION 123 LIST**

### **CONSULTATION DOCUMENT**

October 2013

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## **INTRODUCTION**

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The Community Infrastructure Levy (also referred to as CIL) is a funding mechanism that local authorities can choose to apply to new developments to raise funds. The money can then be used to fund a wide range of infrastructure that is needed as a result of development. This includes new or safer road schemes, flood defences, schools, health & social care facilities, park improvements and leisure centres.

The Local Plan has aspirations for growth across the Borough including 11,000 new homes (from 2006-2028), new retail developments and employment opportunities. To ensure that these developments are properly supported it is necessary to consider what infrastructure requirements they may have.

Most new development relies on infrastructure in some form or other, even if this is only due to its contribution towards the cumulative impact of a larger number of small developments. It's only appropriate that such development pays a share of the costs towards providing or upgrading this infrastructure. Those that benefit from the grant of planning permission should share that gain with the community by funding infrastructure requirements.

The adoption of a CIL will provide more certainty to developers and land owners about how much they will need to contribute as developments are progressed.

Once an authority has adopted a CIL, new development is liable to pay the charge based on the floorspace created by the development. The money to be paid is calculated based on the authority's CIL charging schedule. This document is the first stage in bringing forward a charging schedule for Solihull.

Before a local authority can introduce a CIL it must consult on its intended charging schedule. The Council consulted upon a Preliminary Draft Charging Schedule in March and April 2013 and this current consultation is the next stage in the process towards adopting a levy.

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## RESPONDING TO THIS CONSULTATION

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The consultation period runs from 21<sup>st</sup> October to 2<sup>nd</sup> December 2013. All responses made within this period will be fully considered before the Council decides on the next stages.

Comments on the consultation should be sent to:

Email: [psp@solihull.gov.uk](mailto:psp@solihull.gov.uk)

Post: Policy & Spatial Planning  
Solihull MBC  
Council House  
Manor Square  
Solihull  
B91 3QB

Information on the CIL has been published on the Council's web site which can be found at [www.solihull.gov.uk/planning/ldf/cil](http://www.solihull.gov.uk/planning/ldf/cil).

When responding please include the following:

- Your name, address, telephone number & email address
- If you are representing another person, their name & address
- Any answers you wish to make to the consultation questions set out towards the end of this document.
- Any other comments.

Please note that your representations will not be kept confidential and may be made available for inspection by others, although phone numbers and signatures will be redacted.

This consultation is being undertaken to fulfil the requirements of Regulation 16 of the Community Infrastructure Levy Regulations 2010 (as amended).

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## STAGES IN PREPARING A CHARGING SCHEDULE

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The CIL regulations set out a number of requirements that authorities must follow before a charging schedule can be adopted. These are as follows:

- Collect appropriate, available evidence.
- Consult on a Preliminary Draft Charging Schedule (PDCS).
- Consult on a Draft Charging Schedule (DCS) – **this is the stage the Council is currently at.**
- Submit the DCS (together with representations made upon it) for examination by an independent person (for instance an Inspector from the Planning Inspectorate). This can include a public hearing (similar to the Local Plan process).
- Examiner's report received. The examiner can recommend that the charging schedule is either approved, rejected or modified.
- Charging Schedule (CS) adopted by resolution of the Full Council

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## PRELIMINARY DRAFT CHARGING SCHEDULE (MARCH 2013)

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On 15<sup>th</sup> March 2013 the Council published for consultation its Preliminary Draft Charging Schedule. This was the first opportunity for comments to be made on the Council's intention to introduce a levy, together with the nature and extent of the intended charges.

A total of 35 responses to the PDCS were received, these are documented in the Council's publication "*Preliminary Draft Charging Schedule Consultation: Summary of Representations (August 2013)*" – a copy of which can be found on the Council's web site. Also published is "*Preliminary Draft Charging Schedule Consultation: Council's Response to the Representations (August 2013)*".

As part of the Council's response to the PDCS consultation, it has updated its evidence base used to inform the development of the levy in Solihull. Further details are given below.

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## THE CIL TEST

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In deciding whether to introduce CIL, the Council must take into account the effect it would have on economic viability of new development in the Borough. The regulations set out this key test in the following manner:

*'In setting rates the authority must aim to strike what appears to the authority to be an appropriate balance between the desirability of funding infrastructure through CIL and the potential effects (taken as a whole) of the imposition of CIL on economic viability of development across its area.'*

CIL rates can be set on a differential basis based upon the location of the development and/or the type of development. This means that different rates can be set for different areas of the Borough and whether the development is for example: new homes, offices or shops.

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## **RELEVANT EVIDENCE**

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In order to undertake the test outlined above, it is necessary to compile “relevant evidence” relating to known infrastructure requirements and the impact upon economic viability that a CIL would have. The evidence base used to produce Solihull’s Draft Charging Schedule is as follows:

### **Solihull Draft Local Plan (September 2012)**

A local authority should have an up-to-date development plan in order for it to introduce a CIL. This will be the Council’s Local Plan. The Solihull Draft Local Plan (SDLP) was submitted for independent examination in September 2012 and hearings into the plan commenced in January 2013. The Inspector’s final report is expected later in 2013. The CIL charging schedule is being developed alongside the Local Plan, but will not be adopted before the plan is adopted.

### **Solihull Infrastructure Delivery Plan (September 2012)**

As part of the evidence base for the Local Plan the Council has produced an Infrastructure Delivery Plan (IDP). The IDP helps to demonstrate the deliverability of the Local Plan and lists the infrastructure projects identified to support the development aspirations of the Plan. It also seeks to identify funding sources for this infrastructure. As part of the evidence base for the Local Plan, the soundness of the IDP will be considered as part of the Local Plan examination.

The IDP has identified a funding gap of around £124m, but this is prone to change as requirements will change over time. Nevertheless it demonstrates a funding gap at this point in time and therefore there is a role for CIL to play in making up, at least in part, this funding gap.

The IDP can be found at:

[http://www.solihull.gov.uk/Attachments/Infrastructure\\_Delivery\\_Plan\\_September\\_2012.pdf](http://www.solihull.gov.uk/Attachments/Infrastructure_Delivery_Plan_September_2012.pdf)

### **Community Infrastructure Levy – Viability Study (CBRE December 2012)**

This evidence takes the form of a study produced by the Council’s strategic land consultants CBRE. The study tests viability of various notional projects taking into account other policy requirements such as affordable housing provision, in a range of locations in the Borough,

with the application of CIL rates ranging from £0 to £150 in steps of £25. Residential and some commercial developments are tested further with CIL rates of up to £650.

Borough wide testing of viability across different development types and locations within the Borough produced a wide range of results – as would be expected within a Borough as diverse as Solihull. As a starting point the three broad character areas used in the Local Plan (Mature Suburbs, Rural Area & North Solihull) were used to test viability as they each provide broadly similar characteristics in property and value terms. The study provides viability evidence to support a differential rate based on both location and type of development using these areas with some minor adjustments to reflect land values.

The report by CBRE can be found at:

<http://www.solihull.gov.uk/akssolihull/images/att36670.pdf>

Setting a charging schedule requires a ‘snap-shot’ of development viability at the time the evidence is prepared. It is recognised that this will change over time as some developments may not be clearly viable at this time, but will become viable in better market conditions or if policy development unlocks land for growth and creates favourable economic conditions. The viability report is not therefore intended to represent the Council’s view on economic viability in the long term.

### **Community Infrastructure Levy – Viability Study (updated) (CBRE August 2013)**

Some of the representations made in relation to the PDCS consultation questioned rates selected for particular classes of development. The opportunity has therefore been taken to update CBRE’s December 2012 viability study with additional testing of more notional sites in relation to the categories of development that were particularly questioned. This has resulted in additional evidence in relation to residential developments in the rural area, sheltered accommodation, foodstores and hotels.

To assist those following the development of CIL in Solihull, this additional evidence has been published in two formats (links to which are given towards the end of this document). For those familiar with CBRE’s original December 2012 study, a tracked change version of the amended report has been published which will allow readers to easily identify where amendments & additions have been made to the original report. For those who may be reading CBRE’s report for the first time a standard version of the amended report is also available.

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## **SETTING THE CIL RATE**

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The economic viability report tests various notional developments at varying rates of CIL to ascertain what the maximum levy would be before a development becomes unviable. Using this information a rate has then been selected below this maximum level to ensure that development remains viable. Indeed it is preferable that the rate should be some way

below the maximum indicated to be viable so that it reflects the potential effects taken as a whole and retains an incentive for development.

The proposed CIL rates represent a cautious but fair balance that would generate sufficient CIL to contribute towards infrastructure provision in part (but not in full), whilst not detrimentally impacting upon economic viability across the area when taken as a whole.

Following consultation on its PDCS, and having taken into account the updated viability study results, the Council has decided not to alter the proposed rates from those set out in the PDCS.

## PROPOSED CIL RATES<sup>1</sup>

This schedule has been issued, approved and published in accordance with Part 11 of the Planning Act 2008 and the Community Infrastructure Regulations 2010 (as amended).

Charging authority: Solihull Metropolitan Borough Council

Date of approval: to be confirmed

Date charging schedule takes effect: to be confirmed.

The proposed CIL rates expressed in pounds per m<sup>22</sup> is as follows:

### Residential (C3)

<i>North Solihull</i>	<i>Mature Suburbs</i>	<i>Rural Area</i>
Nil	£75	£150

### Retail (A1)

<i>Type</i>	<i>North Solihull</i>	<i>Mature Suburbs (excluding Solihull and Shirley Town Centres)</i>	<i>Solihull and Shirley Town Centres</i>	<i>Rural Area</i>
Supermarkets/convenience stores ≥ 550m <sup>2</sup>	Nil	£300	£300	£300
Convenience stores < 550m <sup>2</sup>	Nil	£150	£150	£150
Other retail formats	Nil	£50	£25	£50

<sup>1</sup> This chapter of the consultation document constitutes the 'draft charging schedule' for the purposes of regulation 16 of the Community Infrastructure Levy Regulations 2010 (as amended).

<sup>2</sup> Rates are charged at net additional gross internal floorspace, further explanation is provided on p.12.



## Financial & Professional Services (A2)

North Solihull	All other areas
Nil	£25

## Restaurants & Cafes (A3), Drinking Establishments (A4) & Hot Food Takeaways (A5)

North Solihull	All other areas
Nil	£100

## Hotels (C1)

North Solihull	All other areas
Nil	£25

## Residential Institutions (C2) (excluding hospitals & training centres)

North Solihull	All other areas
Nil	£25

## Car Dealerships (sui generis)

North Solihull	All other areas
Nil	£75*

\*Erratum: The original CBRE Viability report (Dec 2012) recommended a CIL rate of £75psm for Car Dealerships (sui generis) (see Para. 7.25, p.32). This was erroneously copied as £25psm in the Preliminary Draft Charging Schedule that was consulted on. The Draft Charging Schedule includes the CBRE recommended rate of £75psm.

## All other uses

North Solihull	All other areas
Nil	Nil

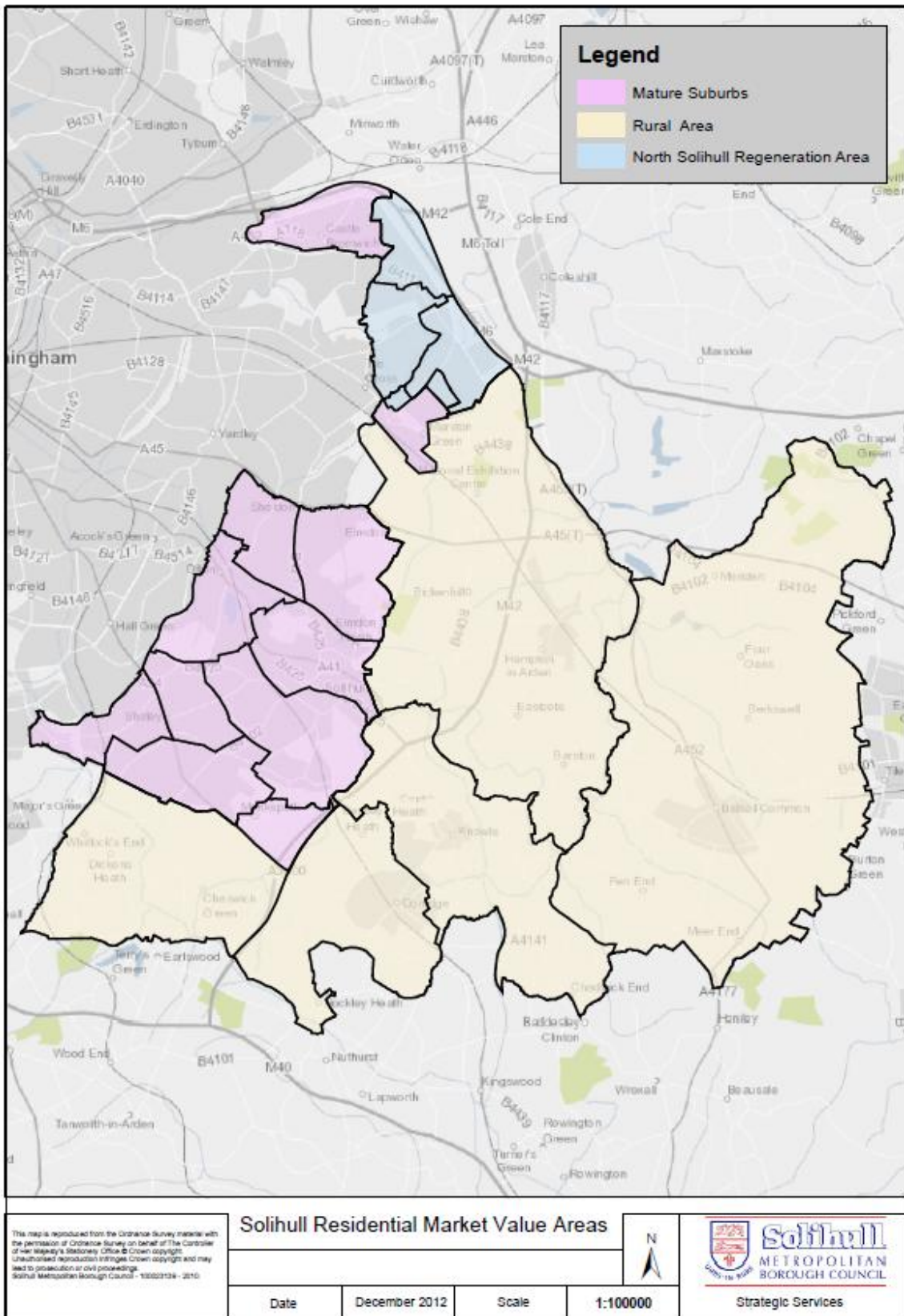
In the event that a planning permission includes a development that is designed to accommodate a mix of uses, then unless otherwise specified in the permission (e.g. by condition which sets out the floorspace in each category) the higher CIL will be charged.<sup>3</sup>

The charging zones, including the boundaries of Solihull & Shirley town centres, are indicated on the maps on the following pages.

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<sup>3</sup> See Regulation 40 (2): The chargeable amount is an amount equal to the aggregate of the amounts of CIL chargeable at each of the relevant rates.

## CIL Charging Zones



The charging zones are based on ward boundaries with some minor adjustments to reflect differing characteristics in property and value terms.

The table below indicates which charging zone each ward falls within.

<i>North Solihull</i>	<i>Mature Suburbs</i>	<i>Rural Area</i>
Bickenhill (part <sup>4</sup> ) Chelmsley Wood Kingshurst & Fordbridge Smith's Wood	Bickenhill (part <sup>5</sup> ) Blythe (part <sup>6</sup> ) Castle Bromwich Elmdon Lyndon Olton St Alphege Shirley East Shirley South Shirley West Silhill	Bickenhill (part <sup>7</sup> ) Blythe (part <sup>8</sup> ) Dorridge & Hockley Heath Knowle Meriden

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<sup>4</sup> Land north west of Moorend Avenue or accessed off Cambridge Drive (or any of its cul-de-sacs) and land north east of Berwicks Lane.

<sup>5</sup> Land known as Marston Green (i.e. land north east of the boundary with Birmingham Airport; west of the section of Low Brook south of Coleshill Road; and north of Coleshill Road; but excluding land within the North Solihull charging zone as noted above.

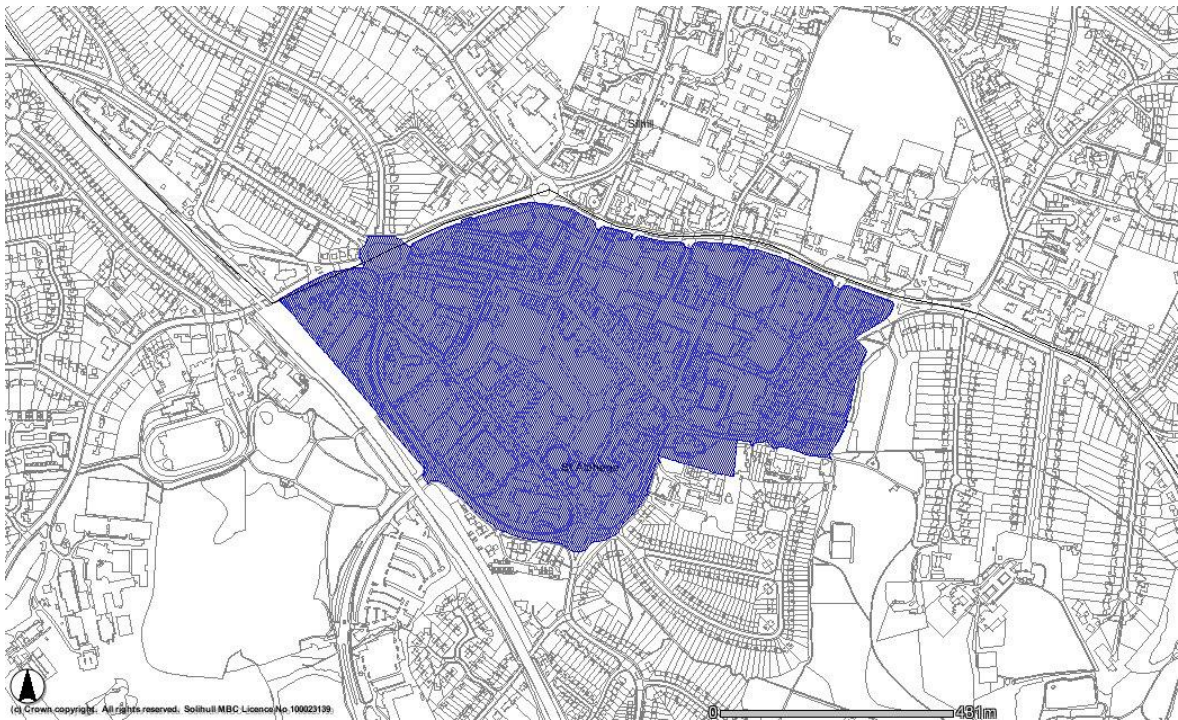
<sup>6</sup> Land known as Monkspath located north east of the Stratford Road.

<sup>7</sup> The remainder of Bickenhill ward not falling within the areas (Marston Green, Cambridge Drive or Berwicks Lane) described in footnotes 2 & 3.

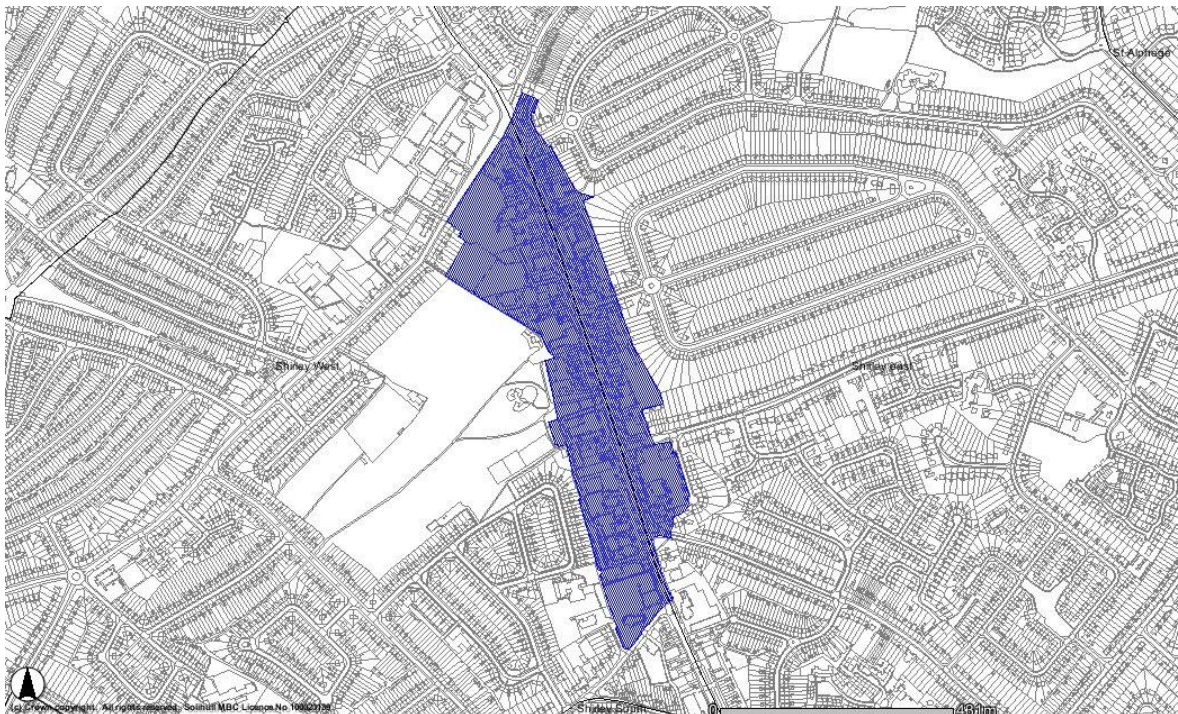
<sup>8</sup> The remainder of Blythe ward not falling within the area (Monkspath) described in footnote 4.



Solihull Town Centre (for the purpose of Retail (A1) rates)



Shirley Town Centre (for the purpose of Retail (A1) rates)



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## CALCULATING A CIL LIABILITY

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### Explanation of how Chargeable Amount will be Calculated<sup>9</sup>

The amount that developers will have to pay will be calculated by:

*Chargeable amount = chargeable development x chargeable rate x inflation measure.*

Chargeable development – Calculated in square metres based on the gross internal floorspace of the development minus the gross internal floorspace of any existing buildings that are going to be demolished on the site (provided the buildings to be demolished have been in continuous use for at least 6 months in the last 12 months).

Chargeable rate – CIL rate taken from the tables in previous chapter based on the type of development and/or its location.

Inflation measure – Will be the index figure<sup>10</sup> for the year that the chargeable development received planning permission divided by the index figure for the year in which the charging schedule took effect.

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## WHEN IS CIL PAYABLE?

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If a development is liable for CIL, then payment is due upon the commencement of development (if it were granted permission after the charging schedule was adopted).

When planning permission is granted a liability notice setting out the amount of CIL will be sent out with the decision notice.

The Council has discretion to offer the option of paying CIL in instalments. Although this is not a formal part of the charging schedule the Council invited representations (when it consulted on the PDCS) on whether to include such an option, and if so in what terms. The default in the absence of such a policy is full payment within 60 days of commencement for all payments.

A decision on whether, and in what form, to introduce an instalments policy will be taken when the Council considers the formal adoption of the levy in 2014. The representations made regarding a potential instalment at the PDCS will be taken into account at that time.

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<sup>9</sup> Provided in accordance with regulation 12 (2) (d) of the Community Infrastructure Regulations 2010 (as amended)

<sup>10</sup> The index to be used is the national All-In Tender Price Index of construction costs published by the Royal Institute Chartered Surveyors' Building Cost Information Service

For example, an instalments policy could include the following:

<i>Overall CIL Liability</i>	<i>Instalment options</i>
< £20,000	Payment in full within 60 days
£20,000 to £40,000	Payment in 2 equal payments within 60 & 120 days
£40,000 to £100,000	Payment in 3 equal payments within 60, 120 & 180 days
> £100,000	Payment in 4 equal payments within 60, 120, 180 & 240 days

## **SECTION 106 AND 278 AGREEMENTS**

Traditionally Section 106 (under the Town & Country Planning Act) and Section 278 (under the Highways Act) agreements have been used to secure infrastructure requirements as a result of new developments. Once a CIL has been adopted there will still be a role for these agreements to continue, but they will be focussed on the site specific impacts that the development would have. This could include highway improvements to allow access to the new development to be provided, or an agreement requiring the provision of affordable housing within a scheme.

Historically, Solihull MBC has not had a tariff-based system for charging Section 106s and the pooling of contributions has been the exception rather than the rule. The Community Infrastructure Levy Regulations (2010) (as amended) restrict the use of Section 106 planning obligations, so that they cannot be collected for infrastructure items in the Regulation 123 list. The regulations also prevent the use of planning obligations where five or more separate planning obligations relating to that project, or type of infrastructure within the area of the charging authority, have been entered into since 6 April 2010.

The Government has consulted on whether Section 278 agreements should be regulated in the same way as Section 106s, i.e. they cannot be used to fund infrastructure listed on the Regulation 123 list. However, at the time of writing the Government has not yet published its response to this consultation.<sup>11</sup>

A list of historical Section 106 contributions for the previous 5 financial years has been included in Appendix A.

## **EXCEPTIONAL CIRCUMSTANCES**

Once adopted, the levy applies to all developments that are included in an authority's charging schedule and the Council does not have the ability to waive in whole, or in part, the levy liability other than in exceptional circumstances.

<sup>11</sup> Community Infrastructure Levy: Further Reforms consultation

Source: <https://www.gov.uk/government/consultations/community-infrastructure-levy-further-reforms>



The regulations set out two classes of development that are ‘automatically’ exempt and the circumstances when the Council can choose to offer further exemptions. This discretion is not formally part of the charging schedule but the Council invited representations on this matter when consulting on its PDCS.

The following classes of development are excluded by the regulations from being liable to CIL:

- The provision of affordable housing as part of a development.
- Charitable developments that are used wholly, or mainly, for charitable purposes.

Other developments that the Council could give relief to are only in the following circumstances and where the authority has published its policy to do so:

- Developments by charities which are held as an investment from which the profits are applied for charitable purposes.
- Where a specific scheme cannot afford to pay the levy. Relief is only possible in these circumstances if the particular development has an associated section 106 agreement, and the costs of complying with the agreement is greater than the levy charge. It would also need to be demonstrated that paying the full charge would have an unacceptable impact on the development’s economic viability. These claims would be considered on a case by case basis.

A decision on whether, and in what form, to introduce these additional exceptional circumstances will be taken when the Council considers the formal adoption of the levy in 2014. The representations made regarding exceptional circumstances at the PDCS consultation will be taken into account at that time.

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## **HOW WILL CIL BE SPENT?**

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Separate from a charging schedule, an authority charging a CIL should also maintain a list of infrastructure projects that it intends to fund through the levy. This is generally known as the “Regulation 123 List”. Government guidance is that the Regulation 123 List should be based on the infrastructure list (i.e. in Solihull’s case the IDP) used when preparing the charging schedule. If projects are listed on the 123 list, then the Council cannot seek developers to provide the same infrastructure via section 106 agreements.

It is also recognised that infrastructure requirements may change over time and the Council will set out at a later date the full governance arrangements for using monies raised through the levy. However at this stage the Council is keen to receive representations on its draft Regulation 123 list. Although this is not formally part of the Draft Charging Schedule it is convenient that early consideration is given to what projects should be included on the Council’s 123 list so that when the Council considers the formal adoption of the levy it also has stakeholders views on the draft 123 list.

The consultation on the draft 123 list will not form part of any independent examination of the Council's charging schedule that may be required. The examination will be restricted to the soundness of the charging schedule.

### **Draft Regulation 123 List**

Infrastructure projects or types that the Council intends will, or may be, wholly or partly funded by CIL:

- Additional primary school places in the Borough
- Community based health, social care and/or multi—use community facilities
- Digital connectivity
- Enterprise centres
- Improvements to the ease of access and use of the town centres by sustainable mode of travel including walking, cycling and public transport, but excluding major junction improvements that cater for a significant increase in vehicular capacity
- Projects listed in the Council's Flood Risk Management Delivery Plan
- Green Infrastructure, excluding site-dependent provision of public open space and recreational facilities for new development

The above infrastructure items have been chosen by the Council based on priority need arising from growth in the Borough and where alternative funding sources may not fill the funding gap.

The Council invites comments on the Draft Regulation 123 list as part of the consultation of the Draft Charging Schedule.

The legislation does not allow the levy to be used to provide affordable housing. The latest information available on the Council's Aggregate Funding Gap to support the draft Local Plan is included in Appendix B.

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## **PARISH & TOWN COUNCILS**

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The Localism Act requires that a "meaningful proportion" of CIL monies be passed directly to the communities within which the development leading to CIL is taking place. The Government have now adopted regulations which set out what proportion of CIL would constitute a meaningful proportion. This will be 25% of the levy in parished areas that have an adopted neighbourhood plan and 15% for those parish & town councils without a neighbourhood plan.

A cap limiting the extent of CIL receipts being passed to parish and town councils which do not have a neighbourhood plan has been put in place by the Government. This will restrict the levy being passed on to £100 per council tax dwelling that is located within the parish.



In 'parished' areas the monies will be passed straight to the parish or town council concerned. In other areas it is expected that the Council will consult with local communities on how the CIL monies are to be spent.

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## CONSULTATION QUESTIONS

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The consultation on the PDCS was wide ranging and sought views on the nature and extent of introducing a levy to Solihull. Consultation at this stage should focus on whether the charging schedule meets the legal requirements, is economically viable, realistic, reasonable and consistent with national policy.

If objections remain to the draft charging schedule, an independent person will be appointed to examine the schedule. The examiner will be expected to establish that<sup>12</sup>:

- The Council has complied with the requirements set out in Part 11 of the Planning Act 2008 and the Community Infrastructure Regulations,
- The Council's draft charging schedule is supported by background documents containing appropriate available evidence,
- The proposed rates are informed by and consistent with, the evidence on economic viability across the Borough, and
- Evidence has been provided that the proposed rates would not threaten delivery of the Local Plan as a whole.

It will be helpful if those making representations on the draft charging schedule provide responses based on the above matters.

These questions are set out in a response form available at [www.solihull.gov.uk/planning/ldf/cil](http://www.solihull.gov.uk/planning/ldf/cil) or simply write to the address given in the Statement of Representations procedure below.

The Council will submit copies of all representations made to the examiner appointed to conduct an independent examination of the charging schedule.

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## STATEMENT OF THE REPRESENTATIONS PROCEDURE<sup>13</sup>

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- The period for making representations about the draft charging schedule runs from Monday 21<sup>st</sup> October to Monday 2<sup>nd</sup> December 2013.
- Representations on the draft charging schedule must be addressed to: Policy & Spatial Planning, Solihull MBC, Council House, Manor Square, Solihull, B91 3QB or email: [psp@solihull.gov.uk](mailto:psp@solihull.gov.uk)

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<sup>12</sup> Based on paragraph 9 of the CIL Guidance (DCLG April 2013)

<sup>13</sup> This chapter summarises the 'statement of representations procedure' for the purposes of regulation 16 of the Community Infrastructure Levy Regulations 2010 (as amended).

- Representations may be made in writing or by way of electronic communications.
- Any persons making representations may request the right to be heard by the examiner.
- Representations may be accompanied by a request to be notified at a specified address of any of the following:
  - That the draft charging schedule has been submitted to the examiner in accordance with section 212 of the Planning Act 2008;
  - The publication of the recommendations of the examiner and the reasons for those recommendations; and
  - The approval of the charging schedule by the charging authority

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## OTHER SOURCES OF INFORMATION

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### Solihull MBC

The Council's web pages relating to general CIL matters can be found at: [www.solihull.gov.uk/planning/ldf/cil](http://www.solihull.gov.uk/planning/ldf/cil). Links to individual documents are as follows:

Draft Solihull Local Plan (September 2012):

[http://www.solihull.gov.uk/Attachments/Solihull\\_Draft\\_Local\\_Plan\\_Sept\\_2012.pdf](http://www.solihull.gov.uk/Attachments/Solihull_Draft_Local_Plan_Sept_2012.pdf)

Infrastructure Delivery Plan (September 2012):

[http://www.solihull.gov.uk/Attachments/Infrastructure\\_Delivery\\_Plan\\_September\\_2012.pdf](http://www.solihull.gov.uk/Attachments/Infrastructure_Delivery_Plan_September_2012.pdf)

Community Infrastructure Levy – Viability Study (CBRE December 2012):

<http://www.solihull.gov.uk/akssolihull/images/att36670.pdf>

Solihull Full Cabinet 20<sup>th</sup> December 2012 (CIL – Preliminary Draft Charging Schedule):

<http://www.solihull.gov.uk/akssolihull/users/public/admin/kab12.pl?cmte=CAB&meet=109&arc=71>

Solihull Preliminary Draft Charging Schedule (March 2013):

[http://www.solihull.gov.uk/Attachments/PDCS\\_Consultation\\_document.pdf](http://www.solihull.gov.uk/Attachments/PDCS_Consultation_document.pdf)

Solihull Preliminary Draft Charging Schedule Consultation: Summary of Representations (August 2013): <http://www.solihull.gov.uk/akssolihull/images/att39694.pdf>

Solihull Preliminary Draft Charging Schedule Consultation: Council's Response to Representations (August 2013): <http://www.solihull.gov.uk/akssolihull/images/att39695.pdf>

Community Infrastructure Levy – Viability Study (as amended) (CBRE August 2013): <http://www.solihull.gov.uk/akssolihull/images/att39697.pdf>

Community Infrastructure Levy – Viability Study (as amended – Tracked Change Version) (CBRE August 2013): <http://www.solihull.gov.uk/akssolihull/images/att39696.pdf>

Solihull Full Cabinet 12<sup>th</sup> September 2013 (CIL – Draft Charging Schedule & Regulation 123 List): <http://www.solihull.gov.uk/akssolihull/images/att39683.pdf>

### **Department for Communities and Local Government**

Community Infrastructure Levy – Guidance (April 2013):  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/197687/Community\\_Infrastructure\\_Levy\\_2013.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/197687/Community_Infrastructure_Levy_2013.pdf)

Community Infrastructure Levy – An Overview (May 2011):  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6313/1897278.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6313/1897278.pdf)

Community Infrastructure Levy – Collection and Enforcement (October 2011):  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6312/1995794.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6312/1995794.pdf)

### **HMSO**

Community Infrastructure Regulations (March 2010) (Statutory Instrument 2010 no. 948):  
[http://www.legislation.gov.uk/uksi/2010/948/pdfs/uksi\\_20100948\\_en.pdf](http://www.legislation.gov.uk/uksi/2010/948/pdfs/uksi_20100948_en.pdf)

(It should be noted that these principal regulations have been amended in part by subsequent regulations and the HMSO web site should be consulted for all relevant amendments)

### **Royal Town Planning Institute**

General pages related to CIL: <http://www.rtpi.org.uk/knowledge/core-issues/community-infrastructure-levy/>

### **Planning Advisory Service**

General pages related to CIL: <http://www.pas.gov.uk/pas/core/page.do?pagelid=122677>

### **Planning Officers Society**

General pages related to CIL: <http://www.planningofficers.org.uk/POS-Enterprises/CIL-Infrastructure-Planning/>

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## CONTACT DETAILS

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For more information about CIL in Solihull, or if you have any questions about this consultation, please contact:

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