

Community Infrastructure Levy

Revised Draft Charging Schedule
Public Consultation
August 2016



Basingstoke
and Deane

Consultation

Basingstoke and Deane Borough Council is charging authority under the Community Infrastructure Levy (CIL) Regulations. This consultation document – the Revised CIL Draft Charging Schedule is published for public consultation in accordance with regulation 16 of the CIL Regulations 2010 (as amended).

It follows consultation on a Preliminary Draft Charging Schedule in January 2014, and a Draft Charging Schedule in November 2014. Comments received during these consultation periods have been taken into account in preparing this Revised Draft Charging Schedule.

This consultation provides a further opportunity for representatives from the development sector, industry and commerce, Town and Parish Councils, community groups and organisations, neighbouring authorities, and any member of the public that may have an interest to make representations on the borough council's CIL.

The consultation runs for seven weeks **from 8 August to 26 September 2016**.

Comments can be submitted via the following methods:

Online using the response form by following the link
<http://www.basingstoke.gov.uk/CIL>

By email to deit@basingstoke.gov.uk

In writing to:

Planning Policy and Infrastructure Team
Basingstoke and Deane Borough Council
Civic Offices
London Road
Basingstoke
RG21 4AH

Please note that comments received during this consultation cannot be treated as confidential so please do not include any personal information within your comments. Responses will be published on the borough council's website, together with the name and/or organization name of the respondent.

The Revised Draft CIL Charging Schedule is supported by the following documents:

- Residential and Non-Residential Viability Study (Three Dragons, March 2016);
- Infrastructure Delivery Plan Schedule (June 2016);
- Draft Regulation 123 list;
- Draft Instalments Policy;

- Adopted Basingstoke and Deane Local Plan 2011-2029

For any enquiries please call 01256 845469 or 845750.

Contents

Page

1	Introduction	1
2	Infrastructure Needs	2
3	Viability Testing	2
4	Proposed CIL Rates	3
5	Payment Terms	4
6	How CIL is Spent	4
7	Next Steps	5

Appendix 1 – Geographical Coverage of the Proposed Charging Areas

Map A	CIL Charging Zones for Residential Development – Basingstoke and Deane Borough	A1
Map B	Charging Zones for Residential Development – Basingstoke	A2
Map C	CIL Charging Zones for Residential Development - Tadley	A3
Map D	CIL Charging Zones for Non-Residential Development – Basingstoke Town Centre	A4

1 Introduction

- 1.1 The Community Infrastructure Levy (CIL) is a levy that local authorities can charge on new development in their area. The money raised can be used to fund a wide range of infrastructure such as transport schemes, schools, community facilities, parks, green spaces and leisure facilities.
- 1.2 The CIL will apply to 'chargeable development'. This is defined as:
- all new buildings, but excluding buildings into which people do not usually or only occasionally go (e.g. only to inspect machinery or structures such as electricity pylons or substations).
 - development delivering 100 square metres or more of additional gross internal floorspace
 - the creation of one additional dwelling even if the gross internal floorspace is less than 100 square metres
 - some developments not requiring planning permission (permitted development) will also be liable for CIL if they do not fall into the exemption criteria.
- 1.3 CIL is not charged on affordable housing, buildings used for charitable purposes and self-build housing.
- 1.4 CIL is a non-negotiable fixed charge, which means applicants and developers will be clear about how much they will need to pay. Levy rates are expressed as pounds per square metre and should be set at a level which does not threaten the ability to develop viably the sites and scale of development identified in the Adopted Local Plan.
- 1.5 Basingstoke and Deane Borough Council currently secures planning obligations from development through Section 106 legal agreements (S106), however S106 is restricted to site specific impacts and the provision of affordable housing. It is also not possible to pool more than five planning obligations in respect of a specific infrastructure project for a type of infrastructure.
- 1.6 The levy will give councils and local communities more flexibility about how infrastructure is funded and it will allow more strategic infrastructure issues to be resolved through the use of CIL funding.
- 1.7 It is intended that S106 contributions will not be completely replaced but their use will be scaled back once a CIL charge is adopted. The exception to this will be large scale development where facilities and infrastructure are required to be delivered on site, or where impacts are directly related to a particular site, including enabling works such as site access.

2 Infrastructure Needs

- 2.1 Significant investment in infrastructure is required to support the development that is planned for in the Adopted Local Plan. This will include providing for new schools and additional school places, community and other local needs, improvements to the transport networks, additional healthcare facilities, investment in the borough-wide leisure and recreational facilities and open space.
- 2.2 The Local Plan makes provision for 15,300 homes over the plan period. The majority of this development will primarily take place in Basingstoke town with lower levels of growth in the smaller settlements of Whitchurch, Overton, Bramley, Kingsclere and Oakley.
- 2.3 The Council's Infrastructure Delivery Plan (IDP) sets out the additional infrastructure requirements to support the Local Plan. Throughout the preparation of the Local Plan and IDP, the Council has worked with key infrastructure and service to identify the infrastructure required to support the growth proposed for the town and rural settlements.
- 2.4 It is clear that the cost of the required infrastructure exceeds the known available funds, leaving a funding gap which justifies the preparation of a CIL Charging Schedule. Revenue from CIL will be used to fund the delivery of infrastructure and will be directed to address the identified funding gap.

3 Viability Testing

- 3.1 CIL Regulation 14 sets out that the charging authority, in setting levy rates, must strike an appropriate balance between the desirability of funding from the levy and the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area.
- 3.2 The council commissioned consultants to carry out a viability assessment to inform the CIL rates. This evidence assesses the viability of a sample of different types of development across the borough to gauge the potential effects that the introduction of CIL would have on development viability taken as a whole.
- 3.3 The analysis uses a residual land value appraisal, which involves the assessment of the value of the completed development (Gross Development Value) from which is deducted the development costs to calculate a residual land value. The outputs identify either a positive or negative residual value. If a

positive residual value exists, there is scope to charge CIL, if it is negative the development is not considered to be viable.

- 3.4 Levels of CIL have been tested in combination with the council’s planning requirements as set out in the Adopted Local Plan, including 40% affordable housing for all sites.

4 Proposed CIL Rates

- 4.1 Based on the findings and outcomes of the Viability Assessment the following rates of CIL are proposed:

Table 1: Proposed CIL rates – Residential Development

Location / type of residential development	Recommended Charge Rate (£ per square metre)
Zone 1 – Hounsome Fields	£30
Zone 2 – Manydown	£60
Zone 3 – Basingstoke Golf Course; East of Basingstoke; Upper Cufaude Farm	£80
Zone 4 – Basingstoke and Tadley	£140
Zone 5 – Rest of the Borough	£200
Care homes / extra care / sheltered housing	£0
Single dwellings	£0
Wholly flatted schemes ¹	£0

Table 2: Proposed CIL rates – Non-Residential Development

Type of development	Recommended Charge Rate (£ per square metre)
Comparison retail shop outside of Basingstoke town centre / Retail warehouses	£40
Budget hotel ²	£40
All other types of development	£0

- 4.2 The geographical coverage of the proposed CIL charging area is set out in Appendix 1.

¹ This rate applies where 100% of the dwellings on site are flats. This excludes flats which are part of the housing mix on a larger development site.

² Budget hotels are defined by the British Hospitality Association Trends and Developments Report 2012 as a property without an extensive food and beverage operation, with limited en-suite and in-room facilities, low staffing and service levels and a price markedly below that of a full service hotel.

5 Payment Terms

- 5.1 There will be no CIL charge for Change of Use applications unless additional floorspace is created and no charge for the subdivision of existing dwellings, self-build and extensions. In cases of redevelopment, the charge will only be levied on any net additional floorspace created.
- 5.2 CIL is payable within 60 days of commencement of development, although the Borough Council is proposing to introduce an instalments policy to enable phased payments on larger schemes.
- 5.3 The responsibility to pay the levy lies with the owner of the land, unless liability is assumed as set out in Regulations 31 and 39 (as amended), and the amount payable will be calculated in accordance with Regulation 40 (as amended).
- 5.4 The chargeable rate will be index linked, which is the national All-in Tender Price index published from time to time by the Building Cost Information Service of the Royal Institute of Chartered Surveyors.
- 5.5 The council may accept 'payment in kind' of land and/or infrastructure in exceptional circumstances. Essentially, this means the total CIL amount payable will be reduced accordingly.

6 How CIL is Spent

- 6.1 The Council has published a draft list of infrastructure projects or types of infrastructure that it intends will be, or may be, wholly or partly funded by CIL. This is known as the "Regulation 123 list". Infrastructure projects included in this list cannot be secured via Section 106 legal agreements in order to avoid double charging. The draft Regulation 123 list is being made available alongside this draft charging schedule during this consultation. The Regulation 123 list is likely to be updated periodically, in line with the IDP, as infrastructure projects are completed, or new requirements identified.
- 6.2 The Regulations require the Council to allocate a proportion of the revenue from CIL receipts to the neighbourhood within which the CIL chargeable development took place. Communities with a Neighbourhood Plan will receive 25% of the revenue from the CIL and neighbourhoods without a plan will receive a 15% share of the levy revenue, subject to a cap of £100 per council tax dwelling per year.

7 Next Steps

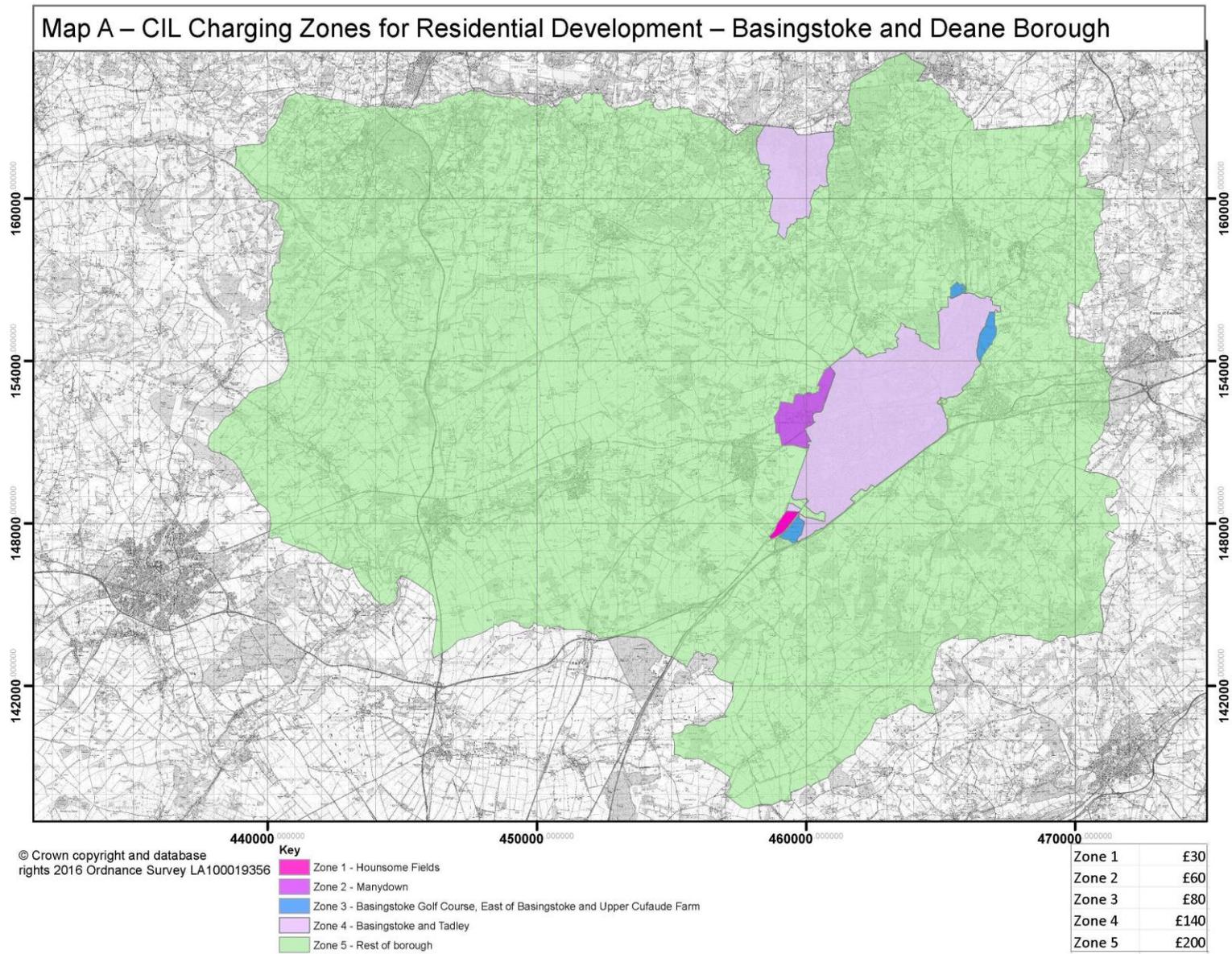
- 7.1 The Council is now consulting on the Revised Draft CIL Charging Schedule. If modifications are required to the Draft Charging Schedule following the public consultation, the Council will make these changes available in a Statement of Modifications. The Draft Charging Schedule will then be submitted for examination by an independent Examiner. Details of the examination will be made available on the Council's website and sent to those that submit representations and wish to be kept informed.
- 7.2 The table below sets out the anticipated time scale for adopting a CIL Charging Schedule.

Table 3: Timescale for adoption of a CIL Charging Schedule

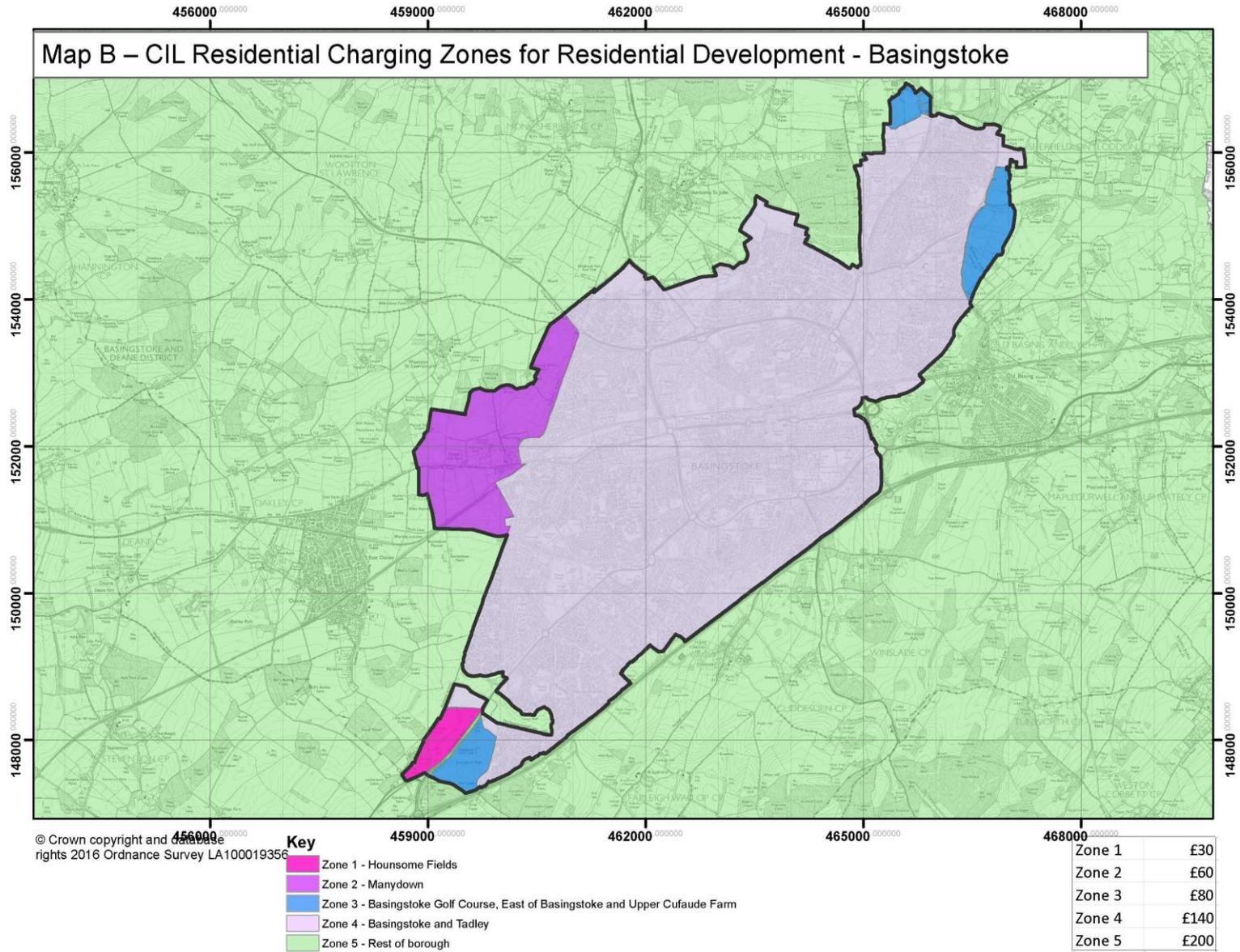
Submit Draft Charging Schedule to independent Examiner	November 2016
Examination	January 2017
Examiner's report	March 2017
Adoption of CIL Charging Schedule	May 2017
Implementation of CIL Charge	July 2017

- 7.3 The Council is also required to monitor the level of CIL receipts received and spent and to publish annually such information. As required by the regulations, the Council will also monitor the CIL Charging Schedule to ensure that this remains appropriate over time. It may be appropriate to undertake a review in light of changing market conditions, which may affect development viability.
- 7.4 The Council has reviewed the status of the current 'S106 Planning Obligations and Community Infrastructure Guidance' and intends to replace it with a Planning Obligations Supplementary Planning Document. This document would operate alongside CIL to provide clarity about the council's requirements for securing site specific infrastructure through S106 planning obligations.

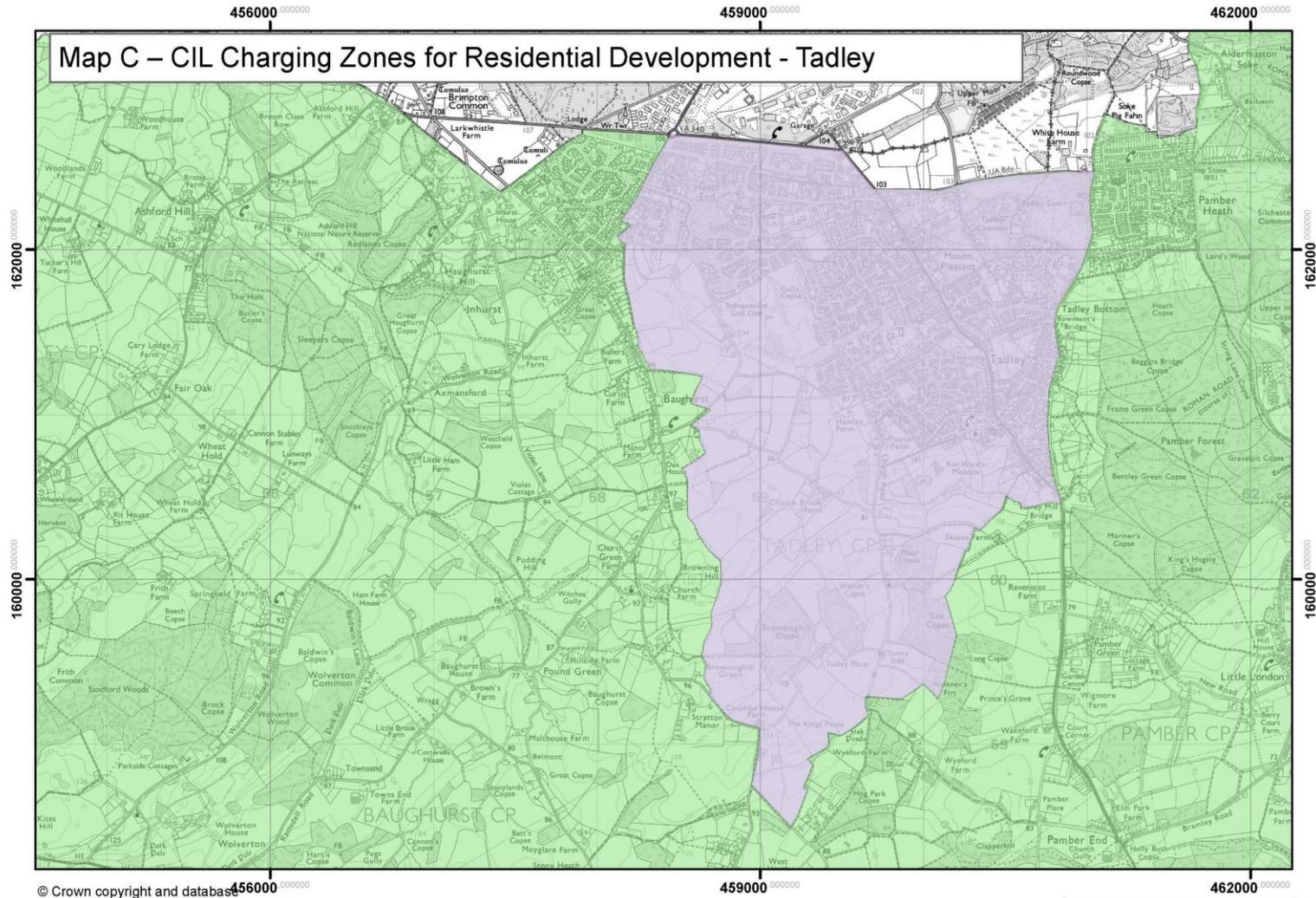
Appendix 1 Geographical Coverage of the Proposed Charging Areas



Appendix 1 Geographical Coverage of the Proposed Charging Areas



Appendix 1 Geographical Coverage of the Proposed Charging Areas

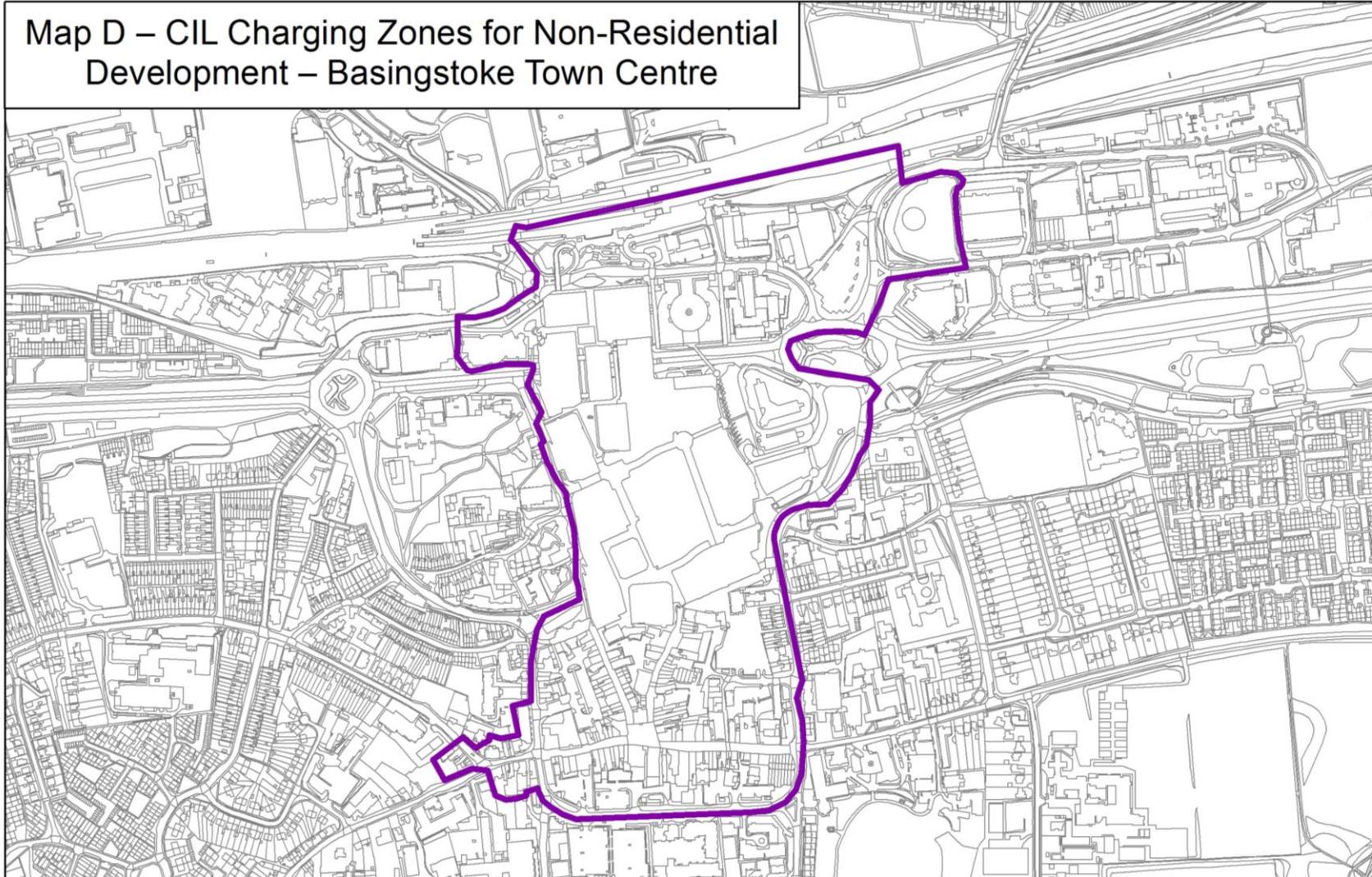


© Crown copyright and database rights 2016 Ordnance Survey LA100019356

Key

	Zone 4 - Basingstoke and Tadley
	Zone 5 - Rest of borough

Zone 4	140
Zone 5	£200



© Crown copyright and database rights 2014 Ordnance Survey LA100019356

Key
Town Centre Boundary

www.basingstoke.gov.uk | 01256 844844

deit@basingstoke.gov.uk

Follow us on  [BasingstokeGov](#)

If you need this information in a different format, for example large print, CD or braille, please contact the council.

©Basingstoke and Deane Borough Council August 2016

