



Basingstoke  
and Deane

# **Basingstoke and Deane**

## **Community Infrastructure Levy**

### **Statement of Consultation**

**incorporating Regulation 19 (1)(b) statement**

**In accordance with the Community Infrastructure Levy  
Regulations 2010 (as amended)**

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## **1 Introduction**

- 1.1 Basingstoke and Deane Borough Council has prepared a Community Infrastructure Levy (CIL) draft charging schedule for submission to independent examination. In order for CIL to be adopted, it is required by the CIL Regulations 2010 (as amended) that the Council holds a minimum of two rounds of public consultation. The first round of consultation is concerned with the preliminary draft charging schedule and the second with the draft charging schedule.
- 1.2 This purpose of this statement is to demonstrate how the council has complied with the legislative requirements for public consultation in preparing a CIL charging schedule. It explains who has been consulted and how that consultation took place from early engagement with stakeholders through to the consultation on the draft charging schedule.

## **2 Early Engagement and Raising Awareness of CIL**

- 2.1 The council has undertaken a number of engagement activities to improve the general awareness and understanding of CIL among key stakeholders within the borough such as elected members, key officers and the development industry.
- 2.2 In early 2013 the council was included in the Planning Advisory Service (PAS) CIL direct support group. This programme involved two workshops in February 2013 which assisted in explaining the rate setting process. The first session was with key officers from the council, in addition to representatives from Hampshire County Council. This was followed by a session with elected members of the Planning and Infrastructure Overview and Scrutiny Committee. A third CIL workshop for officers was held in May 2013 in order to update on progress with the viability assessment and the infrastructure delivery plan that would be used to identify the funding gap.
- 2.3 An introductory note about CIL was prepared and circulated to all parish councils in October 2014 in advance of the publication of the draft charging schedule. It aimed to increase awareness of how CIL rates are set, what receipts can be spent on and explain the benefits of the neighbourhood fund.
- 2.4 A presentation about CIL was given at the Basingstoke Association of Town and Parish Councils Parish Conference in June 2015. Individual parishes have benefitted from advice regarding CIL throughout the preparation of their neighbourhood plans.

## **3 Preliminary Draft Charging Schedule**

- 3.1 In order to inform the assumptions used in the viability study, two workshops were held with representatives from the development industry in June 2013. The first session focused on assumptions to be used in the residential viability testing while the second focused on non-residential development assumptions. A list of participants and notes of these workshops were published as an annex to the Basingstoke and Deane Viability Study (November 2013).
- 3.2 The council published the preliminary draft charging schedule for consultation in accordance with regulation 15 of the Community Infrastructure Levy Regulations 2010 for a period of six weeks between 6 January and 17 February 2014.

- 3.3 The CIL consultation documents were published on the council's website. Hard copies were made available throughout the consultation period in the council offices and at all libraries within the borough. This included:
- preliminary draft charging schedule
  - draft regulation 123 list
  - Infrastructure Delivery Plan (Local Plan Pre-Submission version, August 2013)
  - Basingstoke and Deane Residential and Non-Residential Viability Study (Three Dragons, November 2013)

- 3.4 The following groups were notified of the consultation by email, or by letter if no email address had been provided:
- Individuals and organisations from the council's Local Plan consultation database including residents, businesses, developers and planning agents
  - Stakeholders involved in the production of the Infrastructure Delivery Plan
  - Neighbouring local authorities and Hampshire County Council
  - Parish councils within the borough
  - Internal officers and council members
- A copy of this correspondence is in appendix 1.

- 3.5 A press release was issued and the consultation received coverage in the local press. The council advertised the consultation on the council homepage and its twitter feed. In order to make it easier for people to respond, a questionnaire was produced (appendix 2) which asked a number of questions relating to the preliminary draft charging schedule and the evidence. Paper copies were made available and it was available to download from the council's website. Alternatively respondents could fill in an online version.

- 3.6 The council received 39 responses to the consultation. A summary and analysis of the representations was prepared (appendix 3). The responses were taken into account prior to publishing the draft charging schedule for consultation. This formed part of the papers taken to the Economic, Planning and Housing committee in support of the draft charging schedule on 11 September 2014. Subsequently the report was taken to cabinet on 30 September 2014 and finally to a meeting of the council on 23 October 2014.

## **4 Publication of the Draft Charging Schedule**

- 4.1 The council published the Draft Charging Schedule for consultation under regulation 16 of the CIL Regulations 2010 on 7 November 2014 for a period of six weeks, until 19 December 2014. This Draft Charging Schedule was subsequently withdrawn as it was superseded by the Revised Draft Charging Schedule in August 2016. However, for completeness, an explanation of the consultation that took place is set out in this section.
- 4.2 Statutory consultation bodies comprising neighbouring local authorities, the county council and parish and town councils within the borough were sent a copy of the

draft charging schedule and the statement of the representations procedure by either email or letter. In addition, over 800 people and organisations were notified of the consultation by email or letter including:

- Organisations from the council's Local Plan consultation database including developers and planning agents
- Stakeholders involved in the production of the Infrastructure Delivery Plan
- Respondents to the preliminary draft charging schedule consultation
- Internal officers involved in the section 106 scoping process
- All elected Members of the Borough Council

A copy of the standard letter / email that was sent out is in appendix 5.

4.3 The consultation documents comprised:

- draft charging schedule
- draft regulation 123 list
- draft instalments policy
- Draft Planning Obligations Supplementary Planning Document
- Revised Pre-Submission Infrastructure Delivery Plan (April 2014) and schedule of minor amendments (October 2014)
- Basingstoke and Deane Residential and Non-Residential Viability Study (Three Dragons, November 2013)
- Manydown and Golf Course Viability Study (Three Dragons, July 2014)
- Summary and analysis of responses to the preliminary draft charging schedule

4.4 The consultation documents were published on the council's website and hard copies were made available at the council offices and at all libraries within the borough. A statement of the representations procedure was produced in accordance with regulation 16(b) and was made available alongside the consultation documents to guide respondents.

4.5 Public notices were placed in the following local press at the start of the consultation:

- Basingstoke Gazette (6<sup>th</sup> November 2014)
- Newbury Weekly News (6<sup>th</sup> November 2014)
- Andover Advertiser (7<sup>th</sup> November 2014)

Copies of these have been included in appendix 4.

4.6 The council also advertised the consultation in a number of other ways including issuing a press release, publishing an article in the council's newspaper Basingstoke and Deane Today, which is distributed to every household in the borough, tweeting the start of the consultation, and providing a link from the council's homepage to the consultation material. Evidence of this publicity is presented in appendix 6.

4.7 Representations were received from 35 consultees. A summary of the key issues raised in the representations is presented in appendix 7 and these were considered by Economic Planning and Housing Committee on 24 September 2015.

4.8 Delays with the Local Plan examination had a knock-on effect to the introduction of

CIL. As viability evidence is dependent on development costs and market values at the time the work is undertaken, it was considered beneficial to prepare updated viability evidence to support the CIL rates. This enabled account to be taken of modifications to the Local Plan.

- 4.9 The Draft Charging Schedule (November 2014) was superseded by the Revised Draft Charging Schedule (August 2016) and was formally withdrawn in May 2017. Withdrawal of the Draft Charging Schedule was formally agreed by Full Council on 18 May 2017.

## **5 Publication of the Revised Draft Charging Schedule**

- 5.1 Two further developer workshops were held in July 2015. Three Dragons facilitated the workshops and sought agreement on assumptions for development costs and market values. Notes and participants names of the workshops have been included in annex 2 of the Basingstoke and Deane Viability Study (Three Dragons, March 2016).
- 5.2 The Revised Draft Charging Schedule was published for a 7-week period of public consultation from 8 August to 26 September 2016. The time period was extended to reflect the summer school holiday period to allow sufficient time for responses to be submitted.
- 5.3 The consultation documents were published on the council's website and hard copies were made available at the council offices and at all libraries within the borough. A statement of the representations procedure was produced in accordance with regulation 16(b) and was made available alongside the consultation documents to guide respondents.
- 5.4 The consultation and supporting documents comprised:
- Revised CIL Draft Charging Schedule
  - Draft Regulation 123 list
  - Basingstoke and Deane Residential and Non-Residential Viability Study (Three Dragons, March 2016)
  - Infrastructure Delivery Plan (July 2019)
  - Draft instalments policy
  - CIL equalities impact assessment
- 5.5 All parties held on the planning policy database including statutory and non-statutory consultees and those who had responded to the preliminary draft charging schedule and draft charging schedule consultation were notified in writing (either by letter or email) and invited to respond (see appendix 8). A standard survey response form was made available both online and in hard copy to anyone who wished to respond (see appendix 9).
- 5.6 Public notices were placed in the following local press at the start of the consultation:
- Basingstoke Gazette (11 August 2016)
  - Newbury Weekly News (11 August 2016)
  - Andover Advertiser (12 August 2016)
- A copy has been included in appendix 10.
- 5.7 The council also advertised the consultation through issuing a press release, on

twitter and providing a link from the council's homepage to the consultation material. Evidence of this publicity is presented in appendix 11.

- 5.8 Comments were received from 33 individuals and organisations. This included 12 from landowners/developers; 7 from Parish Councils; 5 environmental interest groups; 5 infrastructure providers; 2 MP/councillors; and 2 individuals.
- 5.9 The key issues raised were:
- Criticism of the assumptions and methodology used in the viability study;
  - Request for a more fine-grained approach to zoning with further forms of development zero rated;
  - Suggestion that the country park at Manydown should be provided through s106 and that the cost / value of the land should be taken into account;
  - Account should be taken of the implications of safeguarding land to accommodate an additional seven forms of entry at the proposed secondary school at Manydown (which may be needed beyond the current Local Plan period) and the loss of the ability to develop around seven hectares;
  - Enabling costs of the Manydown site, such as highway works;
  - The benchmark land value for the Golf Course site is too low;
  - Concern that Brexit may impact on the housing market; and
  - Comments on the Regulation 123 list and suggestions around how to spend CIL.
- 5.10 A more detailed summary of each representation and the council's response to each of the above issues is set out in appendix 12.

## **6 Submission of the Revised Draft Charging Schedule and Statement of Modifications**

- 6.1 To take account of a number of issues raised by respondents to Revised Draft Charging Schedule, the council made further changes to the Revised Draft Charging Schedule and these are set out in a Statement of Modifications. Comments are invited on the changes made during the period **31 May 2017 to 28 June 2017**. For further information, see [www.basingstoke.gov.uk/cil-exam](http://www.basingstoke.gov.uk/cil-exam)

## **Appendix 1 – Notification of consultation on the preliminary draft charging schedule**

By email or letter

Dear Sir/Madam,

Basingstoke and Deane Borough Council are in the process of introducing the Community Infrastructure Levy (CIL), which is a new charge that local authorities can choose to apply to new development in their area. The income received from CIL is used to fund a wide range of infrastructure in the borough, such as for transport schemes, education, community, sport and recreation and green infrastructure.

Currently the council receives monies from developers for infrastructure specifically related to individual development schemes, which is negotiated on a case by case basis. The system currently in place, is called Section 106 (S106) planning obligations. CIL is different to S106, because monies will be paid into a 'pot' and it will be possible to use this money for strategic infrastructure projects anywhere within the borough. S106 will have limited use once CIL is introduced but will continue for small scale on-site provision and securing affordable homes.

The first stage in the process of implementing CIL is to prepare a **Preliminary Draft Charging Schedule**, which outlines the rates that the council is proposing to charge across different development types and areas of the borough. This document is available for public consultation from **Monday 6 January to 17 February 2014** when your comments will be welcomed.

The CIL Charging Schedule is supported by an evidence base justifying the rates proposed. These take into account the need to fund the infrastructure to support new development, whilst ensuring that the overall costs of introducing CIL do not prevent development from happening. The evidence is set out in a Viability Study, undertaken by the consultants 'Three Dragons', and the infrastructure projects are outlined in the council's Infrastructure Delivery Plan (more information on this is available on the website link below).

The Preliminary Draft Charging Schedule, a response form and the supporting information are available to view on the council's website via the link below. Hard copies are available to view at the Civic Offices and libraries in the borough. If you need this information in a different format, such as large print or CD, please call 01256 844844 or email [customer.service@basingstoke.gov.uk](mailto:customer.service@basingstoke.gov.uk)

<https://www.basingstoke.gov.uk/cil>

If you would like to comment on the CIL Preliminary Draft Charging Schedule and viability study please respond by filling in the online Representation Form and returning it to the Planning Policy and Implementation Team by 17 February 2014, or

email: [deit@basingstoke.gov.uk](mailto:deit@basingstoke.gov.uk), or

write to:

Mr Mark Lambert  
Planning Policy and Implementation Team  
Basingstoke and Deane Borough Council  
Civic Offices  
London Road  
Basingstoke  
RG21 4AH

Further information: If you have any queries about the CIL Preliminary Draft Charging Schedule, please contact Heike Wetzstein on 01256 845 469 or Mark Lambert on 01256 845 750, email [deit@basingstoke.gov.uk](mailto:deit@basingstoke.gov.uk)

Yours sincerely,

*Heike Wetzstein*

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# **Basingstoke & Deane Borough Council Community Infrastructure Levy – Preliminary Draft Charging Schedule Representation Form**

Representations should be submitted by no later than 4pm on Monday 17 February 2014

More information is available online at [www.basingstoke.gov.uk/cil](http://www.basingstoke.gov.uk/cil)

**Please return this form to Basingstoke and Deane Borough Council**

- **by post to:** Planning Policy and Infrastructure Team, Civic Offices, London Road, Basingstoke, RG21 4AH
- **by email to:** [deit@basingstoke.gov.uk](mailto:deit@basingstoke.gov.uk)
- **by fax to:** 01256 845200

**This form has two parts:**

Part A – personal details

Part B – your representation(s)

When completing Part B, please consider the following documents:

- Preliminary Draft Charging Schedule (PDCS), January 2014
- Viability Study, November 2013
- Infrastructure Delivery Plan, August 2013
- Draft Regulation 123 list

## **PART A**

**Personal details** (If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in 2)

Title	
First name	
Last name	
Job title (where relevant)	
Organisation (where relevant)	
Address	
Postcode	
Telephone number	
Email address	

### **Agent's details (if applicable)**

Title	
First name	
Last name	
Job title (where relevant)	
Organisation (where relevant)	
Who are you representing?	
Address	
Postcode	
Telephone number	

<b>Preferred method of contact</b>	<b>Email</b> <input type="checkbox"/>
	<b>Post</b> <input type="checkbox"/>

<b>Email address</b>	
<b>Preferred method of contact</b>	<b>Email</b> <input type="checkbox"/> <b>Post</b> <input type="checkbox"/>

**Are you responding as:**

- |  |   |
|--|---|
| An individual <input type="checkbox"/>                         | A town or parish council <input type="checkbox"/>       |
| A district/borough council <input type="checkbox"/>            | A borough councillor/MP <input type="checkbox"/>        |
| On behalf of an organisation <input type="checkbox"/>          | On behalf of a community group <input type="checkbox"/> |
| A landowner/developer/agent/architect <input type="checkbox"/> | Other <input type="checkbox"/>                          |

**PART B**

When introducing a Community Infrastructure Levy (CIL), it is important to ensure that the charges are based on appropriate evidence. This evidence should consider the various types of development likely to come forward in the borough, alongside other costs of development, such as land values, sale prices and the policy requirements set out in the adopted Local Plan. The borough council has undertaken this evidence through work prepared by Three Dragons set out in the Viability Assessment, November 2013.

- 1. Do you agree that the assumptions and/or method set out in the viability assessment are robust, and that the report represents an appropriate basis for determining the level of CIL that would be viable in the borough?**

**Yes**

**No**

If not, what is your justification and can you provide further evidence?

Continue on a separate sheet if necessary

The charging authority 'must aim to strike what appears to be an appropriate balance between' the desirability of funding infrastructure 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.

**2. Do you agree that the rates proposed will not put the overall development of the area at serious risk?**

Yes

No

If you disagree please refer to any evidence you have that indicates that different rates should be applied.

Continue on a separate sheet if necessary

The council is proposing three charging zones based on the findings of the viability study. These reflect the different costs and values associated with sites in terms of location and size. This includes the following:

- Zone One – Strategic sites around Basingstoke
- Zone Two – All other sites in and around Basingstoke and Tadley
- Zone Three – All other sites in the rest of the Borough

**3. For residential development: Do you think that the boundary between the different charging zones as shown in the Preliminary Draft Charging Schedule are appropriate?**

Yes

No

If not, please indicate what boundaries should be used instead and provide justification.

Please

provide a map if this would assist in highlighting such boundaries.

Continue on a separate sheet if necessary

**4. Do you agree with the different rates proposed in the Preliminary Draft Charging Schedule for residential development proposed in each charging zone?**

**Yes**

**No**

If not, which do you not agree with and what is your justification?

Continue on a separate sheet if necessary

With the introduction of a CIL charge, the use of Section 106 obligations will be restricted to site specific impacts (i.e. access roads, or the provision of on-site open space). The CIL regulations prevent five or more obligations contributing to a specific infrastructure project or type of infrastructure, this will make it difficult to pool contributions to larger schemes. The council's proposed approach is therefore to use CIL to fund the vast majority of new infrastructure. The council is also proposing to accept payment in kind for land and/or infrastructure, such that a discount will be applied to the CIL charge for the site in question to reflect the value of the land and/or building for the provision of that facility.

**5. Do you agree with the approach for securing on site provision (land and/or infrastructure) of facilities proposed in the Preliminary Draft Charging Schedule?**

Yes

No

If you disagree, please refer to any evidence you have that indicates a different approach should be applied

Continue on a separate sheet if necessary

CIL has also been considered for non-residential forms of development, with testing undertaken into the various costs associated with such uses. The proposed CIL charges take into account Government advice that 'the sites and scale of development identified in the plan should not be subject to such a scale of obligation and policy burden that the ability to be developed viably is threatened'.

**6. Do you agree with the uses the council is proposing to charge for (as outlined in the Preliminary Draft Charging Schedule)?**

Yes

No

If not, which uses do you disagree with, what is your justification and can you provide further evidence?

Continue on a separate sheet if necessary

**7. Do you agree with the proposed non-residential rates (as outlined in the Preliminary Draft Charging Schedule)?**

Yes

No

If not, which uses do you not agree with, and what is your justification, and can you provide further evidence?

Continue on a separate sheet if necessary

The Government's CIL guidance allows authorities to establish an instalments policy to manage CIL payments, in order for applicants to make timely payments towards the necessary infrastructure. These can vary in terms of timescales, according to the scale of the overall payment to be made, and help to ensure that CIL funds are paid at regular intervals through the build out process of sites.

**8. Do you agree that it is appropriate to introduce an instalments policy and what should be the basis for this?**

Continue on a separate sheet if necessary

**9. Should the council link the instalments policy to the size of development?**

Yes

No

If so, how should this operate?

Continue on a separate sheet if necessary

The council has published a list of infrastructure projects or types of infrastructure that it intends will be, or may be, wholly or partly funded by CIL through a Regulations 123 list. Infrastructure projects included in this list could no longer be secured via Section 106 legal agreements. (link to list on website?)

**10. Do you agree that the draft Regulation 123 list consists of relevant infrastructure projects, which have been set out in the Infrastructure Delivery Plan?**

Yes

No

Charging authorities need to keep their charging schedules under review. This is important to ensure that the levy charges remain appropriate over time – for instance, as market conditions change.

Any revisions in whole or in part to the charging schedule must follow the same process as that applied to the preparation, examination, approval and publication of the initial schedule.

**11. What is an appropriate timescale or trigger to commence a review of CIL in the future?**

Continue on a separate sheet if necessary

**12. Do you have any further comments on the proposed approach to CIL?**

Continue on a separate sheet if necessary

Signature

Date

Thank you for your comments on the CIL Preliminary Draft Charging Schedule (PDSC). Please note that after consultation on the PDSC, the Borough Council will review all of the comments received and will make these available on the Borough Council's website. Please ensure no personal information is included in the comment sections. Please be aware that comments received cannot be treated as confidential. The Borough Council will use these comments to make any amendments to the approach taken and will publish a Draft Charging Schedule for consultation in Summer 2014. It is proposed that an examination will be undertaken in Autumn 2014 with CIL coming into effect in April 2015.

**Data Protection Statement**

In complying with the Data Protection Act 1998, Basingstoke and Deane Borough Council confirms that it will process personal data gathered from this form only for the purposes relating to the consultation. It is intended to publish responses to the Preliminary Draft Charging Schedule consultation on the borough council's website, together with the name and/or organization name of the respondent. Please ensure no other personal information is included in the comment sections. With the exception of names, no other personal information will be published.

Personal information will be added to the council's consultation database and will be used to keep you informed of progress with the Community Infrastructure Levy and to consult with you further at each stage of the process to enable you to make further comments.

Personal information will also be shared with the Examiner, who may wish to contact you to discuss your comments and concerns, prior to formal examination of the CIL Charging Schedule and supporting documents. We will not share your personal information with any other third party, unless required by law to do so.

- a. **If you wish to be notified of the CIL Draft Charging Schedule please tick the box**
- b. **If you wish to be notified of the Examiner's Report please tick the box**
- c. **If you wish to be notified of the Adoption of the CIL Charging Schedule please tick the box**
- d. **If you wish to receive email newsletters keeping you up to date on the next stages of preparation of the CIL Charging Schedule please tick the box**

**Basingstoke and Deane Borough Council**

**Community Infrastructure Levy**

**Summary and Analysis of Representations on the Preliminary Draft Charging Schedule**

**Consultation 6 January to 17 February 2014**

Basingstoke and Deane Borough Council ran a consultation on their Preliminary Draft Charging Schedule for 6 weeks between 6 January and 17 February 2014. 39 representations were received during the consultation. This document outlines the representations, the response from the Council and amendments made to the Draft Charging Schedule as a result of those responses.

**1. Do you agree that the assumptions and/or method set out in the viability assessment are robust, and that the report represents an appropriate basis for determining the level of CIL that would be viable in the borough?**

Name / Organisation	Summary of Comments	Council's Response	Charging Schedule Amendments
<b>Baughurst Parish Council</b>	Agree that assumptions and method are robust and the report represents an appropriate basis for determining the level of CIL that would be viable in the borough.	Noted.	None.
<b>Sentinel Housing Association</b>	There should be greater flexibility in the Local Plan policies to reduce costs from other areas. The affordable housing percentage appears to be the only variable and there are a number of other policies that could be looked at to improve viability of the schemes. There are no case studies for larger developments which aren't an urban extension, but schemes of 400+ homes are coming forward and should be included. We consider this particularly important as the largest of the non-urban extension case studies, all showed a negative theoretical maximum CIL rate. Similarly, a number of regeneration schemes are included in the Local Plan and there's no consideration of such a scheme within the charging examples. This is of particular importance to our future delivery within Basingstoke. We cannot comment on the appropriateness of the viability report without this analysis.	The viability study takes into account costs associated with all the requirements of the emerging Local Plan. The case studies cover the majority of development scenarios likely to come forward over the plan period, but it is not intended to cover every single possible site. Case study 7 has similar characteristics to the scenario described. There is scope to subsequently introduce an exemptions policy if exceptional circumstances justify this.	None.
<b>Southern Water</b>	Ofwat, takes the view that local enhancements required to the sewerage system, as a result of new development should be paid for by the development. Developers would need to provide local on-site and off-site water and wastewater infrastructure required to service individual sites. The costs associated with this infrastructure depend on the site specific circumstances and can vary significantly from site to site. These costs would be additional to those incurred through the CIL and/or S106. It is important that this is recognised in the document, as it will add to the cost of the development.	The viability assessment includes an allowance for external works (15% uplift on build costs costs) which includes amongst other things, connection to external networks such as the sewerage system. For larger sites, an allowance has been made for opening up costs which could include for example any upgrade necessary to sewage treatment infrastructure. Further viability work has been undertaken for the two strategic sites, and for Manydown, a specific cost estimate for sewage treatment systems has been factored in.	No change
<b>Oakley and Deane Parish Council</b>	Agree that assumptions and method are robust and the report represents an appropriate basis for determining the level of CIL that would be viable in the borough.	Noted.	None.
<b>Lamron Estates Ltd</b>	The viability assessment for non-residential development is based on very little empirical data from the local market. Consequently, a number of speculative assumptions have been made regarding land values. These assumptions are not supported by local commercial agents. In our opinion, these assumptions are very over-optimistic & unrealistic and have been used to justify exceptionally high, non-viable, levels of CIL for non-residential development, particularly retail and hotels. Further evidence on this matter will be provided in	In order to inform the viability assessment, a developer workshop was arranged for both those involved in residential and non-residential forms of development, which extended to Lamron Estates; however no representative was able to attend. There is the opportunity to submit further evidence for consideration as part of the consultation on the CIL Draft Charging Schedule.	None.

	the event that the present non-viable CIL charges are carried forward to the examination stage.		
<b>Festival Place Unit Trust</b>	<p>The draft Local Plan (August 2013) and IDP recognise the importance of the town as a retail centre, with competition from elsewhere, which must not be underestimated, as there is considerable retail, cultural and leisure development in the pipeline. It is fundamental to strengthening Basingstoke Town Centre that investment and development are not only viable, but that the centre and such development is not placed at any commercial disadvantage. Adopting an appropriate CIL rate that allows the development promoted by the Local Plan to come forward is therefore crucial. FPUT is concerned that a £85 CIL rate for comparison retail and various rates for convenience retail within the town centre are not justified by the Viability Assessment and could harm the Council's ability to achieve the policy objectives of the Local Plan. To be robust, FPUT consider the viability assessment further tests the impact of CIL on the viability of town centre comparison and convenience retail development and explores setting a lower or £0 CIL rate for all town centre uses. Only one hypothetical 800 sq.m. case study has been used to inform the proposed town centre comparison rate of £85. For convenience retail, the viability assessment considers three different scales of development, but not alternative locations (unlike for comparison retail where town centre and out of centre were considered). Other competing regional centres have undertaken detailed viability testing and concluded lower or zero CIL rate can be afforded for town centre retail. This suggests only a lower or zero rate is likely to be justifiable and necessary for Basingstoke Town centre. A zero rate would ensure Basingstoke town centre would not be placed at a competitive disadvantage to other competing regional centres.</p>	<p>It is worth noting upfront that the levy is only charged where there is a net gain in floorspace, so many cases of town centre retail development or change of use will not be required to pay CIL. The case studies used were developed to be representative of the types of development likely to come forward under the emerging local plan. There are only two case studies for comparison retail because the local plan, in accordance with national policy seeks to focus retail in the town centre. However the Council recognises that some comparison retail is likely to come forward in warehouse format. Therefore it is considered that these case studies are suitable examples and they were discussed at the workshop of representatives from the commercial sector. The Council is mindful of CIL rates in other competing centres but does not consider this to be sufficient justification for reducing the CIL rate when the viability evidence indicates that town centre retail development could support a CIL rate of up to £114 per sq.m. and this would contribute towards the infrastructure funding gap. A 25% buffer was applied in the Preliminary Draft Charging Schedule to ensure that the CIL rate was not set at the margins of viability and would not hold back retail development in Basingstoke. In light of the greater variations in viability of retail developments, a greater viability buffer of 50% has been applied to the maximum theoretical CIL rates at the Draft Charging Schedule stage which reduces the proposed rates to further ensure development viability is not compromised. If evidence emerges, through the monitoring process after CIL has been adopted, that town centre retail development is being affected, the Council will review its CIL rates, but the priority at present is funding infrastructure, within the confines of development viability.</p>	<p>The rates for retail have been reduced due to application of a greater viability buffer.</p>
<b>Hampshire County Council - Property Services</b>	<p>Assumptions for all sites include a S106 payment of £1,500 per dwelling, excluding affordable housing which is accounted for within the residual land value. The County Council as a landowner considers that the necessary level of works for strategic sites will dwarf this figure, which critically undermines the findings of the viability assessment. The assumptions for S106 contributions must therefore be reviewed at least in respect of Zone 1 strategic sites, with additional evidence below. URS (consultants for Manydown) have queried a number of inputs to the model.</p>	<p>The assumptions for two strategic sites (Manydown and Basingstoke Golf Course) have been reviewed taking into account a shift in approach to funding more infrastructure through S106 and further information on costs submitted by the landowners. Further viability appraisals have been undertaken with the new assumptions, which for Manydown now includes S106 costs of over £13,000 per dwelling. The charging schedule has been updated accordingly.</p>	<p>The charge rate for the strategic sites has been reduced taking account of impact on viability of the anticipated higher S106</p>

			costs.
<p><b>HCC and BDBC Property Services</b></p>	<p>A balance needs to be struck between securing additional investment for infrastructure and the economic effect of CIL on development. We have concerns with some of the assumptions in the viability modelling. It is difficult to understand the balance between CIL rates, S106 and affordable housing because the study employs a fairly complex approach and the 123 list and IDP are not particularly detailed.</p> <p><u>Residential Values</u> Do not look unreasonable but it is not clear how data for social and affordable rent is included in the model. A normal residual appraisal would assume a land transfer for social rent and a discounted sale value for other affordable.</p> <p><u>Construction costs</u> The £200,000 per net hectare for opening up the sites may be reasonable but a site as complex as Manydown may need to be investigated in further detail. The contractors return is an odd item to include, in our experience; a normal residual appraisal assumes building by the developer themselves so it should be wrapped up in the overall 20% profit on GDV.</p> <p><u>Threshold land value</u> There is less market based evidence on land values in Basingstoke due to a lot of land being in Borough Council or County Council ownership so fewer third party transactions have taken place. Across the wider Hampshire market, there is evidence of completed transactions within a range of £1.23m-£2.97m per net hectare. The viability assessment uses a TLV based on gross hectare so applying the range of comparable data we estimate Manydown's TLV to be between £774,900 and £934,290 per gross hectare. Even without applying CIL, based on 30 dwellings per hectare, 40% affordable housing and average home size of 95 sqm, the residual value falls below the TLV that URS have identified. A TLV in excess of £774,000 would be more representative. The viability study should make reference to market data in an annex to reality check the proposed TLV assumption.</p> <p><u>Viability over time</u> Paragraphs 5.41-5.45 are not clear. The discount rate applied is 5.35% but HM Treasury Green Book advises a rate of 3.5% for projects of up to 30 years. We do not understand how the consultants got a negative discounted CIL rate. The discounted residual value should be compared to a discounted TLV. While values over time may rise, it should be recognised that costs may</p>	<p>The publication of the Manydown and Golf Course Viability Report addresses the issues identified in this representation. HCC and BDBC Property Services have had the opportunity to pass their suggested assumptions to our viability consultants and these have been factored in to the latest assessment. The Reg. 123 list has been updated to clarify what infrastructure will be funded through CIL and we have had discussions with HCC and BDBC Property Services about what will be required through S106 - this is set out in the Draft Planning Obligations SPD. The IDP is a living document and will be continually updated.</p> <p>Three Dragons disagree that a normal residual appraisal would assume a land transfer for social rent, as this was more common in the days when HCA grant was available (noting also that the assessment uses affordable rent as well as social rent). The viability study used a standard capitalised net rent approach for social and affordable rent, in line with guidance from the Homes and Communities Agency. The landowners cost consultants have supplied detailed strategic infrastructure costs which have been factored in to the assessment. Basic build costs have been derived from the most recent BCIS data.</p> <p>Having reviewed the viability assessments prepared for nearby authorities, this indicates that values comparable to the figure for Basingstoke and Deane are broadly comparable. This includes the following levels: Test Valley (£350,000 to £500,000), West Berks (£500,000), Wiltshire (£350,000), Wokingham (£300,000 to £500,000) and Wiltshire (£350,000). Based on this research, together with the findings of the research undertaken by Three Dragons and their general experience of these issues, it is considered that the Threshold Land Value used is appropriate as a basis for the Viability Assessment.</p> <p>The latest report addresses viability over time for Manydown and the Golf Course. Also note that the approach taken was agreed at the development industry workshop - only variation was that could allow for an additional payment from RPs but no figure agreed so ignored. The Council has set out a clear policy position in the Revised Pre-Submission Local Plan that it is seeking 40% affordable housing on sites of 5 or more units.</p>	<p>Based on evidence in the latest viability assessment, whereby some forms of infrastructure are provided through S106, the CIL rate for Manydown has been amended to £0</p>

	also rise.		
<b>Asda Stores Ltd</b>	<p><u>Cost Assumptions</u> The viability study contains retail development assumptions that are inadequate as they do not make sufficient allowance for the costs involved in obtaining permission for a scheme. By excluding the true cost of residual planning for a commercial scheme the Council have underestimated the true cost of retail developments and inflated residual land values used for the viability models which has inflated the amount of CIL proposed for these uses. Similarly the viability study assumes low allowances for residual S106 / 278 agreements which may vastly exceed the assumptions for large scale retail schemes. Although pooling will not be allowed, the types of commonly pooled contributions tend not to be relevant for commercial schemes. This is demonstrated by the absence of these types of infrastructure on the Council's draft Reg.123 list. The study does not allow for any contingency costs in addition to the construction costs. The Council has significantly underestimated the impact of CIL on the viability of such developments and request that underlying viability evidence be amended accordingly.</p> <p><u>Scenario testing</u> The viability study only tested 6 hypothetical retail schemes and does not test a variety of locations with no further analysis of the viability of comparison retail. This is insufficient to demonstrate that comparison retail in all its formats / locations has a different viability profile to comparable convenience retail stores. The Council appears only to have taken the economics of regeneration projects into account when considering the strategic development areas, and has not considered retail regeneration. Reg 40 only permits developers to deduct pre-existing floorspace from the CIL calculation if it is in lawful use. However many regeneration projects involve demolishing, / redeveloping buildings that have lain vacant for some time, and this should be reflected in the study.</p>	<p>The viability assessment makes assumptions about build costs and meeting certain standards, external costs, professional fees, S106 and S278 costs, and finance costs. These were informed by the development industry workshops. The Council does not intend to alter the cost assumptions. The Council does however recognise that there is likely to be greater variation within commercial than residential development and so there is a greater risk that more developments may be unviable if the same viability cushion is applied. To make allowance for this variation, the viability cushion has been increased from 25% to 50%. This reduces the overall CIL charge rates for all retail developments.</p> <p>It is considered that the six hypothetical retail schemes tested represent the most likely forms and locations of development to come forward over the plan period. The viability evidence clearly indicates that larger convenience retail is more able to support a CIL charge than small scale convenience and comparison retail.</p>	<p>The retail rates have been reduced taking into account a greater viability cushion. The out of town retail and supermarket proposed rate is £150 and the town centre and small scale convenience proposed rate is £35.</p>
<b>Gleeson Strategic and Stratfield Saye Estate</b>	<p>The Viability Study shows no evidence of the appraisals apart from commercial and leisure appraisals. There is very little in depth analysis of build costs; the calculations appear to relate to the BCIS all in tender index with 15% additional to cover infrastructure such as services, roads etc. There is no detail regarding finance costs, communal space, professional fees etc. The viability appraisal refers to land values in 2009 when grant subsidies for affordable housing were available, which differs from the current position. This does not comply with guidance, requiring the evidence to be current</p>	<p>Appendix 3 of the viability study sets out the residential modelling assumptions including the development costs which take account of BCIS base build costs, finance costs and professional fees. The development industry workshop accepted this approach. The approach to communal space in flats is set out on page 94 of the Viability Study. In line with the advice from the development industry at the workshop, the floor area of flats was increased by 15% which has the effect of increasing the build cost. In turn, this increases the</p>	<p>None.</p>

	and has a significant impact on the viability of the proposed CIL charge.	professional fees and finance costs, which are calculated on a percentage of costs.	
<b>Taylor Wimpey</b>	<p><u>S106 and Affordable Housing costs</u> The assumption of £1500 per dwelling for S106 seems very low and is not based on historic data. Savills suggest using evidence based sensitivity testing to cross check the effect of a higher S106/S278. The assumption for the level of affordable housing should be fixed at 40% and other inputs should be sensitivity tested. The viable level of affordable housing will be tested on a site by site basis as and when they come forward. It is important to note that the viability testing focused on delivering affordable rent rather than social rent, but if more social rent is required, it will reduce residual values so the Council's policy on affordable rent should be confirmed before the charging schedule in order to allow the correct policy to be reflected in the viability analysis.</p> <p><u>Cash flow</u> There is little explanation in the viability assessment on the distribution of costs through the development period. TW would welcome further disclosure of the cash flow assumptions used during the appraisals. This is of particular reference to larger sites where the requirement for upfront infrastructure and site preparation can have a detrimental impact on the viability of a development site.</p> <p><u>Sales rate</u> Three Dragons have assumed a sales rate of 18 private units per month (4.5 per housebuilder per month) on case studies 11 and 12, but in our experience this is ambitious and we have evidence that 2-3 units per month is more likely on strategic urban extensions where a number of developers will be on site at any one time because there will be more competition. Lower sales rates reduce</p>	<p><u>S106 and Affordable Housing Costs</u> The Council has undertaken analysis of the levels of S106/S278 that have been collected from recent planning permissions. Historically much higher levels of planning obligations have been sought, however under the new CIL regime, many of these infrastructure items would be funded through CIL (as set out on the Draft Reg 123 list) leaving a much lower residual S106 value. Each site is different, but the Council considers that the application of a £1,500 residual S106 value is justified. The assumption for the level of affordable housing has now been fixed at 40% as required by the adopted and emerging Local Plan. The assumed split between affordable rent and social rent reflects draft Local Plan policy, the current approach, funding and local need.</p> <p><u>Cash Flow</u> The Council agrees that the timing of infrastructure costs impacts on viability. This was modelled on the basis that much of the costs for the large strategic sites would be required early on in the development. The details of the timing of these costs were not included in the Viability Study but can confirm the following assumptions: CS 12 (3000 units) had opening up costs totalling £20m which were spread equally over years 1 to 5. Transport infrastructure costs of £5m were phased over years 1 to 4. CS 11 (1000 units) had opening up costs of £6.66m, phased over years 1 &amp; 2, as were the transport infrastructure costs of £2m. CS 10 (400 units) had opening up costs of £2.66m which were spread over years 1 and 2. All other case study sites are smaller with less significant opening up costs (i.e. £50k per net ha, on 3.3ha, totalling £165k for CS8) and we assumed these all occurred in year 1. The planning obligations and other development costs were phased in line with development.</p> <p><u>Sales rate</u> The pace of development assumed is shown on p104 of the Viability Study (including information about the length of time assumed until first sales). For case studies 11 and 12, the development rate assumed is 220 dwellings per annum with 4 developers on site which equates to 55 per housebuilder per annum and 4.5 per housebuilder per month. The figure of</p>	<p>The CIL rates for residential development have all been amended. Strategic sites rates have been amended as a result of the July 2014 Manydown and Golf Course Viability Report. The proposed rate for Manydown is £0 and for the other strategic sites, the proposed rate is £65 per square metre. Zone 2 and 3 rates have also been amended due to the application of a greater viability cushion. The proposed rate for zone 2 is £70 and the proposed rate for zone 3 is £150.</p>

	<p>cash flow causing further interest costs and affecting levels of return. We seek evidence from Three Dragons to support their assumption.</p> <p><u>Viability Cushion</u> TW are pleased that a viability cushion has been applied and find figure 7.4 useful. However, it does not demonstrate the viability cushion for the strategic sites so it is unclear how the zone 1 CIL charge rate been determined? All the appraisals and results should be made available.</p> <p><u>Gross to net</u> The gross to net ratio applicable to greenfield sites is considered to be too high, particularly for case studies 10, 11 and 12. Savills research indicates a 50% net developable area is reasonable for larger scale and strategic greenfield.</p>	<p>220 per annum includes affordable housing, which at 40% is 88 units. This leaves 132 market sales per annum, which equates to 33 per developer per year and 2.75 per month. The development industry advised on development rates at the workshop and, in light of comments received at the workshop, Three Dragons reduced the rates (to the above figures) from those initially proposed.</p> <p>The July report for Manydown and the Golf Course also used these rates.</p> <p><u>Viability Cushion</u> It should be noted that these have generally been increased from 25% to 30% for residential development.</p> <p><u>Gross to net</u> The Council has undertaken detailed assessment to establish a policy compliant gross to net ratio for the larger sites. The outcome of this work is that Manydown is 60% developable and the Golf Course is 67% developable. These assumptions were used in the July 2014 report.</p>	
<b>Highclere Estate</b>	Agree that the assumptions and/or method are robust and the report represents an appropriate basis for determining the level of CIL that would be viable in the borough.	Noted.	None.
<b>Commercial Estates Group</b>	There is no recognition in the viability report of the extremely high costs associated with delivering a strategic development site, such as Manydown, which are mainly site specific. While the use of BCIS rates is acceptable for base build costs at the levels indicated, the blanket 15% for external works should be tested further, e.g. retaining walls, plot 'underbuild' costs and enhanced building finishes would not be covered by this. The PDCS is clear that S106 will be scaled back except in the case of large scale development. However, there is clear evidence that Manydown will face exceptionally large S106 costs, in excess of the assumed £1,500 per dwelling. We believe it is exceptional to see S106 costs below £10,000 per plot. The extra costs of delivering the various CfSH levels appear to be too low. There is insufficient evidence to support the cost assumptions relating to the delivery of Manydown. Therefore the report is not sufficiently robust, and substantially underestimates the cost of delivering strategic housing sites.	The November 2013 Viability Report does include a number of site specific costs relating to Manydown including £5million for strategic transport; 15% additional cost for 'external works' and £200,000 per net hectare for opening up costs. It also includes costs associated with meeting the Code level 4 for water. The costs of delivering CfSH are appropriate given that the Revised Pre-Submission Local Plan only requires new homes to meet level 4 for water. Since then, Three Dragons have undertaken further viability assessment using updated basic build costs derived from the most recent BCIS data, updated site specific S106 costs and the landowners cost consultants have supplied detailed strategic infrastructure costs. The publication of the July 2014 Manydown and Golf Course Viability Report addresses the issues identified in this representation.	The rate for Manydown is set at £0 reflecting evidence in the July 2014 Viability Report.
<b>J Speirs</b>	<p>1. Figures in table 1 of the PDCS do not correlate with those noted in Appendix A of the IDP. Therefore any assumptions and/or method set out in the viability assessment cannot be considered as robust.</p> <p>2. The list of transport noted in the draft Regulation 123 List does</p>	Table 1 will be updated to ensure consistency with the IDP; however the setting of a CIL rate is more dependent on viability evidence than infrastructure costs. The IDP is a living document and will continue to be updated, while table 1 presents a snapshot in time. Some of the transport	Table 1 will be updated in the Draft Charging Schedule to reflect the most

	<p>not fully reflect the Appendix A IDP requirements.</p> <p>3. The published costs are based on out of date information having been compiled from 2013 (Q1 or Q2) prices.</p> <p>4. It is unclear the correlation between the £291,671,402 funding gap in the draft charging schedule and the £285,533,432 funding shortfall from App A of the IDP.</p> <p>5. Based on the infrastructure cost requirements noted in the documents bode to provide 13,464 homes required, would equate to £14,236 home or £21,207 home respectively as a level of CIL contribution.</p>	<p>infrastructure in the IDP will be delivered through S106 planning obligations or S278 agreements rather than CIL, so it will not appear on the Reg 123 list. The Reg 123 list will be reviewed to support the Draft Charging Schedule.</p>	<p>up to date position. The Draft Reg 123 list will be consulted on alongside the Draft Charging Schedule.</p>
<p><b>The John Phillips Planning Consultancy</b></p>	<p>We are concerned about the proposed charging schedule and the effect that it would have on the viability of development. In particular, the viability appraisal includes low land values, low construction costs, and high sales values. The CIL schedule is also being produced in advance of the approval and adoption of an appropriate up to date local plan for the district and are therefore premature.</p>	<p>The viability appraisal takes a residual valuation approach to calculating the land value. Construction costs have been taken from BCIS and sales values are based on local land registry data for new developments. Therefore the Council is confident that the viability appraisal is robust. The viability buffer has been applied to the maximum theoretical CIL rates identified in the Viability Study so CIL has not been set at the margins of viability. The Council is preparing its CIL charging schedule alongside the Local Plan in accordance with paragraph 175 of the National Planning Policy Framework.</p>	<p>None.</p>

## 2. Do you agree that the rates proposed will not put the overall development of the area at serious risk?

Name / Organisation	Summary of Comments	Council's Response	Charging Schedule Amendments
<p><b>Kingsclere Parish Council</b></p>	<p>We believe that the rates proposed will impact on development, particularly for the smaller developer as the levy will be imposed on each and every unit and even on extensions over 100 sq. metres. Whilst the developer would probably pass these costs on to the purchasing, it will have the effect of raising prices in the area and putting the cost of buying a home further from some people's reach.</p>	<p>The proposed CIL charge rates should not impact on development being brought forward as they are based on the outcome of the viability assessment which identifies a maximum theoretical CIL rate that could be afforded. A viability buffer is then applied to set the actual charge rates. Developers have had to contribute towards infrastructure through S106 in the past, so the cost of CIL is, particularly for smaller developments, going to replace S106 costs.</p>	<p>None.</p>
<p><b>Baughurst Parish Council</b></p>	<p>Agree that the rates proposed will not put the overall development of the area at serious risk.</p>	<p>Noted.</p>	<p>None.</p>
<p><b>Sentinel Housing Association</b></p>	<p>We need further clarification on aspects highlighted in our representation before we can agree that the rates proposed will not put the overall development of the area at serious risk.</p>	<p>See above.</p>	<p>None.</p>

<b>English Heritage</b>	It is essential that the CIL rates in areas where there are groups of heritage assets at risk do not discourage schemes being put forward for their re-use. In such areas, there may be a case for lowering the rates charged, with the adoption of offer CIL relief policy in exceptional circumstances where development which would benefit heritage assets and their settings may become unviable if it was subject to CIL. If such exceptional circumstances are recognised, the conditions and procedures for CIL relief should be set out within a separate statement following the Charging Schedule, setting out the criteria to define exceptional circumstances with a clear rationale for their use, and public benefit.	The CIL rates have been set within a viability buffer for each zone so there should be no reason why development which would benefit heritage assets would be unviable due to the CIL charge. The CIL Regulations only allow for relief in exceptional circumstances to be made on the grounds of viability due to the cost of complying with a planning obligation, and not because a development will result in public benefit (see Reg 55).	None.
<b>Southern Water</b>	CIL is not designed to include utility infrastructure, such as sewers and associated facilities. Therefore, it is not appropriate for the company to comment on CIL proposals.	Noted.	No change
<b>The Theatres Trust</b>	We support the setting of a nil rate for Mixed Leisure which we assume includes D1, D2 and some sui generis uses (e.g. theatres) which often do not generate sufficient income streams to cover their costs. Consequently, they require some form of subsidy to operate and this type of facility is very unlikely to be built by the private sector.	Support noted. Mixed leisure does include uses D1 and D2 and some sui generis uses.	Clarify that all other forms of devt not listed will have a £0 rate.
<b>Environment Agency</b>	No comments in regards to the rate of proposed charges.	N/A	None
<b>Oakley and Deane Parish Council</b>	Agree that the rates proposed will not put the overall development of the area at serious risk.	Noted.	None.
<b>Lamron Estates Ltd</b>	The CIL Charging Schedule is excessive and does not strike an appropriate balance between the desirability of funding from the levy and the potential adverse effects on economic viability of development. In short, if the Borough Council follows its present course, vital residential and non-residential development will be stifled, adversely affecting the area's economy.	The Borough Council has prepared the CIL Draft Charging Schedule based on the Viability Assessment and has introduced appropriate buffers in line with the guidance. All of the proposed CIL rates have been reduced since the PDCS to further support development viability. There is the opportunity to submit further evidence for consideration as part of the consultation on the CIL Draft Charging Schedule.	None.
<b>Festival Place Unit Trust</b>	The rates proposed might put the nature and scale of retail development in Basingstoke town centre at risk if investment and development is to be at a financial disadvantage to some of its major competitors.	The Council is mindful of CIL rates in other competing centres but does not consider this to be sufficient justification for reducing the CIL rate when the viability evidence indicates that town centre retail development could support a maximum CIL rate of up to £114 per sq.m. A 25% buffer was applied in the Preliminary Draft Charging Schedule to ensure that the CIL rate was not set at the margins of viability and would not hold back retail development in Basingstoke. In light of the greater variations in viability of retail	The rates for retail have been reduced due to application of a greater viability buffer.

		developments, a greater viability buffer of 50% has been applied to the maximum theoretical CIL rates at the Draft Charging Schedule stage which reduces the proposed rates to further ensure development viability is not compromised.	
<b>Hampshire County Council - Property Services</b>	The IDP identifies a funding gap of £291m to deliver infrastructure but CIL will generate approximately only £50m based on a draft policy of 40% affordable housing, including any on-site provision in lieu of CIL. This will place much greater reliance on landowner investment for on-site infrastructure than assumed. In addition, the strategic sites fall within parishes that could attract a proportion of CIL receipts, further reducing funding for on-site infrastructure. Much more detailed understanding of the infrastructure requirements for zone 1 sites should be included in the viability assessment, in order to consider 'whole plan viability'.	It is not expected that CIL would fund all of the infrastructure, but it will contribute towards the funding gap, which is common to other LPAs who are introducing CIL. The Council has changed its approach for the strategic sites and is expecting much more of the on-site infrastructure to be provided through S106 which will ensure certainty of delivery. The CIL Regulations state that 15% of CIL receipts in a parish must be passed to the Parish Council, or 25% where a neighbourhood development plan is in place. Nonetheless the CIL Regulations still require this proportion to be spent on supporting the development of the area.	The charge rates for the strategic sites have been reduced taking into account the impact on viability of the anticipated higher S106 costs.
<b>HCC and BDBC Property Services</b>	The IDP identifies a funding gap of £291m but CIL is only forecast to raise £48m. Table 1 on estimated funding gap does not add up. The funding shortfall could result in unreasonable burdens for infrastructure delivery on strategic sites that have to deliver on site infrastructure. Officers should also assess whether the imposition of CIL would threaten the delivery of the plan overall. The estimated level of S106 contributions should be reviewed for zone 1 strategic sites. It is not explicitly clear what is covered in the Reg 123 list (e.g. the country park to serve wider Basingstoke should be included). Our figures indicate the S106 costs at Manydown could be £41,000 per dwelling but the viability study only takes £15,300 into account. If you add the proposed CIL charge of £105 per sqm it could add £10,000 and total over £50,000 per dwelling. This gap in S106 assumptions has the potential to have a significant impact on viability for Manydown in comparison with other sites that are not similarly burdened. It is difficult to understand the Three Dragons modelling so we cannot comment on the CIL level. A strategic site provides infrastructure to support other sites and reinforces services infrastructure. Strategic sites are often required to provide new infrastructure instead of extensions to existing facilities, meaning they better suited to S106, which should be reflected in the CIL rates. The CIL rates do not have a sufficient buffer. Savills research concludes that S106 may be preferable to CIL for large sites, with more certainty over funding & timing.	Further viability testing has been undertaken for strategic sites and is presented in the Manydown and Golf Course Viability Report. It factors in a wider range of S106 costs for infrastructure on strategic sites than previously, and is informed by discussions with the landowners. CIL charge rates have been revised to allow for these higher S106 costs, thus giving the landowners more control over the delivery of infrastructure on their strategic site. The error in the funding gap table has been corrected. The IDP has been updated and the Regulation 123 list has been revised and the country park has been added to it. The level of anticipated CIL income has been reduced to reflect the lower proposed charge rates.	As set out above, the CIL rates for strategic sites have been amended based on the outcome of the latest viability assessments. The estimated funding gap has been updated to reflect the latest IDP and anticipated S106 delivery of some on-site infrastructure.

<p><b>Gleeson Strategic and Stratfield Saye Estate</b></p>	<p>We wish to object to the high rate of the proposed CIL as would be applied to development at Bramley. The proposed CIL charge is based on meeting the infrastructure costs associated with the delivery of 749dpa, which is yet to be tested at Examination. Until the housing figure for the borough is agreed or considered to be 'sound' at Examination the necessary CIL rate 'per dwelling' cannot be accurately calculated. The setting of a CIL charge at this time is considered to be premature. The CIL charge must be set at a reasonable level in order to boost the supply of housing in the borough.</p>	<p>The Council is progressing the CIL charging schedule in tandem with the Local Plan. This approach is encouraged by the CIL guidance and the NPPF. The proposed CIL charge rate is based on the outcomes of the viability assessment and would be unlikely to be affected by housing target, although the infrastructure funding deficit would be affected.</p>	<p>None.</p>
<p><b>Taylor Wimpey</b></p>	<p>The CIL rate appears to have been set close to the maximum rate. It is likely in some locations that the proposed CIL rate combined with policies would render some schemes unviable, and as CIL is non-negotiable, the delivery of affordable housing is likely to suffer. Savills research indicates a trade-off is required between affordable housing and CIL rates in order to maintain a deliverable 5 year housing supply. In particular, neighbouring authorities have adopted a CIL charge rate of £0 for strategic sites in order to achieve their affordable housing targets. Analysis shows that the proposed charge rates are at the margins of viability, as even with a 25% cushion, the rate for the rest of the borough is in excess of the maximum recommended rate. In our experience a minimum viability cushion of 30% should be adopted to minimise the risk to housing supply.</p>	<p>The council has generally increased the viability cushion from 25% to 30% on all residential rates in order to further support development viability. The Manydown and Golf Course Viability Report sets out the maximum theoretical CIL rates for strategic sites using the most up to date assumptions available and this has resulted in a proposed £0 rate for Manydown and a proposed rate of £65 per square metre for the other strategic sites. This takes into account the council's target of 40% on-site affordable housing.</p>	<p>The CIL rates for residential development have all been amended to reflect the outcomes of the July 2014 Manydown and Golf Course Viability Report and application of a greater viability cushion.</p>
<p><b>The Country Land and Business Association</b></p>	<p>The CLA view is the proposed contribution of £160 per sqm for rural areas for residential will act as a significant disincentive, combined with other costs will suppress development and impact the rural economy and ability to regenerate our rural villages in Hampshire. We urge the council to re-think this excessive charging policy.</p>	<p>The CIL charge rate has been based on the outcome of the viability assessment which indicates that a maximum theoretical charge of £200 per sqm for residential development could be supported in the rest of the borough. A viability buffer has been applied to this maximum and this has been increased between the preliminary draft and draft charging schedule in order to support development viability.</p>	<p>The viability buffer has been increased and this has the effect of reducing the proposed CIL charge to £150 per square metre.</p>
<p><b>Highclere Estate</b></p>	<p>We suggest that charging developers a fee of £160sqm for residential development in Zone 3 will deter development that is much needed from coming forward - the rate is too high and cannot be justified. We would suggest that the proposed CIL rate be reduced. This would both encourage local development and in accordance with paragraph 6 of CIL guidance, ensure that Basingstoke and Deane are striking 'an appropriate balance between the desirability of funding infrastructure from CIL and the potential effects (taken as a whole) of the imposition of CIL on the</p>	<p>The CIL charge rate has been based on the outcome of the viability assessment which indicates that a maximum theoretical charge of £200 per sqm for residential development could be supported in the rest of the borough. A viability buffer has been applied to this maximum and this has been increased between the preliminary draft and draft charging schedule in order to support development viability.</p>	<p>The proposed CIL charge for zone 3 will be reduced to £150 per square metre.</p>

	economic viability of development across its area."		
<b>Commercial Estates Group</b>	The evidence relating to strategic sites is not sufficiently robust to derive the proposed figure for residential CIL for these sites, and that Manydown will be put at risk by the proposed rates. The risk for the borough is that developers will discount the area as one in which they do not have any interest and go elsewhere, or it will put at risk the ability of developers to deliver other planning contributions in the borough, such as affordable housing.	The evidence relating to strategic sites has been updated in the July 2014 Manydown and Golf Course Viability Report. This has led to revised rates for strategic sites.	The rates for strategic sites have been amended reflecting evidence in the July 2014 Viability Report.
<b>J Speirs</b>	<p>1. The proposed 'severe reduction' in S106 contributions for any development shall result in reduced improvements in the immediate locality of any proposed development as CIL monies are used elsewhere.</p> <p>2. No evidence of historic levels of S106 contributions available for comparison.</p> <p>3. It must be stated in the documents that the 50% or 15% CIL contribution proposed plus any S106 contribution liable, will not result in the local area of a proposed development affected being any worse off.</p> <p>4. In the present financial climate and level of external contributions, people will not be prepared to pay this and therefore any development hoped for in Basingstoke and Deane will stagnate and lead to the collapse of the expected/required infrastructure spending.</p>	The Council is implementing CIL in order to obtain funds from new development which will help to provide infrastructure, because after April 2015, the Council will be limited in its ability to pool funds from S106 planning obligations for infrastructure provision. Concern about the level of CIL being insufficient to support new infrastructure is noted, but the Council will still require S106 planning obligations where they are necessary to make a development acceptable. Historic S106 income levels will be published for the CIL Examination. A proportion of CIL income will be passed to parish councils where development has taken place in their area, so some funds will be available to be spent locally. The viability assessment has considered the impact of CIL and other costs associated with the Local Plan policies. The CIL charge rate is set at a level that does not risk the viability of development, in line with the findings of the viability assessment.	None.

**3. For residential development: Do you think that the boundaries between the different charging zones as shown in the Preliminary Draft Charging Schedule are appropriate?**

<b>Name / Organisation</b>	<b>Summary of Comments</b>	<b>Council's Response</b>	<b>Charging Schedule Amendments</b>
<b>North Wessex Downs AONB Unit</b>	Agree that the boundaries of the zones proposed for residential development are appropriate.	Noted.	None.
<b>Tadley Town Council</b>	Tadley town council do not agree with the zones proposed and believe Tadley should come under zone 3. It is not understood why Tadley is included in zone 2 which receives the least CIL rate per sqm, when it is an area that clearly needs more infrastructure	The proposed CIL charge rates reflect the financial viability of development in Tadley which attracts lower market values than development in the rest of the borough zone. Average market values were derived from analysis of land registry	None.

	investment due to population levels. It is also not understood why Baughurst and Pamber aren't in the same zone as Tadley, how is it possible to differentiate between adjoining parishes?	sale price data (see page 78 of the viability study for more information). Development in Tadley may not be able to support a higher CIL charge. Average sales values were slightly higher in the adjoining parishes of Baughurst and Pamber Heath. The Council wishes the boundaries of the CIL charging zones to coincide with parish boundaries for administrative purposes.	
<b>Kingsclere Parish Council</b>	We understand that land values do vary from urban to rural areas and would defer to the expertise of the consultants in setting the levels but whilst we accept that stepped levels of charges are needed we are concerned of the great difference between the levels.	The differential rates are justified by different values which are evidenced in the viability study. The case study examples used in the viability study are representative of the types and locations of development likely to come forward and demonstrate that different levels of CIL charge can be accommodated in different areas.	None.
<b>Baughurst Parish Council</b>	The boundary map for Tadley (and Baughurst) shows large areas of open land which falls within the banding proposed for Tadley and area, but does not cover the reasonably large conurbation of Pamber Heath. The areas of open land are unlikely to fall prey to housing development, especially for Baughurst (with the implications from the 3km building exclusion zone thrown around AWE by HSE). My Council would propose that the charging structure for tracts of open land fall within that for other rural areas of the borough.	The proposed CIL charge rates reflect the financial viability of development in Tadley which attracts lower market values than development in the rest of the borough (now zone 4). Average market values were derived from analysis of land registry sale price data (see page 78 of the viability study for more information). Development in Baughurst is able to support a higher CIL charge. Average sales values were slightly higher in the adjoining parishes of Baughurst and Pamber Heath. The Council wishes the boundaries of the CIL charging zones to coincide with parish boundaries for administrative purposes.	None.
<b>Sentinel Housing Association</b>	We support the council's decision to place different levels of CIL on different geographic locations in response to the land value areas identified within the viability report. However, we're concerned with the levels of CIL charged within each zone. In the Basingstoke/Tadley area we recognise that the council have split this into two zones: Strategic sites (zone 1) and all other sites (zone 2). The maximum CIL for the Basingstoke/Tadley area as a whole with 40% affordable housing is identified in figure 7-3 of the viability report and states a max CIL rate between £55 - £120 psm. The case study testing shows that flatted schemes and some sheltered schemes can't support a CIL even at the lower end of £55 max CIL rate. Para 7.8 of the viability report states that: 'the council will need to consider whether these factors justify an alternative affordable housing/CIL approach or whether such schemes are so limited in number, that a separate approach is not justified'. However, there does not seem to be consideration of these factors within the PDCS.	Support for the charging zones noted. A zero CIL rate has been applied to sheltered housing. The Viability Study demonstrates that flats, per se, do not make development unviable. For example, two bedroom flats were included in the market element of the 35dph and 45dph 1 ha tiles tested in Basingstoke/ Tadley, along with a range of other house types. Both mixes were viable with 40% affordable housing and some level of CIL (See pages 27-29 of November 2013 report). However, it is correct to say that no case studies, other than case studies 7 (high density flatted scheme) and 9 (sheltered scheme) incorporated flats as part of the market element of the scheme. The issue, therefore, is about the type of scheme and case study 7 indicated that high density (town centre) flatted schemes were less viable; however the plan does not make any similar allocations to case study 7. The council is seeking CIL and affordable housing on all schemes and if a viability issues arises then we would expect an open book viability	Sheltered housing and care homes have been moved from the table of CIL rates for non-residential development (table 2b) to the table of CIL rates for residential development (table 2a) for clarity.

		appraisal (see CN1).	
<b>Oakley and Deane Parish Council</b>	Agree that the boundaries of the zones proposed for residential development are appropriate	Noted.	None.
<b>Hampshire County Council - Property Services</b>	It is unclear why land to the east of Basingstoke is within Zone 1 but land at Redlands is in Zone 2, as the sites are similar in character and have similar costs and values attached. As a general comment, the Zone 1 boundaries should reflect proposed Local Plan site allocations, including any potential reserve sites or amendments proposed as part of the pre-submission stage of the Plan.	Strategic sites generally have to provide on-site infrastructure, which impacts on the levels of viability and consequently CIL levels; whereas smaller sites generally make use of existing infrastructure and can therefore support a higher CIL as set out in the Draft Charging Schedule.	None.
<b>HCC and BDBC Property Services</b>	The principle of differentiating charging zones (based on viability evidence) is supported. Zone 1 of the Manydown boundary should be consistent with the Local Plan allocations boundary when the draft charging schedule is published, including any potential additional or reserved sites. At the moment it reflects the reduced area proposed in the Pre-Submission Plan.	It is anticipated that it will take the full plan period up to 2029 to build out 3400 homes at Manydown as proposed in the Revised Pre-Submission Plan. If for any reason circumstances change and the Council wishes to bring forward adjoining sites, then this would trigger a review of the CIL Charging Schedule and infrastructure requirements.	The site boundary included in the Draft Charging Schedule reflects the allocated site in the emerging Local Plan.
<b>Taylor Wimpey</b>	TW welcomes the proposed three charging zones. However we would recommend that a smaller scale map is used to indicate the boundaries of the strategic sites included in zone 1. This will ensure no ambiguity over which zone a site falls into. We would also ask for greater clarity on how the strategic sites CIL rate has been reached, as this is not covered by 3 dragons viability analysis.	The charge zone maps will be made available online so that there is clarity over the boundaries between zones. The strategic site zone boundaries reflect the Local Plan site boundaries. The strategic sites charge rates are now based on the July 2014 Manydown and Golf Course Viability Report. As Manydown is not viable, a nil rate has been applied. The other strategic site rate of £65 is based on the maximum theoretical rate based on the discounted value with a cautious buffer of greater than 30% applied.	The charge zone maps have been clarified and will be made available online. The strategic sites charge rates have been amended based on the July 2014 report.
<b>Commercial Estates Group</b>	Manydown and the unique costs associated with delivering a site on this scale justify assessing this site in its own right and subject to the results identifying it as separate zone. This approach is supported by guidance. The new zones CIL rates should be deduced based on more detailed testing, taking account of cost uncertainties and timescales for phasing.	The evidence relating to Manydown has been updated in the July 2014 Manydown and Golf Course Viability Report. This has led to Manydown becoming its own differential zone with a £0 CIL rate.	Manydown has its own differential zone that is separate from other strategic sites.
<b>J Speirs</b>	1. The reasoning for the proposed position of the boundaries is totally unclear and therefore the public cannot be expected to form a reasoned judgment to this question. 2. Zones A and B shall have only limited opportunity for development and monies raised from CIL shall be restricted.	The zone boundaries are based on the outcome of the viability assessment which shows that development in different areas can support different CIL charge rates. The strategic sites boundaries follow the Local Plan site allocation boundaries, while the differentiation between Basingstoke	None.

	Therefore the main cost of providing the proposed infrastructure will be raised by developments in zone C. This is both unrealistic and will result in a severe shortfall in monies raised by CIL being available for the provision of the proposed infrastructure required within the whole of Zones A, B and C	and Tadley and the rest of the borough is based on market values. This is explained in further detail in the viability report at paragraph 3.16 onwards. It is not expected that CIL will meet the funding gap and any shortfall will need to be addressed by an alternative source of funding.	
<b>Gladman Developments</b>	It is integral when setting differential rates for different geographical areas that these differential rates are based on accurate, up to date housing market intelligence forming the evidence base for this decision.	Noted.	None.

#### 4. Do you agree with the different rates proposed in the Preliminary Draft Charging Schedule for residential development proposed in each charging zone?

<b>Name / Organisation</b>	<b>Summary of Comments</b>	<b>Council's Response</b>	<b>Charging Schedule Amendments</b>
<b>North Wessex Downs AONB Unit</b>	Agree with the different rates proposed in different charging zones for residential development.	Noted.	None.
<b>Kingsclere Parish Council</b>	We understand the disparity in the levels but are concerned that double the rate of the levy in rural areas may discourage building when we are being charged to provide new affordable houses in the villages.	The viability study indicates a maximum theoretical rate of £200 per square metre in the rest of the borough. A viability cushion has been applied and the rate has been further reduced in the Draft Charging Schedule so the council is confident that the £150 per square metre rate will not impact on bringing development forward.	None.
<b>Baughurst Parish Council</b>	Agree with the different rates proposed in different charging zones for residential development.	Noted.	None.
<b>Sentinel Housing Association</b>	Do not agree with the different rates proposed in the PDCS for residential development, and have concerns about the buffers applied. The buffers appear too rigid and can't be flexed to respond to a change in tenure or development delays. Additional work is required to ensure the rates are set at an appropriate level to respond to changing circumstances. The buffers applied have no justification in the supporting documents and applying a buffer too low could have serious implications for the delivery of affordable housing. The PDCS gives no consideration to the flatted and sheltered schemes which currently are indicated as unviable whatever the CIL rate and affordable housing percentage. If these sites can't be built there will be an impact on the delivery of housing. If there was a change in emphasis from affordable rented housing to social rented housing then the CIL rate would allow for even less	The buffers have been set well within the margins of viability. CIL will be monitored annually and a review could be undertaken if it was found that CIL charges were holding back development. The assumptions in the Viability Study are that most affordable housing coming forward will be affordable rented as this reflects national advice and changes to funding.	None.

	of a margin when it comes to viability, leading to a reduction in affordable housing, which in turn improves the position in terms of viability and also the level of CIL that can be paid. This could have serious implications for the delivery of affordable housing over the plan period from developer led applications. The impact of a change in tenure to meet local and corporate priorities should be considered further as part of this review.		
<b>Oakley and Deane Parish Council</b>	Agree with the different rates proposed in different charging zones for residential development.	Noted.	None.
<b>Hampshire County Council</b>	The Viability Study acknowledges that extra care housing schemes would not be viable if subject to the levy. The charging schedule states that care homes and sheltered housing are subject to a nil rate. This needs to be expanded to include extra care.	Noted. The Council agree there could be greater clarity about extra care housing.	Extra care housing has been added to the charging schedule at nil rate.
<b>Hampshire County Council - Property Services</b>	Commonly in other districts, strategic sites attract a nil charging rate, which enables greater certainty over the delivery and phasing of on-site infrastructure using S106 agreements. Whilst the County Council as a landowner sees merit in this approach, if the Borough Council wishes to adopt CIL for strategic sites, then the Zone 1 rates and 123 list must be reviewed in respect of related comments on the viability assessment and extent of infrastructure required.	The assumptions for the strategic sites have been reviewed taking into account a shift in approach to funding more infrastructure through S106 and further information on costs submitted by the landowners. Further viability appraisals have been undertaken with the new assumptions and the charging schedule has been updated accordingly.	The charge rates for the strategic sites have been reduced taking account of the impact on viability of the expected higher S106 costs.
<b>HCC and BDBC Property Services</b>	The proposed charging rate for zone 1 strategic sites could place unreasonable burdens on zone 1 sites that provide on-site infrastructure requirements. If additional infrastructure requirements are to be funded in lieu of CIL or using S106 agreements, the viability evidence will need to be renewed. With the introduction of a CIL charge, the use of S106 will be restricted to site specific impacts. The CIL regulations prevent five or more obligations contributing to a specific infrastructure project or type of infrastructure, making it difficult to pool contributions to larger schemes.	Further viability testing has been undertaken for strategic sites and is presented in the Manydown and Golf Course Viability Report. It factors in a wider range of S106 costs for infrastructure on strategic sites than previously, and is informed by discussions with the landowners. The viability assessment looks at the financial cost of all of the other policies in the plan. CIL charge rates have been revised to allow for these higher S106 costs.	The CIL rates for strategic sites have been amended based on the latest viability assessments. The CIL rate for Manydown has been amended to £0.
<b>Gleeson Strategic and Stratfield Saye Estate</b>	Different CIL values are proposed for different areas of the borough, on the basis that there are higher end-sale values in the 'rest of the borough' area (outside Basingstoke). However, the build costs for all areas are the same, therefore the suggestion that the sale 'premium' of £85 sqm (difference between zone 1 and 3) can be achieved on all sites outside Basingstoke is not justified. The Local	A range of scenarios were tested during the preparation of the viability study and these case studies were discussed at the development industry workshop. The Council considers that case study 20 is broadly representative of the type of development that may take place in Bramley - please see the case study for more detail. The Council has aimed to keep	None.

	Plan envisages the delivery of significant sites in the smaller settlements such as at Bramley where the gross development value of private houses is similar on average to in Basingstoke (apart from for detached houses which only comprise a small proportion of any given scheme).	the CIL charging schedule as simple as possible and has only identified differential rates where it is absolutely necessary to ensure development viability. The Council would need to see evidence as to why Bramley should have a different CIL rate than set out in the Preliminary Draft Charging Schedule.	
<b>Taylor Wimpey</b>	Savills analysis results in the following maximum rates: Basingstoke and Tadley (zone 2) = £84 Rest of the Borough (zone 3) = £140 The principle of applying differential CIL rates is noted and the proposed lower rate for strategic sites is supported.	The council has set rates based on the Three Dragons Viability Report and taking into account comments made during the recent consultation.	None.
<b>Highclere Estate</b>	There is no clear evidence of the differential rates between the zones.	The differential rates are justified by case study examples used in the viability assessment which are representative of the types and locations of development likely to come forward. See from paragraph 3.16 and appendix 3 of the Viability Report which demonstrate different sales values in different areas of the borough.	None.
<b>Commercial Estates Group</b>	The rate for new homes needs to be re-assessed by reviewing the particular aspects of the strategic sites. This may result in a nil rate at least for Manydown and for funding of infrastructure via S106. The evidence is not clear how the buffers are arrived at in zones 2 and 1, or account taken of economic, market and cost uncertainties. We suggest that CIL rates (that may be nil) are derived after more rigorous testing of development costs to give a more robust estimate of the maximum CIL rate and that this rate is sufficiently discounted with an appropriate viability buffer/cushion.	The evidence relating to strategic sites has been updated in the July 2014 Manydown and Golf Course Viability Report. This has led to revised rates for strategic sites including a nil rate for Manydown. The viability buffer for the other strategic sites and for Basingstoke and Tadley has been increased to at least 30%.	The CIL charge rates have been amended reflecting the July 2014 Viability Report and application of a greater viability buffer.
<b>J Speirs</b>	1. The logic of how the different proposed levels are achieved is unclear from the documents as published. 2. No evidence of historic levels of S106 contributions. 3. CIL rates should be liable for all types of development including non-residential as they also impact on infrastructure. 4. The disparity between the zones and taking the limited opportunities likely to be available for development in Zones A and B makes the charges excessive for development in zone C.	The proposed CIL charge rates are based on the outcome of the viability assessment which identifies a maximum theoretical CIL rate. A viability buffer is then applied to set the actual charge rate. Historic S106 income levels will be published for the CIL Examination. The viability evidence indicated that many forms of non-residential development could not support a CIL charge therefore a zero rate has been proposed. There are substantial opportunities for development in zones 1 and 2, with zone 1 covering the site areas of the strategic allocations proposed in the Revised Pre-Submission Local Plan.	None.
<b>The John Phillips Planning Consultancy</b>	The charge rate for zone 3 does not strike the appropriate balance required by regulation 14, rendering many developments unviable, having regard to CIL, admin charges and S106. The proposed charge rates are biased in favour of developments in zones 1 & 2 with developments in zone 3 making an inappropriately large contributions towards infrastructure, serving development	The viability assessment identifies that residential development in zone 3 can bear a higher CIL charge than development in zones 1 and 2. The CIL charge rate has been based on the viability assessment which indicates that a maximum theoretical charge of £200 per sqm for residential development in zone 3. A viability buffer has been applied to	None.

	<p>elsewhere. Developments in zone 3 would make disproportionate contributions towards infrastructure. The proposed charging rate would be inappropriate and would undermine development locally. The charge for residential development will have unfortunate consequences unless the Council remove ancillary parts of a development from charging, e.g. garages.</p>	<p>this maximum and this has been increased between the PDCS and the DCS to support development viability. There is no requirement for CIL to be spent in the immediate vicinity of the development, the only stipulation is that it is to support the development of the area as set out in Regulation 59. The calculation of the chargeable amount will be made in accordance with regulation 40. This would usually include garages but not buildings into which people do not normally go or only go intermittently to maintain machinery.</p>	
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**5. Do you agree with the approach for securing on site provision (land and/or infrastructure) of facilities proposed in the Preliminary Draft Charging Schedule?**

Name / Organisation	Summary of Comments	Council's Response	Charging Schedule Amendments
<b>North Wessex Downs AONB Unit</b>	Agree with the approach for securing on site provision of facilities.	Noted.	None.
<b>Kingsclere Parish Council</b>	We agree with the fairness of the trade-off between S106 and CIL but do not fully understand why there are to be two charges running side by side. We had previously understood that CIL was replacing S106.	On site provision of land or infrastructure can be provided through S106 or CIL. The two regimes will run side by side as planning obligations will still be sought to make developments acceptable where they would not be otherwise. CIL will be used to fund more strategic infrastructure, with no overlap in what CIL and S106 are spent on, which is made clear in the Draft Regulation 123 list and the Draft Planning Obligations SPD.	None.
<b>Baughurst Parish Council</b>	Agree with the approach for securing on site provision or facilities.	Noted. However, due to work undertaken more recently for larger sites, the approach proposed has now been amended such that some forms of on-site infrastructure, including new primary schools should be provided via S106 agreements.	None.
<b>Sentinel Housing Association</b>	We agree with the approach for securing on site provision of facilities.	Noted. However, due to work undertaken more recently for larger sites, the approach proposed has now been amended such that some forms of on-site infrastructure, including new primary schools should be provided via S106 agreements.	None.
<b>Oakley and Deane Parish Council</b>	We are not in disagreement with the statement above unless it applies to the meaningful proportion of CIL to the neighbourhood within which the CIL chargeable development took place. We would like to have a priority role in deciding how any neighbourhood proportion is allocated to projects and the option to pool this into large enough amounts to initiate larger capital	If the charging authority accepts land as payment in kind for CIL, then they must pass the appropriate value on to the local (parish) council in money (see Reg 59B). There are no restrictions on pooling CIL and the neighbourhood portion can be spent on a wider range of things than the rest of the levy, provided it meets the requirement 'to support the development of the area.' See	None.

	projects such as those which might not otherwise get funded such as for instance highway projects that impact the entire Parish, particularly when the population and hence vehicle footprint expands as a result of the development.	Regulation 59C of the CIL (Amendment) Regs 2013. In any case, the approach proposed has now been amended such that some forms of on-site infrastructure, including new primary schools should be provided via S106 agreements.	
<b>Lamron Estates Ltd</b>	Agree with the approach set out.	Noted. However, due to work undertaken more recently for larger sites, the approach proposed has now been amended such that some forms of on-site infrastructure, including new primary schools should be provided via S106 agreements.	None.
<b>Hampshire County Council - Property Services</b>	The County Council as a landowner has no objection in principle to securing on-site provision of infrastructure using payments in kind, on publicly-owned Zone 1 sites.	Noted. However, due to work undertaken more recently for larger sites, the approach proposed has now been amended such that some forms of on-site infrastructure, including new primary schools should be provided via S106 agreements.	None.
<b>HCC and BDBC Property Services</b>	The principle of on-site provision in lieu of CIL is supported by the landowners; however this is likely to lead to a significant funding gap at the charging rates proposed. For large strategic sites with complex site specific issues the flexibility afforded by this approach should be encouraged and supported by the landowners. At present we are not convinced that the viability study accurately measures the cumulative impacts of all planning obligations.	Further viability testing has been undertaken and the cost of on-site provision of infrastructure delivered through planning obligations has been factored in. This has resulted in amendments to the CIL rates for the strategic sites.	The CIL rates for strategic sites have been amended based on the latest viability assessments. The CIL rate for Manydown has been amended to £0.
<b>Taylor Wimpey</b>	The Council should consider providing details of how Payments In Kind may work, notably for infrastructure provision. This would be a useful mechanism to avoid the risk of 'double counting' S106/infrastructure provision, with CIL.	The council intends to introduce a payment in kind policy which will be available when CIL is implemented.	None
<b>Commercial Estates Group</b>	While the principles of providing strategic infrastructure via CIL and on-site provision via S106 are accepted, we do not consider that the position has been made clear enough for strategic sites. For example the PDCS and Regulation 123 list do not appear to allow for the provision of key items of strategic infrastructure for Manydown via CIL. Further evidence is needed and CEG would be happy to work with the Council to gain a greater understanding of infrastructure needs, costs and mechanisms for the delivery of Manydown.	The council has had further discussions with the landowners about what will be provided through S106 and what remains to be funded through CIL. Infrastructure to be funded through CIL is set out on the Draft Reg 123 list, while S106 requirements are explained in the Draft Planning Obligations SPD.	No change to charging schedule. A revised Draft Reg 123 list and Draft Planning Obligations SPD will be available for comment with the Draft Charging Schedule.

<p><b>J Speirs</b></p>	<p>1. The logic of how the different proposed levels are achieved is unclear from the documents as published.  2. The proposed 'severe reduction' in S106 contributions shall result in reduced mitigation in the locality of any proposed development leading to a reduced level of comparable mitigation measures provided due to the CIL monies being used elsewhere in the area.  3. No evidence of historic S106 contributions.</p>	<p>The proposed CIL charge rates are based on the outcome of the viability assessment which identifies a maximum theoretical CIL rate. A viability buffer is then applied to set the actual charge rate. The Council will still require S106 planning obligations where they are necessary to make a development acceptable. A proportion of CIL income will be passed to parish councils where development has taken place in their area, so some funds will be available to be spent locally. Historic S106 income levels will be published for the CIL Examination.</p>	<p>None.</p>
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**6. Do you agree with the uses the council is proposing to charge for (as outlined in the Preliminary Draft Charging Schedule)?**

Name / Organisation	Summary of Comments	Council's Response	Charging Schedule Amendments
<p><b>Kingsclere Parish Council</b></p>	<p>Agree with the uses the Council is proposing to charge for.</p>	<p>Noted.</p>	<p>None.</p>
<p><b>Baughurst Parish Council</b></p>	<p>Agree with the uses the Council is proposing to charge for.</p>	<p>Noted.</p>	<p>None.</p>
<p><b>Oakley and Deane Parish Council</b></p>	<p>Agree with the uses the Council is proposing to charge for.</p>	<p>Noted.</p>	<p>None.</p>
<p><b>Ellisfield Parish Council</b></p>	<p>Ellisfield is a small rural community with limited scope for new development, so CIL income will be very low. Our key priorities are the provision of fibre fast broadband and a small amount of affordable housing which is very difficult to achieve under the HARAH approach. CIL should be available to help us provide this and are concerned that 85% of receipts go to B&amp;DBC. The CIL raised in this rural community is being appropriated for infrastructure in the urban area in B&amp;DBC rather than meeting these needs. We are aware that the CIL does not permit general support for affordable housing but we believe that expenditure on matters such as site preparation; water supply; electricity/ telephone supply and sewage infrastructure should be capable of being met from CIL. Up to 100% of CIL from rural communities should be available to support infrastructure for affordable housing and rural fast broadband. The amounts concerned are relatively small but could have a hugely material beneficial effect on a small rural community.</p>	<p>Unless a neighbourhood development plan is in place, the Borough Council is only permitted to give 15% of CIL receipts from development in that area to the Parish Council (see CIL Regulation 59A). The Borough Council is unable to spend CIL receipts on affordable housing; however the Parish Council could do so, if enough CIL was received. Broadband services are normally provided by a telecoms company. More information about how the council is supporting the roll out of rural broadband can be found on the B&amp;D website.</p>	<p>None.</p>

<b>Lamron Estates Ltd</b>	The rate to be charged for retail uses, particularly retail warehouses and superstores is excessive, based on unrealistic and over-optimistic current and future land value assumptions, with an acknowledged absence of recent local empirical data. The excessive CIL rate will stifle development in this sector, to the detriment of the area's economy. Similarly, the rate to be applied to budget hotels will only serve to prevent much-needed development from taking place, when the provision of such facilities is a strategic planning objective.	The maximum theoretical CIL rates for retail and hotel development are justified by case study examples used in the viability assessment. In light of the greater variations in viability of retail and hotel developments, a greater viability buffer has been applied to the maximum theoretical CIL rates which reduces the proposed rates to further ensure development viability is not compromised.	The rates for retail and budget hotels have been reduced due to application of a greater viability buffer.
<b>Hampshire County Council - Property Services</b>	Agree with the uses the Council is proposing to charge for.	Noted.	None.
<b>Commercial Estates Group</b>	No particular comment on the range of uses proposed. For the strategic sites, where new mixed use sustainable communities will be provided, these proposed changes must be assessed in the context of the CIL rates for residential, and again, the residual S106 costs alongside the other development costs for the urban extension.	Noted.	None.
<b>J Speirs</b>	The estimated cost/funding gap for primary education, local sport and recreation and strategic green infrastructure do not correlate with the figures in Appendix A of the IDP. The resulting sum of £291, 671, 402 needs to be checked/confirmed.	Thank you for pointing out this error - it will be corrected at the next stage. The Council is confident that a substantial funding gap exists and justifies the preparation of a CIL charging schedule.	Table 1: estimated funding gap will be corrected in the Draft Charging Schedule.

### 7. Do you agree with the proposed non-residential rates (as outlined in the Preliminary Draft Charging Schedule)?

<b>Name / Organisation</b>	<b>Summary of Comments</b>	<b>Council's Response</b>	<b>Charging Schedule Amendments</b>
<b>Kingsclere Parish Council</b>	Yes we are not qualified to answer this question and therefore trust the experts in this case.	Noted.	None.
<b>Baughurst Parish Council</b>	Agree with the proposed non-residential rates.	Noted.	None.
<b>Oakley and Deane Parish Council</b>	Agree with the proposed non-residential rates.	Noted.	None.

<b>Lamron Estates Ltd</b>	Our concern is that the evidence base is far too flimsy for B&DBC to be aiming for the highest 75% headroom target in its charging schedule, rather than the lower options outlined in the Three Dragons assessment [fig 8.8]. If the rate is set too high, it will take 2 years or more for that error to be re-assessed and adjusted, with serious consequences for the local economy.	In light of the greater variations in viability of retail and hotel developments, a greater viability buffer of 50% has been applied to the maximum theoretical CIL rates which reduces the proposed rates to further ensure development viability is not compromised.	The rates for retail and budget hotels have been reduced due to application of a greater viability buffer.
<b>Festival Place Unit Trust</b>	Support £0 CIL charge for A2-A5 & leisure development in the town centre. Convenience and comparison A1 retail rate for Basingstoke town centre should be tested further to establish viability (see response to Question 1).	The Council intend that a rate equal to the rate of town centre retail (proposed in the Draft Charging Schedule at £35 per sq.m.) is charged for A2-A5 uses. It is recognised that this could be clearer.	Clarify the uses (A1-A5) that the town centre comparison retail rate should apply to.
<b>Hampshire County Council - Property Services</b>	Agree with the proposed non-residential rates.	Noted.	None.
<b>HCC and BDBC Property Services</b>	Comments apply particularly to convenience retail - the build costs look a little low compared to BCIS median costs, but it is difficult to be clear that you are comparing like for like. The yields applied to the appraisals look 'conservative' as do some of the rental assumptions.	The use of BCIS data for build cost assumptions is widely used and accepted. In order to reflect the higher degree of variation between different retail proposals, the viability cushion applied to retail has been increased to 50%.	Retail rates have been reduced by including a greater viability cushion.
<b>Asda Stores Ltd</b>	The proposed retail CIL rates would discourage retail developments and would not meet the vision and overall objectives of the Local Plan. For example the consequence could be that all other forms of development will receive a significant subsidy at the expense of retail schemes and that there will be a corresponding disincentive to investment in this sector of the economy. The Govt is keen to encourage the creation of employment but the supporting papers do not fully assess the role of retail within the national economy, simply asserting that larger scale retail could pay very large sums of CIL, whereas town centre comparison and small convenience rates are much lower. Any CIL schedule that imposes a substantial CIL rate on superstores a low rate on other uses could undermine the retail function of local and town centres. The Council's proposal to apply differing CIL rates to 'comparison' and 'convenience' retail falls outside of the scope of the CIL regulations. While the CIL regulations do not define "use", they regularly adopt definitions from the planning system so it would be reasonable to define use in relation to the Use Classes Order. This also poses practical problems for retail developers and the Council in assessing the	The proposed CIL rates for retail reflect evidence in the viability assessment that some forms of retail can support a higher CIL rate, so it is not considered that this will discourage retail development. The Council does however recognise that there is likely to be greater variation within commercial than residential development and so there is a greater risk that more developments may be unviable if the same viability cushion is applied. To make allowance for this variation, the viability cushion has been increased from 25% to 50%. This reduces the overall CIL charge rates for all retail development. The 2014 Amendment Regulations and Guidance clarify that a charging authority can set differential rates in relation to geographical zones, types of development and scales of development where it is justified by reference to the economic viability of development. The Preliminary Draft Charging Schedule proposes to charge one rate for supermarkets and superstores, even where they include non-food retail. As the rates are based on the viability evidence,	The retail rates have been reduced taking into account a greater viability cushion. The out of town retail and supermarket proposed rate is £150 and the town centre and small scale convenience proposed rate is £35.

	<p>charge as most supermarkets contain a mix of convenience and comparison floorspace. The proposals could result in two different CIL rates being charged for floor space within the same building. There will be EU State Aid issues arising out of setting differential rates for different types of commercial entity within the same use class. Introducing such differential rates confers a selective economic advantage on certain retailers depending on the size of the shop they operate or the type of business. Smaller stores and comparison retail appear to be favoured over larger convenience stores. A flat levy rate should be adopted for comparable sectors of the economy / use class order, or provide an explanation as to why State Aid issues are not engaged.</p>	<p>they do not confer a selective advantage to any particular retail operator.</p>	
<p><b>The Country Land and Business Association</b></p>	<p>The CLA supports the council's decision not to impose a CIL rating on agricultural or forestry, employment and commercial development, as these are important areas for rural landowners and farmers to diversify into in order to support their farming and forestry enterprise.</p> <p>The CLA advises the council not to impose a CIL rate on retail developments in rural areas, as farm shops would have to pay CIL charges as they would fall under the food retail use type. The proposed rate of £60 per sqm would make these developments unviable. The CLA would like clarification that the CIL charges for farm diversification, e.g. clay pigeon shooting grounds and sui generis uses are exempt from CIL as they fall under leisure.</p>	<p>Support for zero rate on employment and commercial development noted.</p> <p>The viability assessment indicates that small scale convenience retail could support a maximum CIL rate of £78 per sqm. A viability buffer has been applied to this maximum and this has been increased between the preliminary draft and draft charging schedule in order to further support development viability. Furthermore, where any farm shop development is less than 100 sqm net, it would not be liable to pay the charge. The Council can confirm that any use not listed in the charging schedule will have a zero CIL rate.</p>	<p>The viability buffer for small scale convenience retail will be increased, which reduces the proposed CIL charge to £35 psm. Clarify that any other use not listed in the schedule will have a £0 rate.</p>
<p><b>Commercial Estates Group</b></p>	<p>In light of the above comments, we would recommend that the non-residential rates for the strategic development sites/Manydown strategic site are considered in the context of the overall viability of development in these areas, taking into account the wider costs of delivering such sites. CEG supports the nil rate proposed for offices, industrial and leisure uses.</p>	<p>Nil rates are retained for all forms of non-residential development except for retail and budget hotels where the Viability Study indicates a CIL charge could be supported. In light of the greater sensitivity of non-residential developments, a greater viability buffer has been applied to the maximum theoretical CIL rates.</p>	<p>In light of the greater sensitivity of non-residential developments, a greater viability buffer has been applied to the maximum theoretical CIL rates.</p>
<p><b>J Speirs</b></p>	<p>CIL rates should be liable for all types of development as they also will have an impact on infrastructure. The basis of assumptions used in calculating the actual sums proposed is unclear. The sum proposed for zone 3 is excessive and will thus defer development.</p>	<p>The evidence indicated that many forms of non-residential development could not support a CIL charge therefore a zero rate has been proposed. The assumptions used are set out in the Viability Study (November 2013). The different geographic zones do not apply to non-residential schemes.</p>	<p>None.</p>

<b>Sainsbury's Supermarkets Ltd</b>	Insufficient justification of the differential charging rates is made in the CIL Preliminary Draft Charging Summary document, the viability assessment document is referenced for the findings and outcomes of the proposed CIL charges. The assessment does not offer a fine-grained study as a basis to proposing differential retail rates. We would like to request a detailed and evidence-based justification to differential retail CIL charging rates.	The differential rates are justified by case study examples used in the viability assessment which are representative of the types of development likely to come forward. They were discussed in the workshop of representatives from the commercial development sector. The analysis is considered to be sufficiently fine-grained given that there are five different representative case studies for retail development and this is in line with best practice. In light of the greater variations in viability of retail developments, a greater viability buffer has been applied to the maximum theoretical CIL rates. This has the added benefit of creating a simpler non-residential charging schedule with only 2 different rates.	The rates for retail have been reduced due to application of a greater viability buffer.
<b>Muse Developments</b>	Muse Developments welcomes the nil rate currently proposed for business, leisure and full service hotel development.	Noted.	None.
<b>M3LEP Basingstoke Property Group</b>	We acknowledge and agree with the proposed CIL rate for full service hotels, offices, industrial and warehouse, mixed leisure and care home/sheltered housing. We feel that the proposed charge for retail warehouse is excessive taking into account likely retail warehouse yields. Clearly CIL taken together with a continuing liability for Section 106 contributions needs to be carefully considered if retail warehousing is to be encouraged where appropriate in town.	CIL is not a policy tool and should not be used to encourage one form of development over another. The rates proposed are set with regard purely to the viability evidence as opposed to trying to support or discourage certain forms of development. For retail warehouses, the viability assessment assumes yield of 7.5% and includes an allowance for S106 costs of £500,000. In light of the greater variations in viability of retail developments, a greater viability buffer has been applied to the maximum theoretical CIL rates. This has the added benefit of creating a simpler non-residential charging schedule with only 2 different rates. The rate will apply to retail warehouses and supermarkets, reflecting the evidence of economic viability for these types of development.	The rates for retail have been reduced due to application of a greater viability buffer.

**8. Do you agree that it is appropriate to introduce an instalments policy and what should be the basis for this?**

**9. Should the council link the instalments policy to the size of the development?**

<b>Name / Organisation</b>	<b>Summary of Comments</b>	<b>Council's Response</b>	<b>Charging Schedule Amendments</b>
<b>Basingstoke Golf Club</b>	It is essential that an instalment policy is introduced, particularly for large scale allocations where developers would otherwise be required to pay 100% of the CIL payments after commencement. This would impact upon the viability of the scheme wherein developers would be subject to significant financial outlays for	The Council has drafted an instalments policy whereby the initial percentage and subsequent payments vary depending on the scale of the development. This will allow more time for developers with higher CIL charge liability to pay the levy. Instalments will be linked to a period of time after	No change to charging schedule. An instalments policy will be

	several months. Rather than payable on specific dates, the instalments should be linked to trigger points within larger strategic sites, e.g. exceeding 200 units, pro-rated over the course of the development period.	commencement of development because that is what Regulation 69B(2)(d) of the CIL (2011 Amendment) Regulations allows for. It would not be in accordance with the CIL Regulations to introduce trigger points linked to number of dwellings or any trigger other than date of commencement.	consulted on alongside the Draft Charging Schedule.
<b>Kingsclere Parish Council</b>	Yes we agree that to pay the full levy up front could jeopardise an entire project, therefore an instalment policy to ensure payments against the sale of properties is appropriate. There needs to be a procedure in play to ensure these stepped instalments are adhered to or sanctions imposed if not.	The Council has drafted an instalments policy whereby the initial percentage and subsequent payments vary depending on the scale of the development. This will allow more time for developers with higher CIL charge liability to pay the levy. Instalments will be linked to a period of time after commencement of development because that is what Regulation 69B(2)(d) of the CIL (2011 Amendment) Regulations allows for. It would not be in accordance with the CIL Regulations to introduce trigger points linked to the sale of dwellings or any trigger other than date of commencement.	No change to charging schedule. An instalments policy will be consulted on alongside the Draft Charging Schedule.
<b>Baughurst Parish Council</b>	Financial hardship (staged payments for developers) In line with staged payments to developers. Tiered levels as appropriate (i.e. £50,000 - £100,000, £101,000 - £150,000 etc.)	The Council has drafted an instalments policy based on a tiered approach. This will allow more time for developers with higher CIL charge liability to pay the levy. Additionally, large scale developments can be subdivided into phases so that each phase is a separate chargeable development and therefore only liable to pay the levy for each phase as it commences.	No change to charging schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.
<b>Sentinel Housing Association</b>	Yes we agree, it would support developers bringing forward new schemes. It's important that viability's not threatened by large upfront costs. It is an acceptable option, for payments to be made in line with the phasing of development.	The Council has drafted an instalments policy whereby the initial percentage and subsequent payments vary depending on the scale of the development. This will allow more time for developers with higher CIL charge liability to pay the levy. Additionally, large scale developments can be subdivided into phases so that each phase is a separate chargeable development and therefore only liable to pay the levy for each phase as it commences.	No change to charging schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.
<b>Oakley and Deane Parish Council</b>	Do not want to see the neighbourhood proportion be subject to an annual cap just because the instalments were all paid in the same calendar (or financial year). Our priority is to protect the overall neighbourhood proportion which would be better served by wider spread instalments. How this is achieved is not a matter that concerns us, the total amount that is allocated to the neighbourhood proportion is. It would also make sense that the council protects itself from the developer getting into financial difficulty by making sure that the total amount of CIL is recoverable and protected if the developer goes into bankruptcy.	The Council has drafted an instalments policy. The neighbourhood proportion will not be capped where a neighbourhood development plan is in place. Otherwise it will be capped at £100 per dwelling in the area in accordance with Regulation 59A(7) of the CIL (Amendment) Regulations 2013.	No change to charging schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.

<b>Lamron Estates Ltd</b>	The scale (floor space/unit numbers) and estimated speed of delivery. Account should also be taken of any up- front costs (site remediation; demolition, etc.) and s.106 obligations.	The Council has drafted an instalments policy whereby the initial percentage and subsequent payments vary depending on the scale of the development. This will allow more time for developers with higher CIL charge liability to pay the levy. Additionally, large scale developments can be subdivided into phases so that each phase is a separate chargeable development and therefore only liable to pay the levy for each phase as it commences. Instalment triggers will be linked to a period of time after commencement of development in accordance with Regulation 69B of the CIL Regulations.	No change to charging schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.
<b>Hampshire County Council - Property Services</b>	An instalment policy is particularly appropriate for larger sites, delivered in phases. A potential approach would be to create triggers for payment, based on the commencement of phases approved as part of an outline planning application.	The Council has drafted an instalments policy whereby the initial percentage and subsequent payments vary depending on the scale of the development. This will allow more time for developers with higher CIL charge liability to pay the levy. Additionally, large scale developments can be subdivided into phases so that each phase is a separate chargeable development and therefore only liable to pay the levy for each phase as it commences.	No change to charging schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.
<b>HCC and BDBC Property Services</b>	This could assist in the phasing of payments for larger sites. We would urge BDBC to consider the possible impacts of any instalment policy to ensure cash flows are not unduly harmed. Instalments could be linked to commencement of phases or sub-phases identified in an outline planning application, or other appropriate models.	The Council has drafted an instalments policy whereby the initial percentage and subsequent payments vary depending on the scale of the development. This will allow more time for developers with higher CIL charge liability to pay the levy. Both outline and detailed planning permissions for large scale developments can be subdivided into phases so that each phase is a separate chargeable development and therefore only liable to pay the levy for each phase as it commences.	No change to charging schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.
<b>Asda Stores Ltd</b>	Endorse the decision to introduce an instalment policy, as managing cash flow during development is often key in determining whether a scheme can be delivered. Major development projects are implemented in phases and adopting an instalment policy should ensure that developers are not disadvantaged by submitting an application for full, rather than outline planning permission as the intervals on which the instalments become payable are linked to the time from the commencement date, rather than the commencement of a particular phase. We would request that the Council reviews its instalment policy to ensure that developers are not disadvantaged by the decision to submit a full planning application for a phased development scheme.	The Council has drafted an instalments policy whereby the initial percentage and subsequent payments vary depending on the scale of the development. This will allow more time for developers with higher CIL charge liability to pay the levy. Both outline and detailed planning permissions for large scale developments can be subdivided into phases so that each phase is a separate chargeable development and therefore only liable to pay the levy for each phase as it commences.	No change to charging schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.
<b>Taylor Wimpey</b>	TW welcome the proposal to introduce an instalments policy and has sought input on the proposed instalments policy as part of the	The Council has drafted an instalments policy whereby the initial percentage and subsequent payments vary depending	No change to charging

	<p>PDCS consultation. Recommend that the initial contribution (%) payable at the commencement of development should vary depending on the scale of the total CIL payment due. The timing and proportion of subsequent payments should also vary by the scale of CIL liability. On large sites, the need for significant upfront infrastructure and opening up costs would suggest both timescale and occupation triggers should be considered. Once an instalments policy is produced it is important that supporting appraisals should be re-run to incorporate this in to the cash flow, to ensure proposed CIL rates are still viable. We would also recommend that there is an overriding mechanism which allows CIL instalment payments to be negotiated on a one-to-one basis in the event that CIL payments threaten the viability of the scheme proposed.</p>	<p>on the scale of the development. CIL payments will need to be made in accordance with the published instalment policy and they will not be negotiable. The instalments policy will be consulted on alongside the Draft Charging Schedule.</p>	<p>schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.</p>
<b>Highclere Estate</b>	<p>Although no definite timetable has been set out within the Preliminary draft charging schedule, there is reference at paragraph 4.3 of CIL being payable within 60 days of commencement of development. We suggest that this is too onerous on a developer and would restrict development coming forward. Please see attachment for suggested structure for payment.</p>	<p>The Council has drafted an instalments policy whereby the initial percentage and subsequent payments vary depending on the scale of the development. This will allow more time for developers with higher CIL charge liability to pay the levy.</p>	<p>No change to charging schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.</p>
<b>Commercial Estates Group</b>	<p>CEG supports the introduction of an instalment policy to ensure the greater spread of costs over the delivery of large scale developments. This should be based on the size of the chargeable amount so, by implication, the size of development.</p>	<p>The Council has drafted an instalments policy whereby the initial percentage and subsequent payments vary depending on the scale of the development. This will allow more time for developers with higher CIL charge liability to pay the levy. Additionally, large scale developments can be subdivided into phases so that each phase is a separate chargeable development and therefore only liable to pay the levy for each phase as it commences.</p>	<p>No change to charging schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.</p>
<b>J Speirs</b>	<ol style="list-style-type: none"> <li>1. An instalments policy would discourage potential developers from providing the full amount of appropriate funding and thus reduce the level of cash flow to be derived from any CIL monies to the Council.</li> <li>2. It would also affect the short/middle term financial forward planning of infrastructure requirements.</li> </ol>	<p>The Council has drafted an instalments policy to support the viability of larger schemes. The total CIL charge will not be affected by an instalments policy and the council as charging authority can use a range of measures to ensure payment is made. The delay in receiving funds could impact the availability of funding for infrastructure, but this reflects the current S106 approach whereby payments are triggered at various points throughout the development.</p>	<p>No change to charging schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.</p>
<b>M3LEP Basingstoke</b>	<p>We agree with the introduction of an instalments policy and would be pleased to be included in discussions as to how this could work,</p>	<p>The Council has drafted an instalments policy whereby the initial percentage and subsequent payments vary depending</p>	<p>No change to charging</p>

<b>Property Group</b>	including as to the size of the development.	on the scale of the development. This will allow more time for developers with higher CIL charge liability to pay the levy. Additionally, large scale developments can be subdivided into phases so that each phase is a separate chargeable development and therefore only liable to pay the levy for each phase as it commences.	schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.
<b>Gladman Developments</b>	Gladman would urge the Council to adopt an instalments policy for CIL payments as this will give developers the flexibility to pay contributions in line with development phasing schemes and will facilitate cash flow and therefore development viability.	The Council has drafted an instalments policy whereby the initial percentage and subsequent payments vary depending on the scale of the development. This will allow more time for developers with higher CIL charge liability to pay the levy. Additionally, large scale developments can be subdivided into phases so that each phase is a separate chargeable development and therefore only liable to pay the levy for each phase as it commences.	No change to charging schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.
<b>The John Phillips Planning Consultancy</b>	For larger scale developments, viability can be adversely affected if payments to Councils are required to be made upfront rather than being phased in an appropriate way. Phased payments would be beneficial.	The Council has drafted an instalments policy whereby the initial percentage and subsequent payments vary depending on the scale of the development. This will allow more time for developers with higher CIL charge liability to pay the levy. Additionally, large scale developments can be subdivided into phases so that each phase is a separate chargeable development and therefore only liable to pay the levy for each phase as it commences.	No change to charging schedule. A draft instalments policy will be consulted on alongside the Draft Charging Schedule.

**10. Do you agree that the draft Regulation 123 list consists of relevant infrastructure projects, which have been set out in the Infrastructure Delivery Plan?**

<b>Name / Organisation</b>	<b>Summary of Comments</b>	<b>Council's Response</b>	<b>Charging Schedule Amendments</b>
<b>North Wessex Downs AONB Unit</b>	Agree that the draft Reg. 123 list consists of relevant infrastructure projects.	Noted.	None.
<b>Kingsclere Parish Council</b>	Yes we are not qualified to answer this question and therefore trust the experts in this case.	Noted.	None.

<b>English Heritage</b>	CIL revenue can be spent on a number of infrastructure items which help to support the historic environment, e.g. green infrastructure, the transfer of an 'at risk' building through in kind payment or repairs and improvements to / maintenance of heritage assets such as cultural or recreational facilities, or historic bridges. We suggest that the borough council should examine whether any heritage-related projects should be included in the IDP.	The IDP is a live document and will be reviewed regularly. We will consider the inclusion of heritage related infrastructure should specific proposals be identified.	
<b>Hampshire County Council</b>	Amend 'library' to 'libraries' in draft R123 as there are a number in the borough needing improvements. The R123 list should also support improvements to the rights of way network and other ways of connecting these green spaces identified in EM5 of the emerging Local Plan. Additionally, the new country park is not included within the list. The Regulation 123 list should also include specific highway schemes in order to ensure that the Highway Authority's ability to secure necessary highway improvements are not fettered. A list of schemes which the Highway Authority are confident will not be subject to a S278 agreement has been provided. HCC as Local Education Authority has concerns about the proposal to rely on CIL for the delivery of new schools, required on large development sites, in terms of timing and availability of funding. The IDP identifies a funding shortfall and the CIL is not likely to meet this shortfall.	The Borough Council and the County Council have had further discussions on these points and agree that CIL could be used to fund improvements to libraries in other parts of the borough and the country park. The provision of primary schools on strategic sites will be through S106 and land will also be secured for a secondary school on the Manydown site through S106. Further viability testing has been undertaken for the strategic sites which are required to provide primary schools. We have tested scenarios whereby the schools are provided through S106 and this has the effect of reducing the maximum theoretical rate of CIL that could be sought. As such the CIL rates for strategic sites has been reduced in the Draft Charging Schedule in line with the results of the viability assessment. The Reg 123 list has been updated accordingly.	The charge rates for strategic sites have been reduced taking into account the impact on viability of the anticipated higher S106 costs.
<b>Lamron Estates Ltd</b>	There is an assumption that all the R123 infrastructure projects have a 100% funding gap. Surely the education authority has money and a statutory duty to provide education? Similarly, the occupiers of new residential properties will pay council tax, thereby contributing directly toward the provision of library, sport/recreation, social services & transport budgets of the district and county councils. We therefore question the funding gaps identified in the Preliminary Charging Schedule all of which are stated to be 100%, except transport (83%).	The IDP sets out the funding gap and takes account of any known available funding. Table 1 of the charging schedule has been extracted from the IDP and sets out both the estimated cost and estimated funding gap. The education authority has a statutory duty to provide education, but new infrastructure to support new development must be funded by the development. Similarly new development must mitigate its impact by providing for new infrastructure where it creates that need. Council tax income and other sources of council funding are used to support on-going service provision, rather than new infrastructure.	Table 1: Estimated Infrastructure cost and funding gap will be updated in line with updates to the IDP.
<b>Festival Place Unit Trust</b>	Improvements to the Eastrop roundabout are listed as 'necessary' infrastructure improvements in the IDP. Pedestrian infrastructure provision and environmental enhancements within Basingstoke Town Centre are also listed as 'desirable' infrastructure requirements. Both are detailed as being funded by CIL and 'other' resources in the IDP. The Regulation 123 list omits the specific infrastructure improvements to the Eastrop roundabout. Clarification is	The County Council has confirmed that it is intending to seek S278/S106 contributions towards Eastrop roundabout improvements from development at Basing View when it comes forward, so this will not be funded through CIL and will not appear on the Reg. 123 list.	None.

	needed as to whether these improvements are included within the 'local transport improvements' section of the Regulation 123 list. If not, the improvements to Eastrop roundabout should be specifically identified in the 'strategic' section of the list.		
<b>HCC and BDBC Property Services</b>	The list isn't overly definitive. The landowners would like to discuss the next iteration of the 123 list to ensure the balance of S106/S278/CIL is accurate.	Further discussions have taken place between the Council and the landowners regarding the provision of infrastructure.	The Reg 123 list will be updated to reflect the balance of infrastructure provision and will be consulted on alongside the Draft Charging Schedule.
<b>Taylor Wimpey</b>	The draft R123 list, with the exception of strategic transport, is vague. Education is of particular concern as it is unclear what, if any, contributions will be needed in respect of new developments. Clarity is sought over what will be funded by CIL and what by S106. This should then be compared against the £1500 assumption to ensure it is realistic. The figure for S106 contributions appears to be low given the absence of local transport improvements needed to mitigate the impact of the development. What is not included on the Reg 123 list is as important as what is.	The approach to funding infrastructure has been clarified as set out in the Draft Regulation 123 list and the Draft Planning Obligations SPD. The Council has undertaken analysis of historical S106/S278 collected from recent permissions. Historically much higher levels have been sought, however under the new CIL regime, many of these infrastructure items would be funded through CIL (as set out on the Draft Reg 123 list) leaving a lower residual S106 value. Each site is different, but the Council considers that the application of a £1,500 residual S106 is justified for non-strategic sites.	No change to charging schedule. The Regulation 123 list has been updated and Planning Obligations SPD will be drafted.
<b>Commercial Estates Group</b>	The key item missing from the 123 list is the Manydown link road, which is considered necessary to deliver Local Plan development by the TA, the LP and the IDP. The list does not provide for the provision of strategic open space via CIL, strategic parks and green spaces are also excluded. The Reg 123 list is unclear about how the country park would be funded. The infrastructure to be delivered through CIL or by S106 needs more consideration and clarification.	Further discussions with key stakeholders has informed a revised Draft Reg 123 list. It is anticipated that the Manydown link road would be delivered as part of the development so would not be funded through CIL. The cost of delivering the link road has been accounted for in the S106 costs of the July 2014 Viability Report. Most of the forthcoming green space will be provided as part of new developments or secured through S106 so would not appear on the Reg 123 list, however strategic green infrastructure could be funded through CIL so has now been included on the Draft Reg 123 list, along with the Manydown country park.	No change to the charging schedule but a revised Draft Reg 123 will be consulted on alongside the Draft Charging Schedule.
<b>J Speirs</b>	The draft Regulation 123 list must fully reflect the requirements noted in the IDP and not have the caveats as presently noted.	The Reg 123 list only includes infrastructure that the Council intends to fund through CIL.	None.
<b>M3LEP Basingstoke Property Group</b>	In general we also agree with the draft Regulation 123 list consisting of relevant infrastructure projects which have been set out in the IDP.	Noted.	None.

<p><b>The John Phillips Planning Consultancy</b></p>	<p>The R123 list provides inadequate information justifying costs and infrastructure requirements, e.g. there are no details of how costs were assessed and it omits details of other methods of funding. It may include a number of schemes which are directly related to development which could not go ahead without the works. Such works should not be included as they are not those which are required to support the development of the area which should be funded through CIL; they are physical works without which the developments could not be permitted.</p>	<p>More detail on the costs and other funding opportunities can be found in the Infrastructure Delivery Plan. The Draft Regulation 123 list has been reviewed to ensure it does not include any infrastructure which will be sought through planning obligations. A separate Draft Planning Obligations Supplementary Planning Document has been prepared to clarify where obligations will be sought and this will be consulted on alongside the Draft Charging Schedule.</p>	<p>No change. The Draft Reg 123 list and Draft Planning Obligations SPD will be published for consultation alongside the Draft Charging Schedule.</p>
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### 11. What is an appropriate timescale or trigger to commence a review of CIL in the future?

Name / Organisation	Summary of Comments	Council's Response	Charging Schedule Amendments
<p><b>Kingsclere Parish Council</b></p>	<p>We agree it is important to regularly review the charging structure and would suggest that a period of no more than three years be an appropriate time span.</p>	<p>Charging authorities are under an obligation to keep their CIL rate under review to ensure they remain appropriate over time. Annual monitoring will be undertaken which will trigger any review. It is likely that a review will be undertaken every three to five years, or in the event that values and prices change significantly following the date of adoption.</p>	<p>None.</p>
<p><b>Baughurst Parish Council</b></p>	<p>Five years</p>	<p>CIL will be monitored annually which would trigger any review. It is likely that a review will be undertaken every three to five years, or in the event that values and prices change significantly following the date of adoption.</p>	<p>None.</p>
<p><b>Sentinel Housing Association</b></p>	<p>The review of the CIL rates should be linked to the delivery of affordable housing within the borough. Any unacceptable reduction in the volume of affordable housing secured on site should trigger a review of the charging schedule.</p>	<p>Noted. The Council monitors the overall delivery of housing within the Borough and affordable housing. Any significant effect that can be attributed to CIL will trigger a review.</p>	<p>None.</p>
<p><b>Oakley and Deane Parish Council</b></p>	<p>An appropriate trigger might be a measure of the profit margin of developers.</p>	<p>CIL will be monitored annually which will trigger any review. It is likely that a review will be undertaken every three to five years, or in the event that values and prices change significantly following the date of adoption.</p>	<p>None.</p>
<p><b>Lamron Estates Ltd</b></p>	<p>Every 12 months.</p>	<p>Charging authorities are under an obligation to keep their CIL rate under review to ensure they remain appropriate over time. Monitoring will be monitored annually which will trigger any review. It is likely that a review will be undertaken every three to five years, or in the event that values and prices change significantly following the date of adoption.</p>	<p>None.</p>

<b>Taylor Wimpey</b>	TW would welcome a clearly defined review mechanism and suggest that monitoring takes place on a 12 monthly basis. Monitoring data and reviews should be regularly published to ensure that CIL does not stifle development in the right locations.	Charging authorities are under an obligation to keep their CIL rate under review to ensure they remain appropriate over time. Monitoring will be undertaken annually which will trigger any review. It is likely that a review will be undertaken every three to five years, or in the event that values and prices change significantly following the date of adoption.	None.
<b>Highclere Estate</b>	2 years to review effect of rates.	Charging authorities are under an obligation to keep their CIL rate under review to ensure they remain appropriate over time. Monitoring will be undertaken annually, which will trigger any review. It is likely that a review will be undertaken every three to five years, or in the event that values and prices change significantly following the date of adoption.	None.
<b>Commercial Estates Group</b>	The key assumptions underpinning CIL should be monitored regularly. Any sustained change should trigger a review of the evidence underlying the CIL rates and/or the Local Plan's affordable housing policy. A review of the charging schedule should be commenced at the very most two years after it is adopted.	Charging authorities are under an obligation to keep their CIL rate under review to ensure they remain appropriate over time. Monitoring will be undertaken annually, which will trigger any review. It is likely that a review will be undertaken every three to five years, or in the event that values and prices change significantly following the date of adoption.	None.
<b>J Speirs</b>	The review of CIL should be on a continuous quarterly basis to reflect any external or internal changes which may affect the level of CIL levy. In addition, a review should be carried out whenever initial enquiries are made either by Council or a Developer about any possible new development.	Charging authorities are under an obligation to keep their CIL rate under review to ensure they remain appropriate over time. Monitoring will be undertaken annually, which will trigger any review. It is likely that a review will be undertaken every three to five years, or in the event that values and prices change significantly following the date of adoption.	None.
<b>Muse Developments</b>	Opposed to the introduction of CIL for the borough as CIL is too simplistic and lacks flexibility. Neither the balance sought under Reg 14, nor the testing of identified sites, take account of the full range of general and site specific factors that affect viability. Where development is to occur in the future - a current viability assessment cannot be relied upon. As such, it cannot be established that a prescriptive and inflexible financial levy would not make the development unviable or undeliverable. Where the viability of development is threatened or becomes marginal, the likely outcome is that other elements of development, such as affordable housing, will be comprised if development is to be delivered. This could result in conflict between provisions of the Development Plan. Such a risk could threaten the vision of Basing View. Muse is committed to delivering high quality regeneration development to revitalise Basing. However, should CIL rates be introduced and threaten the viability of Basing View, the scope to address the effect of this on development will be significantly reduced.	Concerns are noted, however the Council is implementing CIL in order to obtain funds from new development which will help to provide infrastructure, because after April 2015, the Council will be limited in its ability to pool funds from S106 planning obligations for infrastructure provision. The Three Dragons Viability Study has been undertaken in accordance with best practice and is based on current values and costs. The Council is committed to the regeneration of Basing View and the nil rates proposed for business uses should not impact the viability of its redevelopment. The Council will monitor CIL and review it as necessary.	None.

<b>M3LEP Basingstoke Property Group</b>	We would suggest a regular annual timescale for reviewing the CIL in the future to enable account to be taken of market conditions, and we would be pleased to join in this review.	Charging authorities are under an obligation to keep their CIL rate under review to ensure they remain appropriate over time. Monitoring will be undertaken annually, which will trigger any review. It is likely that a review will be undertaken every three to five years, or in the event that values and prices change significantly following the date of adoption.	None.
<b>Gladman Developments</b>	Gladman would also like to remind the Council of the need to review CIL tariffs once these have been set. The economic climate will inevitably change over the course of the plan period and as such the levy rates that can be set whilst ensuring development remains viable will also change.	Charging authorities are under an obligation to keep their CIL rate under review to ensure they remain appropriate over time. Monitoring will be undertaken annually and any review would be triggered by this monitoring. It is likely that a review will be undertaken every three to five years, or in the event that values and prices change significantly following the date of adoption.	None.
<b>The John Phillips Planning Consultancy</b>	Any CIL should be kept under regular review and the charging schedule should include reference to such review and its regularity, particularly having regard to the potential effects on the economic viability of development across the area.	Charging authorities are under an obligation to keep their CIL rate under review to ensure they remain appropriate over time. Monitoring will be undertaken annually and any review would be triggered by this monitoring. It is likely that a review will be undertaken every three to five years, or in the event that values and prices change significantly following the date of adoption.	None.

## 12. Do you have any further comments on the proposed approach to CIL?

<b>Name / Organisation</b>	<b>Summary of Comments</b>	<b>Council's Response</b>	<b>Charging Schedule Amendments</b>
<b>Ms Sue Fry</b>	Concerned, there is no provision for care homes/sheltered housing	The viability study indicates that there are few circumstances where a sheltered housing scheme would be able to support a CIL charge, and as such the Council has proposed a £0 CIL charge rate for care homes and sheltered housing. Care homes and sheltered housing tend to be delivered by the private sector so there is no need to collect CIL to fund them.	None.
<b>Marine Management Organisation</b>	The MMO has no comments to submit in relation to this consultation	N/A	None.
<b>Martin Slatford</b>	Is CIL seen as a means of supporting infrastructure development in the area affected by the impact of the AWE derived restrictions on new housing and commercial development? The loss of S106 money in the area is seriously hampering the ability of Councils in the North of the Borough to deliver local improvements.	The regulations stipulate that CIL can be spent on infrastructure to support the development of an area, so the Council may choose where within the borough to spend CIL. However, it is likely that this will be targeted to support locations where development has taken place. The	None.

		infrastructure the Council is seeking to fund from CIL receipts is taken from the Council's Infrastructure Delivery Plan and is set out in the Regulation 123 list, which will be made available online alongside the Draft Charging Schedule.	
<b>Mr Richard Howse</b>	Who decides how the CIL will be used, for what specific purpose(s) and where the monies would be applied. It seems that unlike S106 charges that are used locally the CIL monies may be pooled and used elsewhere. This is particular concern in rural parishes where we get a poor deal in terms of facilities provided, compared. If the monies generated from the higher rural charge were siphoned off to a town-based project that would seem to be unfair. Does the Parish get a say in where CIL generated locally is used, as for S106?	CIL will be spent on infrastructure on the Borough Council's Reg.123 list and in line with the Infrastructure Delivery Plan. However, Parish Councils will be given 15% of the CIL collected from any development within their area, and 25% in areas with an adopted neighbourhood development plan. Parish Councils are able to spend this on infrastructure that they deem appropriate.	None.
<b>North Wessex Downs AONB Unit</b>	Support the use of zoning and the higher rate in Zone 3. As a matter of policy the AONB Unit will seek additional CIL rates (or S106 contributions where relevant) from new development in the AONB, for its LPA Partners to include in their CIL Charging Schedules. A financial contribution should be raised from development in the AONB to: highlight the increase in value for new homes in an AONB, to reflect the likely lower numbers of new houses due to the AONB constraints and more expensive supply of key services in rural communities; and to specifically support identified projects to the benefit of the AONB and the public as a whole. We recommend reference to the above is added to the text when in part justifying the higher rate in Zone 3.	CIL charges must be set at a rate that does not threaten the ability to develop viably the site and scale of development. CIL should not act as a policy tool to restrict development in the AONB. The proposed higher charge in the rest of the borough including the AONB, (now zone 4) reflects the higher values that housing development attracts and therefore the ability to support a higher CIL charge.	None.
<b>Kingsclere Parish Council</b>	We did not have sufficient expertise or even knowledge of the deliberations to the proposed CIL to be able to make an appropriate comment. Unfortunately there have been no CIL's running long enough to yet assess their effectiveness and fairness. Consequently our responses have had to be based entirely on how we see it affecting our rural area.	Noted.	None.
<b>Natural England</b>	Whilst we welcome this opportunity to give our views, the level of charges that might be applied to different sizes and types of development in various locations are unlikely to impact on the natural environment to any significant extent. We do not therefore wish to comment.	N/A	None.
<b>Sentinel Housing Association</b>	<u>Implementation</u> Need to understand the transitional arrangements from the old S106 system to CIL. Suggest that the Council states how it intends to deal with the following points: - How the introduction of CIL will affect permissions granted pre CIL but have not commenced post CIL especially around reserved	The implementation of CIL is likely to be complex and will require further detailed work. The Council will give guidance on a case by case basis for those applications caught in the transitional period. In general terms, any development which is granted planning permission after the day the charging schedule comes into effect will be liable to pay CIL, and	None.

	<p>matters and pre-commencement conditions</p> <ul style="list-style-type: none"> <li>- Effects of CIL on agreed S106 arrangements on schemes that haven't commenced before the charging date</li> <li>- General arrangements on the introduction of the levy.</li> </ul> <p><u>Discretionary Exemption</u></p> <p>The council doesn't indicate whether it considers there are any discretionary exemptions to CIL. This could have a very serious impact on the delivery of affordable housing in cases where viability is an issue. If CIL requirements are not negotiable, the only significant element left to negotiate is affordable housing. This will mean that in every case where viability is an accepted issue, it will only be the affordable housing element which can be adjusted / reduced. Meaning that the affordable housing target will not be met. This is contrary priority objective of providing affordable housing. It's imperative that the CIL process should allow for discretionary exemptions to allow for negotiations to ensure that a full range of affordable homes can be provided.</p>	<p>notice will be given on the intended date of implementation.</p> <p>The Council does not intend to implement an Exceptional Circumstance Relief policy. The CIL charge rate has been set at a level which supports the economic viability of development. CIL will be monitored and if there are unintended effects, it will be reviewed or an Exceptional Circumstances Relief policy could be considered at a later date.</p>	
<b>English Heritage</b>	<p>There could be circumstances where the viability of a scheme designed to respect the setting of a heritage asset in terms of its quantum of development could be threatened by the application of CIL. There could equally be issues for schemes which are designed to secure the long term viability of the historic environment. It should also be remembered that development-specific planning obligations may still continue to offer further opportunities for funding improvements to and the mitigation of adverse impacts on the historic environment i.e. archaeological investigations, access and interpretation, repair and reuse of building or other heritage assets.</p>	<p>The Council is not aware of any specific schemes coming forward in the plan period where conservation of the historic environment would have an impact on development viability. Furthermore, CIL rates have been set within a viability buffer. Monitoring will identify any viability issues and if a negative impact on the historic environment is found, then the Council could consider introducing an exceptional circumstances relief policy.</p>	None.
<b>Southern Water</b>	<p>SW has limited powers to enforce connection to the local water distribution and sewerage systems at the nearest point of capacity, which is the mechanism by which the developer can provide the necessary local infrastructure. As water and sewerage infrastructure falls outside the CIL and S106 we look to the LPA to support connection to the local water distribution and sewerage systems in planning policies, SPDs and planning conditions. Without support from the LPA there is a risk that the required infrastructure will not be delivered by the development. It would be helpful if BDBC Guidance on CIL could include the following text:  <i>"There are other infrastructure requirements, which do not fall within the remit of CIL and/or S106. New and improved sewers and water mains are essential requirements in all new development. The council will not permit development to proceed unless sufficient water and local sewerage capacity is available, or will be provided</i></p>	<p>The Local Plan includes a specific reference at paragraph 5.55 that developers will need to ensure sufficient water supply, surface water drainage, foul drainage and sewage treatment capacity to support their proposals without unacceptable impacts on the environment. The Infrastructure Delivery Plan (IDP) identifies future infrastructure requirements within the borough and sets out the mechanism for their provision. Further clarification could be added to the IDP at the next update, but it would not be appropriate to make reference to this in the CIL charging schedule as this infrastructure will not be funded through CIL.</p>	<p>No change to charging schedule. Discussions with Southern Water will continue and be reflected in the IDP.</p>

	<i>in time to serve the development. If existing local sewerage capacity is insufficient to meet the anticipated demand from proposed development, the development will be required to provide infrastructure to facilitate connection to the system at the nearest point of adequate capacity, as advised by SW."</i>		
<b>Highways Agency</b>	We do not have any comments to make on the above document.	N/A	None
<b>Environment Agency</b>	<p>Suggest amending the Reg 123 list:  <u>Water Framework Directive and Biodiversity</u>  We are pleased that the draft R123 list includes 'provision of off-site habitat creation, restoration and management to mitigate residual development impacts that cannot be mitigated on-site.' There may be scope to add to this to ensure actions identified in the River Basin Management Plans such as seeking to improve WFD status, fish migration and biodiversity. The following projects would benefit from CIL funding: Barton Mill; Old Basing; Alton Habitat restoration; Eastrop Park; Basing Fen; Bottom Row; Petty's Brook; The Vyne Stream; Bow Brook; and River Lyde.</p> <p><u>Flood Risk</u>  There are a large number of main rivers in the borough that flood and some areas at risk of groundwater flooding. CIL offers an opportunity to raise revenue for Flood Alleviation Schemes and for the retrofitting and maintenance of SUDS. CIL could be used to match funding from other sources to enable flood alleviation schemes that would not otherwise be feasible. Contributions toward open space could also be used as flood mitigation. EA would recommend including the programme of work in the Surface Water Management Plan in the R123. The R123 list includes 'strategic flood defence measures' which is a flexible approach but any schemes promoted as part of a development will need to be excluded from the list to enable S106.</p> <p><u>Sewerage Capacity</u>  There is an opportunity to use CIL if there are any funding gaps to bring forward sewerage infrastructure to support the Local Plan.</p>	The Council has prepared a revised Draft Regulation 123 list which includes WFD and flood risk projects and is available alongside the Draft Charging Schedule. Enhancements to sewerage capacity will be brought about either by specific developments or through the water companies' asset management plans.	None.
<b>Oakley and Deane Parish Council</b>	The S106 system now can get very restrictive on how much and for what purpose a Parish Council can allocate proportions of S106 monies. It would be hoped that the CIL process for the neighbourhood proportion would not be quite as restrictive to the Parish Council and that we would always be consulted on and have a priority voice on how the neighbourhood proportion is allocated to	The neighbourhood proportion can be spent on a wider range of things than the rest of the levy, provided it meets the requirement 'to support the development of the area.' See Regulation 59C of the CIL (Amendment) Regulations 2013. The Parish Council would be in control of what the neighbourhood proportion is spent on, however, it would	None.

	projects.	need to prepare an annual report on what has been received and how it has been spent. For more detail see Reg 62A of the CIL (Amendment) Regulations 2013.	
<b>Lamron Estates Ltd</b>	It is stated that in the Preliminary Charging Schedule that only £197,000,000 of the infrastructure listed in Table 1 is necessary; the remaining £94,000,000 is desirable. We consider that the emphasis should be placed on the former rather than the latter, thereby reducing the overall burden on new development.	The Council will undertake an infrastructure prioritisation process in order to establish which infrastructure CIL will fund. It is important to recognise that the rate at which CIL is set is based on the outcome of the viability assessment and not the cost of the infrastructure that is needed.	None.
<b>Hampshire County Council - Property Services</b>	The Regulation 123 List cannot duplicate items that are to be funded using S106 agreements, and this should be made much clearer in the draft charging schedule. This will be instrumental in understanding the viability implications for strategic sites. The IDP highlights the need for a new country park to serve Basingstoke and the wider area. This cannot be funded by S106 (it is not reasonably related to the scale of development) and will therefore need to be identified in the Regulation 123 list.	The Council understands the need for distinction between infrastructure funded through CIL and infrastructure funded through S106. Infrastructure will only be required through S106 where it meets the three tests in paragraph 204 of the NPPF and this is set out in the Draft Planning Obligations SPD available for consultation alongside the Draft Charging Schedule. Infrastructure that will be funded through CIL is set out on the Draft Regulation 123 list and this will include the country park.	No change to charging schedule. The Regulation 123 list has been updated and Planning Obligations SPD has been drafted for public consultation.
<b>Asda Stores Ltd</b>	The Council should adopt an Exceptional Circumstances Relief policy providing the flexibility to allow strategic or desirable, but unprofitable, development schemes to come forward, by exempting them from the CIL charge. A much fairer way to set the CIL is to divide the Council's total infrastructure costs over the charging period by the total expected development floorspace and apply a flat rate levy across the Borough for all forms of development. This would have the least adverse effect upon the market for land and development, and the greatest opportunity for the economy to prosper. Unviable development could be balanced by exceptional circumstances relief.	The Council does not intend to implement an Exceptional Circumstance Relief policy. The CIL charge rate has been set at a level which supports the economic viability of development. CIL will be monitored and if there are unintended effects, it will be reviewed or an Exceptional Circumstances Relief policy could be considered at a later date. The Council has set the CIL rates with the viability of different types of development in mind and as such a flat rate levy would be inappropriate.	None.
<b>Gleeson Strategic and Stratfield Saye Estate</b>	Although the CIL charge is non-negotiable, S106 requirements remain subject to viability including affordable housing. So if CIL rates are set too high, then delivery of affordable housing may be impacted. The proposed requirement for 25% of affordable rented as social rented places a high financial burden on the developer which is draconian and unsustainable. We have undertaken our own appraisal of viability within zone 3 using different assumptions, which shows residual land values significantly lower than the Council's assumed values of £400,000 per hectare and demonstrates that the proposed CIL charge is unsustainable. A lower CIL rate should be applicable for all sites, but in particular	The viability assessment takes account of the Council's affordable housing policy and then identifies maximum theoretical CIL charges. A viability cushion has then been applied and this has been increased in the Draft Charging Schedule. The requirement of social rented accommodation is based on evidence of need and is a matter for the Local Plan, rather than the CIL Charging Schedule. It has however been taken into account in the viability assessment. It is noted that your agents have undertaken their own viability appraisal. The Council intends to continue to progress the CIL Charging Schedule based on the outputs of its own	None.

	those classified as zone 3.	viability study, subject to some refinements.	
<b>Taylor Wimpey</b>	The proposed CIL rate combined with policies could render some developments unviable and as CIL is non-negotiable, affordable housing delivery is likely to suffer. A viability case may be made at the planning application stage but this would not lead to a proficient planning system and creates uncertainty.	The viability assessment has built in 40% affordable housing provision, the costs of meeting all Local Plan policies, a residual S106 value and the proposed CIL rate also allows for a viability cushion; therefore the Council does not consider that the proposed CIL rates will have a detrimental impact on the provision of affordable housing. Monitoring will be undertaken annually and an early review will be carried out if necessary. The Council also has the ability to introduce an exceptional circumstances relief policy if it can be demonstrated that the proposed CIL charge would put the delivery of affordable housing at risk.	None.
<b>Thames Water</b>	Thames Water consider that water and wastewater infrastructure buildings should be exempt from payment of CIL and this appears to be the case in the draft schedule as they are not specifically listed. However, Thames Water seek confirmation of this and a common way other Local Authorities have done this is by having an 'all other uses' category which has a NIL charge. The Council may wish to consider using CIL contributions for enhancement to the sewerage network beyond that covered by the Water Industry Act and sewerage undertakers, e.g. by providing greater levels of protection for surface water flooding schemes.	Any development not listed in the charging schedule will have a zero CIL charge rate. The charging schedule will be updated to clarify this.	Update the charging schedule to clarify that all uses not listed will have CIL rate of £0.
<b>Pal Properties Ltd</b>	It is imperative that deliverability of development is not frustrated through CIL. The viability study essentially underpins how the charging authority has sought to understand the effects of CIL on the economic viability of development throughout the borough. In the case of our client's site which has remained undeveloped and a greenfield site, any future development on the site will incur significant CIL charges as there is no existing use or floor space to be taken into account. This will have an impact on overall viability of development of the site and for the scheme to meet competing requirements, such as the 40% affordable housing target. In turn this will impact on the ability of the site and a number of greenfield sites to deliver the required housing target for the borough. As such, there should be a thorough examination of the viability study to justify the proposed CIL rates will not render development unviable.	The Three Dragons Viability Study assesses a range of case study sites of different sizes including a number on the edge of the urban area that are assumed to be greenfield (see case studies 2, 4, 6, 8, 10, 11 and 12). In addition, a requirement for 40% affordable housing has been applied. This viability testing concludes that such development could support a CIL charge. The proposed CIL rate incorporates a buffer so that it is not set at the margins of viability; and this buffer has been increased between the preliminary draft and the draft charging schedule, therefore the Council considers that the CIL rate will not render greenfield development unviable.	None.
<b>The Country Land and Business Association</b>	What will happen where landowners build houses to keep within their long term ownership (build to rent) in order to diversify income? There are no capital receipts from which to fund a CIL charge, rather the CIL would have to be paid from existing revenues. The Council should be more flexible in their approach for the payment of CIL for example not charging the CIL if a legal	All new residential development would be liable to pay CIL except if it is exempt under the Regulations such as social housing or self-build housing. The self-build exemption applies to anybody who builds or commissions their own home as long as they occupy it as their main residence for three years.	None.

	agreement is given that a new property would remain available for private rental for a period of at least 5 years.		
<b>The Country Land and Business Association</b>	All developments being requested to contribute to infrastructure should have the opportunity to negotiate the level of payment depending on what a community/area needs and charging a higher levy. The CLA has concerns that there is no allowance for housing needed for rural businesses and other essential rural workers. The CLA would like clarification that these dwellings will be treated the same as affordable housing, with a NIL rate set for CIL.	The CIL Regulations do not allow for negotiation around the rate of CIL payable after a charging schedule has been adopted. The opportunity to influence the CIL rates is during the preparation of the charging schedule. Subsequent to that, there will be opportunity to influence the rates at the time of any review.	None.
<b>Commercial Estates Group</b>	The PDCS does not currently make mention of offering exceptional circumstances relief on viability grounds. Nor is there any reference to offering such relief elsewhere in the Councils' background documents. The proposed CIL charges for the borough are based on the revised requirements for S106 obligations being brought forward. To ensure CIL rates are properly tested, evidenced and set a viable rate we would request that the Council's revised Planning Obligations SPD is brought forward together with the next round of consultation on the CIL charging schedule.	The Council does not intend to implement an exceptional circumstance relief policy. The CIL charge rate has been set at a level which supports the economic viability of development. CIL will be monitored and if there are unintended effects, it will be reviewed or an exceptional circumstances relief policy could be considered at a later date. The Council will publish the Draft Planning Obligations SPD for consultation alongside the Draft CIL Charging Schedule so that the two can be read in conjunction with one another.	None.
<b>J Speirs</b>	The supporting residential viability study and non-residential viability final report as published is not a 'user friendly' document and thus does not permit the general public to give proper and valid comments. A far less technical, complicated and bureaucratic' form of Report presentation for public consultation purposes would allow the public to make better sense and understanding of it and therefore a more reasoned judgement.	Noted, however the viability assessment is a technical piece of work to justify the introduction of CIL and it is not intended to be a document that is widely used by members of the public.	None.
<b>Sainsbury's Supermarkets Ltd</b>	The preliminary draft schedule does not mention the option to implement discretionary exemptions (Regulation 55) and we request that subsequent revisions of the schedule include this provision.	The Council does not intend to implement an exceptional circumstance relief policy. The CIL charge rate has been set at a level which supports the economic viability of development. CIL will be monitored and if there are unintended effects, it will be reviewed or an exceptional circumstances relief policy could be considered.	None.
<b>South Ham Direct</b>	There are a number of emerging infrastructure needs locally that should be considered further before the draft CIL tariff is published, We also note a number of infrastructure requirements are triggered by the scale of housing development. We understand that there are plans to maintain and enhance some of our local community centre infrastructure but note much of this is operating close to capacity with increased reliance on other public buildings to serve the community. It is felt that there are a number of other community	Infrastructure concerns noted and will be considered during the updating of the Infrastructure Delivery Plan. The setting of the CIL charge rates is based on viability evidence. Once CIL funds are being collected, the Council will begin to prioritise the infrastructure projects that they will be spent on.	None.

	land uses that prove pivotal to an inclusive and sustainable community and there appears to be insufficient evidence in some areas of the emerging CIL.		
<b>Gladman Developments</b>	<p>When establishing a funding gap that CIL receipts are intended to contribute towards filling, it is vital that every possible income stream is taken into account. It should also include an assessment of statutory undertakers' asset management plans.</p> <p>Regulation 55 of the CIL regulations allows local authorities to grant relief for exceptional circumstances. Such provision should be factored into the Council's CIL and will avoid rendering sites unviable should exceptional circumstances arise. Gladman echo the CIL guidance and would urge the Council to engage with local developers and other in the property industry early and throughout the process. This will help the authority gain opinions from the market to feed into the preparatory work. Gladman also believe that the Local Plan needs to be in place prior to CIL being adopted.</p>	The funding gap that is illustrated in the charging schedule is based on the IDP which included engaging with infrastructure providers during its preparation. The IDP is a living document and can be updated as new funding sources become available and known. The Council does not intend to implement an exceptional circumstance relief policy. The CIL charge rate has been set at a level which supports the economic viability of development. CIL will be monitored and if there are unintended effects, it will be reviewed or an exceptional circumstances relief policy could be considered at a later date. The Council is progressing the CIL charging schedule in tandem with the Local Plan. This approach is encouraged by the CIL guidance and the NPPF.	None.
<b>The John Phillips Planning Consultancy</b>	The Council has provided no evidence in relation to any administrative charge proposed to be included in CIL and the effect of such charge has not been taken into account. A number of the items which may be included in the estimated funding gap may not be directly related to the development of the area set out in the development plan. Infrastructure to support the development of the area may have been exaggerated, hence the Council's conclusion that the CIL would not fund all of the identified gap.	Any administration costs can be recovered from the levy income (up to 5%) and will therefore not represent an additional cost to developers. The estimated funding gap has been derived from information in the Infrastructure Delivery Plan, which was prepared in partnership with service providers. It is a living document and will continue to be updated so table 1 represents a snapshot in time. Nonetheless, the Council is confident that a substantial funding gap exists and justifies the preparation of a CIL charging schedule.	Table 1: estimated funding gap will be updated.
<b>Hampshire Constabulary</b>	Note the reference in para 3.19 of the IDP re: policing needs that are likely to arise from future development within the borough. The Hampshire Strategic Infrastructure statement identified the need to engage with the police on larger development proposals in order to identify whether provision of facilities for Safer Neighbourhood Teams are required to be delivered on site. Hampshire Constabulary are keen to engage with the borough regarding the proposed approach to the Regulation 123 list, and would welcome discussions about the future allocation of CIL funds towards meeting the cost of this infrastructure.	Noted.	None

# Appendix 4 – Public Notices in Local Press of publication of the Draft Charging Schedule

56 / Thursday November 6, 2014

basingstokegazette.co.uk

Gazette Property

## ACCOMMODATION TO LET

**2 BEDROOMED** semi-detached cottage for rent in Sherborne St John £800.00 per month tel no 01256 850026

**4/5 BEDROOM HOUSE** in Basingstoke, modern décor, desirable location, driveway/garage, unfurnished, available now! £1695pcm 07540238707

**DOUBLE ROOM** to rent, 5 min T/C & Railway Station. Non smoker. No DSS. 07771518990

**LARGE DOUBLE ROOM** with ensuite, ample off road parking, furnished, couples welcome. No DSS. No bills. £480pcm. 01256 359398.

## RESIDENTIAL LETTINGS

**TWO BEDROOM** Masonette/ flat to let near town centre £775 a month exc bills. Pvt let no fee. 017824534010

## GARAGES FOR SALE OR LET

**GARAGES FOR RENT:** RG22 4EN, RG22 4JR, RG22 5BN. From £25 pcm. Call 01256 397610

## PROPERTY WANTED

**HAMPSHIRE PROPERTY ONLINE** Buying or selling a property? Visit [www.land-escape-architects.net](http://www.land-escape-architects.net). Tel 023 927 11970

**Gazette**  
At the heart of the community since 1828

**Newmarket Holidays**



## Santa's Lapland Day Break

Flying direct from London Gatwick - Departs 6 December 2014

Join us for the most exciting, most magical and without doubt most unforgettable day ever, flying beyond the Arctic Circle to enjoy a host of fun-filled activities, including a snowmobile safari adventure, a ride on a sleigh drawn by reindeer, a Husky Dog Sled experience, and of course, a family meeting with a Very Special Person.

### Price includes

- Return flight from London Gatwick to Pajala, Lapland
- Transfers from the airport to 'Santa's Home' in the forest

- Thermal clothing, including boots, hats, mittens and one-piece thermal suit
- Snowmobile safari adventure
- Reindeer-drawn sleigh ride
- Husky Dog Sled ride
- Private family meeting with Santa Claus at his home in the forest
- A gift for children
- Two-course lunch
- Hot drinks throughout the day

\* Child under 16 travelling with two full paying adults, subject to availability and can be withdrawn at any time.

[www.newmarket.travel/ncc18262](http://www.newmarket.travel/ncc18262) 0330 160 7752 code NCC

These holidays are organised & operated by Newmarket Air Holidays Ltd. ABTA V7812. ATOL protected 2325. Subject to availability. Single supplements apply Standard phone charges



CLICK find

basingstoke gazette .co.uk/ click2find

## NOTICE OF AGM

The Old Basing Royal British Legion Social Club LTD will be holding its AGM on Friday 21st November 2014 following the branch AGM at approximately 20.30.

**DENNIS ALBERT JAMES** Deceased Pursuant to the Trustee Act 1925 any persons having a claim or an interest in the Estate of the aforementioned deceased, late of 5A Blenheim Road, 031 Basing, Basingstoke, Hampshire, RG24 7HW, who died on 19/10/2012, are required to send particulars thereof in writing to the undersigned on or before 07/01/2015, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice. SNW Trust Corporation, Chancery House, Whistly Way, Lincoln, LN6 3LQ.

## PUBLIC NOTICES

### WALLIS PRANCE SOLICITORS TRUSTEE ACT 1925 SECTION 27

NOTICE IS HEREBY GIVEN pursuant to Section 27 of the Trustee Act 1925 that any person having a claim against or an interest in the Estate of Florence Adah Osborn deceased late of Beach Tree Care Home Sprents Lane Overton Hampshire RG25 3HX and who died on 8th August 2014 is hereby required to send particulars in writing of their claim or interest to Wallis Prance Solicitors to the Personal Representatives and whose address is 8 Cross Street Basingstoke Hampshire RG21 7DQ and to send such particulars not later than 15th January 2015 after which date the Personal Representatives will distribute the Estate among the persons entitled thereto having regard only to the claims and interests of which they have had notice and will not, as respects the property so distributed, be liable to any person of whose claim they shall not then have had notice.

DATED 6th November 2014  
Wallis Prance Solicitors, 8 Cross Street, Basingstoke, Hampshire RG21 7DQ  
Solicitors to the Personal Representatives

### THE BASINGSTOKE AND DEANE BOROUGH COUNCIL (TEMPORARY ROAD CLOSURE) NEW ROAD, TADLEY ORDER 2014

Notice is hereby given that Basingstoke and Deane Borough Council pursuant to arrangements made under Section 101 of the Local Government Act 1972 with Hampshire County Council in exercise of the powers of the said County Council and in exercise of the powers under Section 14(1) of the Road Traffic Regulation Act 1984 ("the Act"), and of all other enabling powers, proposes to make the following Order:  
**Reason for Order/Reason for Order:** The Council are satisfied that traffic on the road should be restricted or prohibited because, hedges and vegetation are to be cut back.  
**Effect of Order:** All traffic will be prohibited from travelling along New Road, Tadley from its junction with Shaw Lane and Bishopwood Lane to Guttridge Lane as directed by traffic signs. The closure is to allow for Tree branched, hedges and vegetation to be cut back.  
**Duration of Order:** The order will come into effect on 13th November 2014 for 1 month. (Notwithstanding the above it is expected the closure will be for approximately 7 days only)  
**Alternative Route:** Via Bishopwood Lane, Huntsmoor Road, Southdown Road and Guttridge Lane and by this route reversed, as indicated by traffic signs.  
If you have any queries regarding the above please contact Paul Needham on 01189 811991 on behalf of Goodwood Tree surgery Or Jennifer Eng on 01256 845611 on behalf of Basingstoke & Deane Borough Council.

Public Law Team  
On behalf of  
Interim Head of Governance

Thursday 6th November 2014

## Advertiser Announcement

## FIND YOUR PERFECT PLACE AT DUKE'S MANOR IN TIME FOR CHRISTMAS

Potential purchasers in Berkshire who think that they may have left it too late to secure their perfect new home in time for Christmas should pay a visit to Duke's Manor in Headley, where Bloor Homes can help purchasers complete in as little as four weeks.

Indeed, as recent research conducted by Bloor Homes indicates that 78% of us look for a home which offers the layout to meet family needs, the award winning developer is keen to help homebuyers who are craving the additional space and high specification finish to play host this festive season.

Martin Crick sales director for Bloor Homes Southern Region explains: "We appreciate how important having the perfect space for entertaining is to our purchasers, and with Christmas fast approaching people, perhaps think that there isn't sufficient time to move into a new home.

"I'd like to assure them that this simply isn't the case. With Bloor Homes' part-exchange scheme, Home Exchange, for example, we can help people secure their perfect place with ease in just a few weeks."

Home Exchange removes any hassle, uncertainty and cost associated with having to sell a property. Bloor Homes will instruct three independent local estate agents to value the buyer's existing property before making an offer based on the average of the three valuations. Subject to accepting the offer made and a survey,

the homeowner is then free to buy their dream home.

In addition to that all important entertaining space, the energy efficiency of a home also rated as a top consideration for potential purchasers, with 82.6% and 89.3% respectively saying energy efficient heating and double glazing are key factors when looking for a new home.

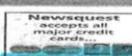
Martin continues: "By reserving one of our high specification homes, which come complete with energy efficient boilers, excellent insulation and double glazed windows and doors, purchasers could look forward to a cosy Christmas and New Year in their new home, putting the money they are saving on heating costs towards those all-important Christmas presents!"

Homes currently available at Duke's Manor for Christmas completions include two bedroom homes, priced from £315,000 up to four bedroom detached properties, priced at £555,000.

Situated within the quintessentially British village of Headley, Duke's Manor combines an idyllic location and excellent transport links, offering a truly outstanding way of life. The neighbouring market town of Newbury is well known for its important local history and iconic racecourse, whilst nearby Watership Down offers stunning views over Hampshire. Located between Newbury and Basingstoke, the development is ideal for commuters, being just moments

from the A339, which provides easy access to the M3, M4 and A34, whilst Thatcham train station is just a short drive away.

For more information on the homes and incentives available, please visit the marketing suite which is located on Newbury Road, Headley, Newbury, Berkshire, RG19 8LG. Alternatively call 0330 1239 354 to speak to our sales advisors or email [dukesmanor@bloorhomes.com](mailto:dukesmanor@bloorhomes.com)



Thursday 6th November 2014

## BASINGSTOKE AND DEANE BOROUGH COUNCIL COMMUNITY INFRASTRUCTURE LEVY DRAFT CHARGING SCHEDULE PLANNING ACT 2008 (as amended)

In accordance with the Community Infrastructure Levy Regulations 2010 (as amended), Basingstoke and Deane Borough Council has published the following documents for consultation:

- the Community Infrastructure Levy (CIL) Draft Charging Schedule
- evidence to support the CIL Draft Charging Schedule

The council is inviting representations on the Draft Charging Schedule from Friday 7 November 2014 to Friday 19 December 2014.

- The documents can be viewed:
- on the council's website at [www.basingstoke.gov.uk/go/cil](http://www.basingstoke.gov.uk/go/cil); and
  - at the Civic Offices on London Road, Basingstoke, Hampshire, RG21 4AH, Monday to Thursday 8.30am-5.00pm and Friday 8.30am-4.30pm; and
  - in all libraries within Basingstoke and Deane Borough during their normal opening hours.

All representations must be received by the council in writing within the period specified above and no later than 4.00pm on Friday 19 December 2014. Representations can be submitted using the council's online consultation portal, by email or by post.

Online at:	<a href="http://basingstoke-consult.limehouse.co.uk/portal">http://basingstoke-consult.limehouse.co.uk/portal</a>
Or by e-mail to:	<a href="mailto:deit@basingstoke.gov.uk">deit@basingstoke.gov.uk</a>
Or by post to:	Planning Policy and Implementation Team Basingstoke and Deane Borough Council, Civic Offices, London Road, Basingstoke, Hampshire RG21 4AH

Any person who makes representations about the Draft Charging Schedule may request the right to be heard by the examiner. Such a request must be made in writing before the end of this consultation on 19 December 2014.

- Representations may also 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 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.

In addition to the Draft Charging Schedule for CIL the Borough Council is also undertaking public consultation on a Draft Planning Obligations Supplementary Planning Document, during the same time period. This will operate alongside CIL once implemented. This can also be viewed at the above identified locations.

Karen Brimacombe, Director of Services Basingstoke and Deane Borough Council, Civic Offices, London Road, Basingstoke RG21 4AH

**RODERICK ANTHONY**  
hairdressing

**EXPERIENCED STYLIST** Full or Part-Time  
Stylist position available at either our Broadway salon or our new Bartholomew Street walk in cutting only salon.  
Please contact with CV via email to [Ant333@sky.com](mailto:Ant333@sky.com)

**West Berkshire**  
Shaw-cum-Donnington CE Primary School  
Love Lane, Newbury, Berkshire, RG14 2JG

**LEARNING SUPPORT ASSISTANT TO SUPPORT INDIVIDUAL PUPILS**  
Salary: (FTE £13,044 to £15,029) pa, pro rata, depending on experience.  
Temporary contract until July 2015  
Part-time 9:00am to 1:30pm - Monday to Friday  
To start as soon as possible

Shaw-cum-Donnington Primary is a small, friendly and vibrant school situated on the edge of Newbury in a semi rural setting. We are looking to appoint an experienced, enthusiastic and caring individual to help support two named children on a one to one basis in lessons and on the playground.

**The successful candidate will be:**

- Hard working with a passion for helping children to achieve their full potential.
- Calm and patient with a positive outlook.
- Motivated and inspirational.
- Able to show initiative.
- Able to remain highly confidential at all times.
- Experienced at working in a primary school environment.

We welcome visits from all prospective candidates. Please contact the school office for an application pack or visit our website: [www.shaw.w-berks.sch.uk](http://www.shaw.w-berks.sch.uk)  
Tel: 01635 40971. Email: [office@shaw.w-berks.sch.uk](mailto:office@shaw.w-berks.sch.uk)  
Closing date: Noon Monday 17th November 2014  
Interviews: Wednesday 19th November 2014  
This school is committed to safeguarding and promoting the welfare of children and expects all staff to share this commitment. All staff employed in this school must be aware that an enhanced Disclosure and Barring Service (DBS) check will be undertaken.

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Newbury, Thatcham  
**Hairdresser... full or part time.**  
Excellent salary & system. Cutting only. Earn in excess of £25k pa.  
Applicants must be competent in Ladies & Gents. Refresher training available where necessary.  
Apply with CV by email to [thecuttingbar@hotmail.co.uk](mailto:thecuttingbar@hotmail.co.uk) or call/text 07977 004431 [www.thecuttingbar.com](http://www.thecuttingbar.com)

**RESTAURANT MANAGER** required for **THE ROYAL OAK, YATTENDON**  
A fabulous opportunity to become part of a small management team in a stunning gastro pub/hotel. The candidate will have a genuine passion for food and service, and be able to lead a small team by example.  
Knowledge of wine and real ale is essential. Experience in similar field paramount.  
£££ negotiable  
Please call Rob on 01635 201325 or email [rob@royaloakyattendon.com](mailto:rob@royaloakyattendon.com)  
The Royal Oak, The Square, Yattendon, Berkshire, RG15 0UF

**GILSON ENGINEERING**  
HYDRAULIC REPAIR SPECIALISTS  
require a  
**FULL-TIME FITTER**  
Repairing various hydraulic components.  
Must have previous mechanical & engineering fitting experience.  
Please email CV to [Steve@gilsoneng.co.uk](mailto:Steve@gilsoneng.co.uk) or tel: 01635 41924

**THATCHAM PARK CE PRIMARY SCHOOL**  
Are seeking an  
**EARLY YEARS TEACHING ASSISTANT - FOUNDATION 2**  
REQUIRED AS SOON AS POSSIBLE  
For further details, please see our school website. [www.thatchampark.w-berks.sch.uk](http://www.thatchampark.w-berks.sch.uk)  
e-mail: [Office@thatchampark.w-berks.sch.uk](mailto:Office@thatchampark.w-berks.sch.uk)  
Closing date: Friday 21st November 2014  
Interviews: Friday 28th November 2014  
As part of our commitment to safeguarding, this position requires an Enhanced Disclosure and Barring check and two strong references.

**RODERICK ANTHONY**  
hairdressing

**APPRENTICE POSITION AVAILABLE.**  
*The best way to learn hairdressing is from good hairdressers!*  
A full NVQ apprenticeship with Roderick Anthony will ensure you are thoroughly and well trained in all aspects of this industry to a very high standard, giving you the best chance of a successful career in hairdressing.  
**SATURDAY POSITION**  
If you are still at school and looking towards a hairdressing career when you leave we have a place for a Saturday girl/boy, with extra optional hours available a couple of evenings. You will be taught to carry out the duties of an apprentice, and therefore get a good feel for the industry before you start your apprenticeship.  
For all positions please contact Anthony at [ant333@sky.com](mailto:ant333@sky.com)

**HARTWOOD OAK BUILDINGS LTD**  
REQUIRE A CARPENTER AND DRIVER / ASSISTANT  
Applicants for either position must be adaptable motivated personable and be able to work to time  
**CARPENTER**  
Formal carpentry qualifications ideal but not essential depending upon past work experience Tidiness and a sense of responsibility essential  
**DRIVER / ASSISTANT**  
Punctuality good road manners and clean driving licence. Some familiarity with building site practice and tools would be a benefit  
Please send your CV to [michelle@hartwoodoak.com](mailto:michelle@hartwoodoak.com) or for further details phone Michelle on 01635 253534

**Trainee Buyer**  
S&C SLATTER LTD  
SPORT AND PLAY  
Ambitious and confident person required to procure materials and sub-contractors for a construction company based in Enborne.  
Applicant will require good telephone skills and be proficient with Outlook and Excel. Experience in a similar role would be advantageous but not essential.  
Hours are 0830 - 1700 Monday - Friday  
Salary dependent on experience.  
Send covering letter and C.V. to [david@sandsslatter.com](mailto:david@sandsslatter.com)

YARD STAFF for small busy stud. Mucking out leading out. Part time or full. Call 01488 938225 or 07767355435.

**Part-Time General Helper Req.**  
Mixture of light duties - looking after factory type facilities in Newbury. Plus assisting with day to day basic security checks  
Computer Salvage Specialists (SW) Ltd  
Call Andrew 07967 730815

**MAINTENANCE ENGINEER REQUIRED**  
To maintain recycling plants in Newbury and Thatcham. Own tools required.  
Contact [andrew@computersalvage.com](mailto:andrew@computersalvage.com)  
Tel: 07967730815

**THANK YOU**  
As a result of you recycling your old newspapers, you have ensured the maximum use of forest fibres.

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09065 calls cost 50p per minute at all times

OR WRITE TO:  
1 RIVENHALL ROAD, WESTLEA, SWINDON, SN5 7ED  
TELEPHONE: 01793 872229  
FAX: 01793 881626  
Member of the ENVIRONMENT & NATURE INDUSTRY ENVIRONMENTAL ACTION GROUP

**Public Notices**

**THE BASINGSTOKE AND DEANE BOROUGH COUNCIL (TEMPORARY ROAD CLOSURE - UNION LANE, KINGSCLERE CUFFELLE CLOSE AND PUTTENHAM ROAD, CHINEHAM) ORDER**

Notice is hereby given that Basingstoke and Deane Borough Council pursuant to arrangements made under Section 101 of the Local Government Act 1972 Hampshire County Council in exercise of the powers of the said County Council exercise of the powers under Section 14(1) of the Road Traffic Regulation Act ("the Act"), and of all other enabling powers, proposes to make the following

**Reason for Order:** The Council is satisfied that traffic proceeding along those roads below be prohibited to allow for maintenance works.

**Effect of Order:**

Closure Road	All traffic will be prohibited from proceeding along the following Road	Duration	Extent of Closure
Union Lane, Kingsclere	Expected to close 10/11 November 2014	The whole length of it between junction of Ashford Hill and A33 Newbury Road	
Cuffelle Close, Chineham, Basingstoke	For 1 day only between 10 and 24 November 2014	Outside 18-19 Cuffelle	
Puttenham Road, Chineham, Basingstoke	For 1 day only between 10 and 24 November 2014	Outside 3 Puttenham	

**Alternative Route:** Union Lane, Kingsclere - Via Ashford Hill, Little Knowl Hill Newbury Road, Cuffelle Close and Puttenham Road - No diversion  
**Duration of Order:** The Order will come into effect on 10 November 2014 for 31 (Notwithstanding, it is expected that the closures will take place on those dates stated The exemptions under S 87 of the Road Traffic Regulation Act 1984 and The Road exemptions (Special Forces) (Variation and amendment) Regulations 2011 apply order.

If you have any queries regarding the above please contact Rachel Clark on 0845 6 on behalf of Hampshire County Council.  
On behalf of Head of Commissioning and Gov  
6 November 2014

**WEST BERKSHIRE DISTRICT COUNCIL TOWN AND COUNTRY PLANNING ACT 1990**

Notice is hereby given that the following applications have been submitted to the Council. A copy of each and the submitted plans is available for inspection at the Council Offices, Market Street, Newbury RG14 5J normal office hours. Any person wishing to make representations about any application below should do so to the Head of Planning and Countryside by email to [planning@westberks.gov.uk](mailto:planning@westberks.gov.uk) within 14 days. Please any representations received will be available for public inspection.  
**DEVELOPMENT AFFECTING THE SETTING OF A LISTED BUILDING AND/OR BUILDINGS OF OTHER LAND WITHIN A DESIGNATED OR PROPOSED CONSERVATION AREA.**  
1402544/ADY & 1402645/LBC 2- The Hoopland, 1-3 The Wharf, Newbury - Replacement internal & exte & windbreaks  
1402534/FULMAJ - 53 Cheap Street & 4-16 Kings Road, Newbury - ST3A: Variation of Condition 2 & 5 c approved application 1002179/FULMAJ  
1402493/HOUSE & 1402494/LBC 2 - Green Farm, The Green, Brightwalton - Erection of hayfeed store & relocation of greenhouse.  
1402613/HOUSE & 1402614/LBC 2 - West Barn Botly, Hamstead Marshall - Wood burning stove & fue.  
1402516/HOUSE - Rivermead, Lower Basildon - Single storey extension.  
1402575/LBC 2 - 77 Shaw Road, Newbury - Replacement door.  
1402537/FUL & 1402538/LBC 2 - 109 High Street, Hungerford - Change of Use of shop to Estate Agents.  
**DEVELOPMENT AFFECTING A PUBLIC RIGHT OF WAY**  
1402493/HOUSE & 1402494/LBC 2 - Green Farm, The Green, Brightwalton - Erection of hayfeed store & relocation of greenhouse.  
1402661/FUL & 1402662/LBC 2 - 4 Charnham Street, Hungerford - Change of use of 1st floor from Shop Shop  
1402664/FUL/D - Highwood Farm, Long Lane, Shaw - ST3: Variation of Condition 5 of approved applicat 06000174/FUL/D.  
1402613/HOUSE - West Barn Botly, Hamstead Marshall - Wood burning stove & fue.  
**MAJOR DEVELOPMENT**  
1402534/FULMAJ - 53 Cheap Street & 4-16 Kings Road, Newbury - ST3A: Variation of Condition 2 & 5 c application 1002179/FULMAJ.

**Public Notices**

**BASINGSTOKE AND DEANE BOROUGH COUNCIL COMMUNITY INFRASTRUCTURE LEVY DRAFT CHARGING SCHEDULE PLANNING ACT 2008 (as amended)**

In accordance with the Community Infrastructure Levy Regulations 2010 (as amended), Basingstoke and Deane Borough Council has published the following documents for consultation:

- the Community Infrastructure Levy (CIL) Draft Charging Schedule
- evidence to support the CIL Draft Charging Schedule

The council is inviting representations on the Draft Charging Schedule from Friday 7 November 2014 to Friday 19 December 2014.  
The documents can be viewed:

- on the council's website at [www.basingstoke.gov.uk/go/cil](http://www.basingstoke.gov.uk/go/cil); and
- at the Civic Offices on London Road, Basingstoke, Hampshire, RG21 4AH, Monday to Thursday 8.30am-5.00pm and Friday 8.30am-4.30pm; and
- in all libraries within Basingstoke and Deane Borough during their normal opening hours.

All representations must be received by the council in writing within the period specified above and no later than 4.00pm on Friday 19 December 2014. Representations can be submitted using the council's online consultation portal, by email or by post.  
Online at: <http://basingstoke-consult.limeshouse.co.uk/portal> or by e-mail to: [deit@basingstoke.gov.uk](mailto:deit@basingstoke.gov.uk)  
or by post to: Planning Policy and Implementation Team, Basingstoke and Deane Borough Council, Civic Offices, London Road, Basingstoke, Hampshire, RG21 4AH  
Any person who makes representations about the Draft Charging Schedule may request the right to be heard by the examiner. Such a request must be made in writing before the end of this consultation on 19 December 2014.  
Representations may also 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 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.

In addition to the Draft Charging Schedule for CIL the Borough Council is also undertaking public consultation on a Draft Planning Obligations Supplementary Planning Document, during the same time period. This will operate alongside CIL once implemented. This can also be viewed at the above identified locations.  
Karen Brimacombe, Director of Services  
Basingstoke and Deane Borough Council, Civic Offices, London Road, Basingstoke RG21 4AH

**PROPOSED TRAFFIC REGULATION ORDER**

**WEST BERKSHIRE DISTRICT COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOAF PARKING PLACES AND RESIDENTS' PARKING (CONSOLIDATION) ORDER 2009 (AMENDMENT NUMBER 2) ORDER 2014**

**STATEMENT OF REASONS AND PROPOSAL**  
This Order is proposed following completion of the Civil Parking Enforcement Programme, to enable amendments changes and consolidation of additional measures, aimed at improving road safety at identified problem locations together with the management of parking on highways in the District  
WEST BERKSHIRE DISTRICT COUNCIL PROPOSES to make an order under Sections 1(1), 2(1), 3(1), 3(2), 4(2), 19, 32, 35, 45, 47, 49, 53 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act ("the Act") and all relevant powers under Part 6 of the Traffic Management Act 2004 the effect of which amend and revise as follows:  
**PLANS**  
The Order will amend Schedule 2 to the Consolidation Order 2009 by the addition of the following Plan The Order will amend Schedule 2 to the Consolidation Order 2009 by the revision of the following Plan  
A179, A180, AK72, AK75, AK77, AK79, AK80, AL66, AL75, AL76, AL77, AL78, AM66, AM70, AM75, AM77, AM78, AM80, AN72, AN73, AN75, AN76, AN77, AN82, AN83, AQ72, AU47, AU48, B181, BT31, BV58, BV59, BV74, BV76, BW73, BW77, BX48, BY37, BY42, BY85, AL81, L70, L71, U75  
**REVOCATIONS**  
This Order will revoke the following Order ONLY insofar as it relates to the changes indicated in the Plan Schedule to this Order: West Berkshire District Council (Prohibition and Restriction of Waiting and Loaf Parking Places and Residents' Parking) (Consolidation) Order 2009  
**FURTHER INFORMATION**  
For further information please contact Traffic and Road Safety (01635 503236) Highways and Transport Market Street Newbury Berkshire RG14 5LD before 27 November 2014  
Copies of the Plans, Consolidated Order and Explanatory Statement can be inspected during the hours 9.00 a.m. to 4.30 p.m. Mondays to Fridays at the offices of West Berkshire District Council (at main re of the ground floor) Council Offices Market Street Newbury Berkshire RG14 5LD and on the Council's website at [www.westberks.gov.uk/consultations](http://www.westberks.gov.uk/consultations)  
Objections to the Proposals together with the grounds on which they are made should be sent in writing to the undersigned quoting reference 003848MS by not later than 27 November 2014  
Dated: 6 November 2014  
David Holling, Head of Legal Services, West Berkshire District Council, Council Offices, Market Street, Newbury, Berkshire RG14 5LD

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Texts cost £3 plus standard text charge. 1-text per child. Father Christmas will start delivering on 3rd November, so order early! Text lines are now open and close 15th December 23:59. Call freephone 0800 118 4048 for enquiries Mon-Fri 9am-5pm. Newsquest Media Group.

**GEORGE WILLIAM GREEN (Deceased)**  
 Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the aforementioned deceased, late of Flat 6 The White House Bourne Road Tidworth SP9 7HE, who died on 27/06/2014, are required to send particulars thereof in writing to the undersigned Solicitors on or before 16/01/2015, after which date the Estate will be distributed having regard only to claims and interests of which they have had notice.

TALBOT WALKER LLP  
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**BASINGSTOKE AND DEANE BOROUGH COUNCIL  
 COMMUNITY INFRASTRUCTURE LEVY DRAFT CHARGING SCHEDULE  
 PLANNING ACT 2008 (as amended)**

In accordance with the Community Infrastructure Levy Regulations 2010 (as amended), Basingstoke and Deane Borough Council has published the following documents for consultation:

- the Community Infrastructure Levy (CIL) Draft Charging Schedule
- evidence to support the CIL Draft Charging Schedule

The council is inviting representations on the Draft Charging Schedule from Friday 7 November 2014 to Friday 19 December 2014.

The documents can be viewed:

- on the council's website at [www.basingstoke.gov.uk/go/cil](http://www.basingstoke.gov.uk/go/cil); and
- at the Civic Offices on London Road, Basingstoke, Hampshire, RG21 4AH, Monday to Thursday 8.30am-5.00pm and Friday 8.30am-4.30pm; and
- in all libraries within Basingstoke and Deane Borough during their normal opening hours.

All representations must be received by the council in writing within the period specified above and no later than 4.00pm on Friday 19 December 2014. Representations can be submitted using the council's online consultation portal, by email or by post.

Online at:	<a href="http://basingstoke-consult.limehouse.co.uk/portal">http://basingstoke-consult.limehouse.co.uk/portal</a>
Or by e-mail to:	<a href="mailto:deit@basingstoke.gov.uk">deit@basingstoke.gov.uk</a>
Or by post to:	Planning Policy and Implementation Team Basingstoke and Deane Borough Council, Civic Offices, London Road, Basingstoke, Hampshire RG21 4AH

Any person who makes representations about the Draft Charging Schedule may request the right to be heard by the examiner. Such a request must be made in writing before the end of this consultation on 19 December 2014.

Representations may also 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 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.

In addition to the Draft Charging Schedule for CIL, the Borough Council is also undertaking public consultation on a Draft Planning Obligations Supplementary Planning Document, during the same time period. This will operate alongside CIL once implemented. This can also be viewed at the above identified locations.

Karen Brimacombe, Director of Services Basingstoke and Deane Borough Council, Civic Offices, London Road, Basingstoke RG21 4AH

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**TEST VALLEY BOROUGH COUNCIL  
 Planning and Compulsory Purchase Act 2004  
 Town and Country Planning (Local Planning) (England) Regulations 2012**

**Notice of Public Participation (Regulation 12)  
 Draft Test Valley Access Plan Supplementary Planning Document**

A draft Test Valley Access Plan Supplementary Planning Document has been prepared. If and when this document is adopted as a Supplementary Planning Document (SPD) by Test Valley Borough Council, it will form part of the Local Development Framework (LDF). The LDF forms the basis for decisions on land-use planning affecting that area.

Copies of the draft SPD are available for public inspection at the following Council offices between the hours of 09.00 and 17.00 Monday to Thursday inclusive and 09.00 and 16.30 on Friday:

- Beech Hurst, Weyhill Road, ANDOVER, Hampshire SP10 3AJ
- Former Magistrates Court, Church Street, ROMSEY, Hampshire SO51 8AQ

The draft SPD can also be viewed on the Council's website [www.testvalley.gov.uk](http://www.testvalley.gov.uk) and during library opening times at local libraries at Andover, Romsey, North Baddeley, Chandler's Ford and Lordinghall.

Representations can be made by either:

- Sent in writing to Planning Policy & Transport Service, Test Valley Borough Council, Beech Hurst, Weyhill Road, Andover, Hampshire SP10 3AJ; or
- Emailed to [planningpolicy@testvalley.gov.uk](mailto:planningpolicy@testvalley.gov.uk)
- Completing the on-line comment form

Only those representations that are made in writing and arrive at the address specified above (in either hard copy or electronically) within the ten week period ending at 16.30 on Friday 16th January 2015 will have the right to have their representations considered.

Any representation on the draft SPD should specify the matters to which they relate and the grounds on which they are made. They may be accompanied by a request to be notified at a specified address of adoption of the document as an SPD.

Steve Lees, Head of Planning Policy and Transport  
 7th November 2014

Further information on the SPD can be obtained from Annie Tomlinson, Transport Planner on 01264 368985.

**Conditions of acceptance of advertisements for the Newsquest Media Group General**

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**Contents**

2. The advertiser confirms that the advertisement complies with all applicable legislation, regulations and codes of practice, including the codes supervised by the Advertising Standards Authority. We may reject or require changes to an advertisement so as to comply with legal or moral obligations placed on us or the advertiser; to avoid infringing the rights of a third party or any relevant code of practice; or to meet our published production and quality specifications.

3. The advertiser further confirms that: i) the publication of the advertisement will not breach any contract, infringe the copyright, trademark or other right of any third party and is not libellous of any person; ii) all licences and consents from third parties necessary for the publication of the advertisement have been obtained and paid for, including consent from living persons identified in copy or pictures (photographic or otherwise); iii) in respect of an investment advertisement, the contents have been approved by, or the advertiser is, and authorized person within the meaning of the Financial Services Act 1986 as amended or the advertisement is otherwise permitted under that Act.

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4. All advertisements must be paid for in full at the time of booking unless credit has been agreed. The price shall be the amount fixed by our published rate card on the date of acceptance of the order plus VAT where applicable. For non-credit advertisers, we will cancel publication of an advertisement that has not been paid for on time. For credit advertisers, we will cancel publication of an advertisement that has not been paid for on time. For credit advertisers, interest will be charged on late payments at the rate of 3% above the Bank of England's base lending rate from the date payment is due together with the administration costs of collecting an overdue debt.

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8. We will notify the advertiser of the latest time that orders can be cancelled (the "booking" deadline) and the latest time that advertising copy can be received by us ("the copy deadline").

An advertiser may cancel up until copy deadline and we will make reasonable efforts to re-sell the space, but the advertiser will be liable for the full price if the space is not sold and we will reclaim any unearned volume-based discount. Private advertisers booking by telephone or online may cancel in accordance with relevant law, but no refund shall be available after the copy deadline unless cancellation is due to our negligence. If the copy is not received by the copy deadline, we will not be liable if the advertisement does not appear, but the advertiser will remain liable to make full payment for the price of the advertisement.

9. We will try to satisfy an advertiser's request regarding the positioning of an advertisement, but no guarantee of position can be given unless agreed by us and paid for at the rate then current.

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11. Advertisements are accepted on condition that we have the right to publish them online as well as in any booked titles. The copyright in work or material we contribute to or re-work for an advertisement belongs to us. We will dispose of advertiser's copy, artwork, photographs or other materials after six months unless collected.

**General**

12. We shall not be liable if our publishing activities are restricted or prevented by any law, act or event beyond our reasonable control (including, for example, industrial dispute). In such case, the advertiser shall accept publication when available or otherwise may cancel the order by written notice and pay only for work done and materials used.

13. We will use the advertiser's details for internal administration. Unless the advertiser tells us not to in writing at any time, we may also share details with other Newsquest companies or with carefully selected third parties, who may send information about goods and services.

14. The advertiser will be liable to pay us for all costs, losses, expenses and damages of any kind suffered or incurred by us as a result of legal claims or actions, actual or threatened, arising from the advertiser's breach of these conditions or the publications of the advertisement, unless caused by our own negligent act or failure.

15. We may cancel the order at any time if the advertiser breaches these conditions and the breach is not capable of remedy or if we reasonably believe the advertiser is unable to pay debts or the advertiser goes or threatens to out of business.

**PUBLIC NOTICES**

**Borough of Basingstoke and Deane  
 Town and Country Planning Act 1990  
 Planning (Listed Buildings and Conservation Areas) Act 1990**

The applications listed below are advertised for the reasons given

14/02566/FUL Change of use from light industrial to residential dwelling including provision of lift floor, installation of roof lights and creation of Juliette balcony to rear at Pioneer House Church Street St Mary Bourne

14/03213/FUL Change of use from Public House to single dwelling house (C3) to include provision of garden and parking at The Hursbourne Inn Hursbourne Priors Proposal affecting a Conservation Area

Reason: The applications and plans are available for public inspection at Civic Offices, London Road, Basingstoke during office hours or at [www.basingstoke.gov.uk](http://www.basingstoke.gov.uk). Any comments should be in writing, within 21 days of this notice. Any comments received are open to public inspection.

MIKE TOWNSEND  
 PLANNING AND DEVELOPMENT MANAGER

**Licensing Act 2003**

Punhill grocery LTD is applying for the grant of a Premises Licence for Punhill Grocery, 7 Zouch Market, Tidworth, Wiltshire, SP9 7ET

The Licence, if granted, is to enable the sale of alcohol for consumption off the premises.

Any person wishing to make representations in relation to this application may do so by writing to Environmental Health Licensing Section, Wiltshire Council, Monkton Park, Chippenham, Wiltshire, SN15 1ER. Representation may be made up to 28 days from the date of this notice.

A Copy of the application for the grant of the above licence is kept by the Environmental Health Licensing Section, Wiltshire Council, Monkton Park, Chippenham, Wiltshire, SN15 1ER

The application can be viewed by prior appointment. It is an offence to knowingly or recklessly make a false statement in connection with an application. The maximum fine for which a person is liable on summary conviction for making a false statement is a Level 5 fine on the standard scale. Dated 7/11/2014

**THE BASINGSTOKE AND DEANE BOROUGH COUNCIL  
 TEMPORARY ROAD CLOSURE (UN-NAMED ROAD,  
 LOWER WYKE, NR ANDOVER) ORDER 2014**

Notice is hereby given that Basingstoke and Deane Borough Council pursuant to arrangements made under Section 101 of the Local Government Act 1972 with Hampshire County Council in exercise of the powers of the said County Council and in exercise of the powers under Section 14(1) of the Road Traffic Regulation Act 1984 ("the Act"), and of all other enabling powers, has made the following Order:-

**Reason for Order:** The Council is satisfied that traffic proceeding along the un-named road, Lower Wyke, Near Andover be prohibited to allow for the reconstruction of the road over the rail bridge.

**Effect of Order:**

Closure - All traffic will be prohibited from travelling along the un-named road, Lower Wyke, Near Andover, as indicated by traffic signs

**Alternative Route:** Along the un-named road and Walworth Road and via rail bridge 800m to the east.

**Duration of Order:** The Order will come into effect on 10 November 2014 for 1 year. (Notwithstanding, it is expected that the closure will take place for 1 month only from 10 November 2014.

The exemptions under S 87 of the Road Traffic Regulation Act 1984 and the Road Traffic Exemptions (Special Forces) (Variation and amendment) regulations 2011 apply to this order.

You have any queries regarding the above please contact Guy Everitt on 1452 726200 on behalf of Carillon Civil Engineering.

On behalf of  
 Head of Commissioning and Governance

November 2014

## **Appendix 5 – Notification of the consultation on the Draft Charging Schedule**

By email or letter

Dear Sir / Madam,

### **Public consultation on the Community Infrastructure Levy Draft Charging Schedule and the Draft Planning Obligations Supplementary Planning Document**

Basingstoke and Deane Borough Council is consulting on the Community Infrastructure Levy (CIL) Draft Charging Schedule (DCS) and the Draft Planning Obligations Supplementary Planning Document (SPD). The consultation runs from Friday 7 November to Friday 19 December 2014.

By implementing a CIL charging schedule the council will be able to levy a charge on new developments and raise funds that will be spent on delivering infrastructure improvements in the borough. This represents a change from the current approach of securing planning obligations from developments which have to be justified on a case by case basis.

This Draft Charging Schedule is the second stage in the process of setting CIL rates and follows on from the Preliminary Draft Charging Schedule. Comments made during the consultation on the Preliminary Draft Charging Schedule in January and February 2014 have been taken into account and used to inform this Draft Charging Schedule.

The Draft Charging Schedule details the proposed rates of CIL for different types of development across the borough. The rates proposed are based on evidence from the council's independent viability studies in order to ensure that they do not threaten the economic viability of development coming forward in the borough.

The Draft Charging Schedule is published alongside a draft Regulation 123 list, detailing the infrastructure that the council intends to fund through CIL; and a draft instalments policy setting out proposals to enable developers to pay CIL in instalments.

Alongside this, the council has prepared a Draft Planning Obligations SPD which sets out the intended approach towards planning obligations after the council has started to charge CIL. The combination of the SPD and the Borough Council's CIL Charging Schedule will provide a clear guide on which mechanism will be employed to deliver different types of infrastructure. This will help to ensure that planning obligations are not sought for infrastructure that it is intended to fund through CIL.

### **Viewing the documents**

All consultation documents, including the Draft Charging Schedule, the Draft Planning Obligations SPD and the relevant evidence are available to view online at [www.basingstoke.gov.uk/cil](http://www.basingstoke.gov.uk/cil). Paper copies of all the documents are available for public viewing at the Borough Council's offices at London Road, Basingstoke, Hampshire, RG21 4AH between the hours of 8.30 – 17.00 Mon to Thurs and 8.30 to 16.30 on Fridays. They are also available to view in all libraries across the borough during their normal opening hours.

### **How to comment**

If you would like to comment on the CIL Draft Charging Schedule or the Draft Planning Obligations SPD, please complete a representation form and return it to the council by 4.00pm on Friday 19 December. Representations forms can be completed online or you can download a copy from our website. Paper copies are also available on request. They can be submitted in the following ways:

- By completing the online form at: <http://basingstoke-consult.limehouse.co.uk/portal>
- By email to [deit@basingstoke.gov.uk](mailto:deit@basingstoke.gov.uk)
- By post to Planning Policy, Basingstoke and Deane Borough Council, London Road, Basingstoke Hampshire, RG21 4AH

Further information can be found in the attached Statement of the Representations Procedure.

### **Next Steps**

Following this consultation, the draft charging schedule will be submitted for examination in early 2015 and the council intends to begin charging later in the year. Comments on the Draft SPD will be considered by the council and will inform any necessary amendments. The SPD will be adopted at the same time as the CIL charging schedule comes into effect.

If you require further information please contact Alison Young or Mark Lambert by emailing [deit@basingstoke.gov.uk](mailto:deit@basingstoke.gov.uk) or by phoning 01256 845469 or 845750.

Yours sincerely

**Planning Policy and Implementation Team**

**Basingstoke & Deane Borough Council**

## **Appendix 6 – Publicity for Consultation on the Draft Charging Schedule**

### **A) Press Release for Consultation on Draft Charging Schedule**

## **Views sought on changes to developers' contributions to community facilities**

News release id: **3445**, published on **12 Nov 2014**

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Residents, businesses, parish councils and community groups are being asked what they think of proposals to charge developers up to £150 per square metre towards community facilities and infrastructure for every new private home built.

Basingstoke and Deane Borough Council is introducing the community infrastructure levy, which is a new charge that it can apply to developers to fund infrastructure, including transport schemes, schools and community, sport and recreation facilities.

The borough council is keen to hear views on the charging plans in a second round of consultation on the community infrastructure levy that runs until Friday 19 December 2014 at [www.basingstoke.gov.uk/cil](http://www.basingstoke.gov.uk/cil).

Around 40 responses were received in the consultation that ran in January and February this year and these led the council to undertake further work on the viability of large-scale sites to amend the charging proposals.

Currently the council receives money from developers for facilities specifically related to individual development schemes, for example to provide play areas. But the new community infrastructure levy would be used to raise funding to go into a 'pot' that could be used for bigger schemes to benefit wider areas across the borough, such as new roads. A proportion of the money collected will be passed to parish and town councils to spend on local community priorities.

In drawing up the proposed charges the council has to make sure that it didn't set the rates too high so that developers would not be able to afford to build new homes and so took into account research on the different value of land and price of housing in different areas of the borough. It also had to take into account the cost of providing new affordable housing as a part of new development.

The largest site planned within the borough is Manydown. It will be expected to provide key pieces of infrastructure as part of the development, including roads and public transport, two primary schools and a substantial amount of open space. The council will secure these through legal agreements so the community infrastructure levy will not apply to Manydown.

The proposed charging schedule would mean developers of the other larger sites in the Submission Local Plan in and around Basingstoke would need to pay £65 per square metre of floor area built. All other sites in around Basingstoke or Tadley would be required to pay £70 per square metre built and across the rest of the borough developers would need to pay £150 per square metre built. The council would also charge for commercial development between £35 and £150 per square metre of floor area. These charges are all based on the viability of the development and take into account the different ways the infrastructure will be provided.

It is anticipated that the community infrastructure levy would be adopted in April 2015, following a public examination by a planning inspector.

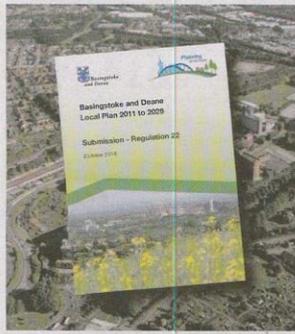
The Cabinet Member for Planning Cllr Mark Ruffell said: "We have taken on board the comments that were made earlier in the year and updated the viability evidence for the largest sites. The council expects them to deliver a lot of infrastructure as part of the development and we intend to secure this through legal agreements. This means that it is not financially viable to expect them to deliver high rates of community infrastructure levy as well, so we have proposed lower rates.

"Our priority remains to have infrastructure improvements being provided at the time that new homes are being built and to provide homes for the borough's residents who might otherwise not be able to afford them. We are keen to hear what people think of our proposals."



# Local plan goes to inspector

The draft Basingstoke and Deane Local Plan, which will guide planning decisions in the borough the next 15 years, has been submitted to a planning inspector who will decide whether it is 'sound'



Independent planning inspector Mike Fox, who has been appointed to hear evidence on the plan, is holding an exploratory meeting on Thursday 11 December at the Civic Offices, Basingstoke. One of the main purposes of the meeting will be to clarify the need for any additional work and establish a future programme for the examination.

This examination is the last stage of the process for producing a local plan, which sets out the policies on what development will or will not be permitted and where, including new homes, business space and other facilities.

The move follows over seven years of hard work and difficult decisions by councillors and planning officers from the first stages of asking people in the borough how the area should develop in the future, through to a final draft plan.

A public inquiry is likely to take place in the next three months, probably early in 2015. Anyone who commented on the plan during its creation, including residents, community groups, organisations, landowners and developers, will be notified by the programme officer of the various stages of the examination. Cabinet Member for Planning Cllr

Mark Ruffell said: "We have worked hard to come up with a balanced plan to support our borough's prosperity and protect our existing communities. The plan has been shaped by the borough's residents following their attendance at meetings and the two periods of consultation. Submitting the plan is a key step. The draft plan will undergo extensive scrutiny and testing by the inspector prior to him receiving competing representations at the examination in public."

For more information see [www.basingstoke.gov.uk/go](http://www.basingstoke.gov.uk/go)

## What should developers pay?

Residents are being asked what they think of proposals to charge developers up to £150 per square metre towards community facilities and infrastructure for every new private home built.

The council is introducing the community infrastructure levy, which is a new charge that it can apply to developers to fund things like transport schemes, schools and community, sport and recreation facilities.

Currently the council receives money from developers for facilities specifically related to individual development schemes, for example to provide play areas. But the new levy would go into a 'pot' that could be used for bigger schemes to benefit wider areas across the borough, such as new roads. A proportion of the money collected will be passed to parish and town councils to spend on local community priorities.

The council is keen to hear views on the charging plans in a second round of consultation that runs until Friday 19 December 2014.

For more information see [www.basingstoke.gov.uk/go/cil](http://www.basingstoke.gov.uk/go/cil).



## Flagship parks attract thousands



Eastrop Park in Basingstoke hosted this year's Play Day

Basingstoke's Eastrop Park has been named in the list of top parks in England and Wales.

This is the fifteenth year Eastrop Park has been awarded the Green Flag. The War Memorial Park also won the award for the second year in a row.

Basingstoke's parks attract thousands of people to borough events – including one of the most successful Play Days ever this summer enjoyed by over 5,000 parents, carers and children.

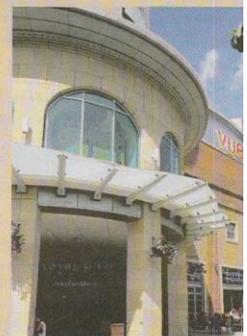
Providing parks was named one of the top five most important council services in this year's residents' survey.

The Green Flag award, presented by the borough council by environmental charity Keep Britain Tidy, recognises the highest standards of management and facilities.

## Win a Festival Place shopping spree

We are offering one *Basingstoke & Deane Today* reader the chance to win a £50 Festival Place voucher.

Please fill in the back of this form and return freepost or go to [www.basingstoke.gov.uk/go/feedback](http://www.basingstoke.gov.uk/go/feedback) to fill in the survey online. All responses received – online or on the form – will be put into the prize draw to win the voucher. Responses need to be received by **Wednesday 17 December 2014**.



### C) Tweet



### D) Homepage link



## Appendix 7

### Summary of the Main Issues in the Consultation on the CIL Draft Charging Schedule and Draft Planning Obligations Supplementary Planning Document

#### Abbreviations

CIL	Community Infrastructure Levy
Reg 123 list	List of infrastructure to be funded through CIL receipts
S106	Section 106 of the Town and Country Planning Act 1990 (as amended)
SPD	Supplementary Planning Document

Basingstoke and Deane Borough Council published its CIL Draft Charging Schedule on 7 November 2014. The consultation lasted for six weeks until 19 December 2014. Representations were received from 35 consultees.

#### Summary of Responses

##### **Viability Study**

- Viability study does not include residential appraisal summaries for the generic sites that were tested and these should be published. It is therefore unclear how marketing costs, development margin and finance costs have been applied.
- The viability study should test a case study for a larger development which is not an urban extension and large convenience retail / supermarkets within the town centre or A2-A5 uses to reflect development in the Local Plan.
- Assumptions about market values should be higher for the Golf Course and Manydown, especially because of proximity to the M3 junction 7.
- It is not clear why the £10.4m estimated cost of the Manydown spine road is treated as an infrastructure requirement rather than part of the cost of the development itself, given that the primary purpose of the road is to provide access to the new dwellings.
- The viability study uses inaccurate assumptions which overestimate the ability of retail warehouse schemes to support CIL.
- The benchmark land value applied to greenfield residential sites is too low and should not have been calculated through a simplistic multiple of agricultural land value because their development potential is high due to a lack of a five year land supply.
- Development costs on greenfield sites have been underestimated, particularly in relation to access, site levels, promotion, S106 etc. and no contingency or finance management fees have been applied. The BCIS costs used by Three Dragons are too low.
- Viability study assumes 75% of the rented elements of affordable housing are affordable rented, thus 25% would be social rented. The split is not defined in the Local Plan so this assumption does not reflect policy.
- Sales rates applied are too optimistic.

##### **Proposed Residential Rates**

- Manydown should not be zero-rated. The council as landowners should accept a lower value for the site and the rate should be the same as for the other strategic sites.
- The rates for strategic sites (zone 2 £65) and Basingstoke and Tadley (zone 3 £70) should be merged so that there is a single rate for urban areas .
- Concern that the rate for the Golf Course is unviable and should be £0 if a school is to be provided on site through S106.

- Concern that the rate for the rest of the borough (zone 4 £150) may make small developments in the smaller settlements unviable which is inconsistent with the Local Plan policy SS.5 and should be reduced to £100 to encourage development in this area. Concern that zone 4 will be funding infrastructure in Basingstoke.
- The rates proposed in zones 3 and 4 are dependent on the November 2013 viability study which has not been updated in line with the Planning Practice Guidance and updates to the CIL guidance.
- Concern that the rates proposed do not take account of the viability evidence for flatted schemes which shows that they cannot support a CIL charge.
- Concern that the buffer applied is not justified and could be too close to the maximum. This will prevent some housing from coming forward where they are only viable at the lower level and threaten the delivery of affordable housing.

### **Proposed Non-Residential Rates**

- Retail warehouse schemes cannot viably support a CIL charge and concern is raised that the proposed charge (£150) has been set so high to discourage their development.
- The £150 rate for convenience retail greater than 280 sq. m. is not justified, because no testing has been undertaken for such a development located in the town centre and these brownfield sites have high remedial costs and higher land values.
- The viability study tests a supermarket of 1,100 sq. m. and indicates the maximum theoretical rate is £131 so with a 50% buffer applied, the levy would be £65; so £150 is not viable.
- The £35 rate for A2-A5 uses is not justified because it has not been viability tested and is based on A1 uses which have different characteristics and values.
- Support for zero rates on D1 and D2 uses; employment uses ; and for infrastructure buildings.

### **Other Aspects of the CIL Charging Schedule**

- Various types of infrastructure have not been specifically identified or given enough attention in the CIL Draft Charging Schedule, including green infrastructure, childcare provision, infrastructure for Bramley.
- CIL should be charged on all developments, as they will all have an impact on infrastructure.
- There should be no difference between Tadley and Baughurst/Pamber Heath.
- CIL should not be charged on brownfield sites as infrastructure is already in place.
- Exceptional circumstances relief should be available for schemes which have benefits for heritage assets and their settings.
- Concern over whether there will be sufficient funds from CIL and S106 to provide the infrastructure required to support the Local Plan in a timely way.
- Wish to ensure that the developer contributions from Manydown are equivalent to the level of CIL proposed for other residential developments.
- CIL rates should be kept under review Parish council and ward members should be involved in spending process.

### **Draft Regulation 123 List**

- It should be possible to spend CIL receipts on the purchase of land to connect the green infrastructure network.
- Transport infrastructure will need upgrading due to development at the Golf Course and Manydown so should be included on the R123 list as they are not listed as a S106 cost in the viability study.
- Pedestrian and cycle infrastructure should be included

- Network Rail would welcome the use of CIL funding to improve station facilities and ticketing.

### **Draft Instalments Policy**

- The instalments policy for smaller sites (categories 1-3) seems reasonable but for larger sites (categories 4-5) the payment periods should be longer to reflect the timescales of the development being built and sold, otherwise this will have negative effect on development cash flow.

### **Draft Planning Obligations Supplementary Planning Document**

- Early year education is not included.
- Management of green infrastructure should be referenced as it is for biodiversity and sports and recreation.
- For water and sewage connections, strategic infrastructure is planned and funded through the price review process and local infrastructure should be funded by development.
- Sport and recreation standards in appendix 5 not supported because the SPD should set out what sports provision is required on a site by site basis.
- Clarity about how junction improvements will be funded is needed.
- The SPD should recognise the opportunity for planning obligations to fund improvements to and the mitigation of adverse impacts on the historic environment.
- Specific guidance should be included to cover the provision of water and sewerage/wastewater infrastructure to service development in order to avoid unacceptable impacts on the environment.
- Viability evidence will be used to determine the planning obligations, including affordable housing, which will be delivered.
- The level of affordable housing should be set at 30% for Basingstoke, including Basingstoke Golf Course, but remain at 40% for the rest of the borough.

## **Appendix 8 – Notification of the consultation on the Revised Draft Charging Schedule**

By email or letter

### **Public consultation on the Community Infrastructure Levy Revised Draft Charging Schedule**

Dear Sir / Madam,

Basingstoke and Deane Borough Council is consulting on the Community Infrastructure Levy (CIL) Draft Charging Schedule (DCS). The consultation runs from Monday 8 August to Monday 26 September 2016.

By implementing a CIL charging schedule the council will be able to levy a charge on new developments and raise funds that will be spent on delivering infrastructure improvements in the borough. This represents a change from the current approach of securing planning obligations from developments which have to be justified on a case by case basis.

The Revised Draft Charging Schedule details the proposed rates of CIL for different types of development across the borough. The rates proposed are based on the outcomes of an up to date Viability Study, which ensures that the rates do not threaten the economic viability of development coming forward in the borough.

Comments made during previous consultations on CIL during 2014 have been taken into account and used to inform this Draft Charging Schedule.

A draft Regulation 123 list which details the infrastructure that the council intends to fund through CIL is published as part of the consultation. This draft Regulation 123 list will help to ensure that planning obligations are not sought for infrastructure that it is intended to fund through CIL.

#### ***Viewing the documents***

All consultation documents, including the Draft Charging Schedule, the draft Regulation 123 list and the relevant evidence are available to view online at <http://www.basingstoke.gov.uk/RDCS> . Paper copies of all the documents are available for public viewing at the Borough Council's offices at London Road, Basingstoke, Hampshire, RG21 4AH between the hours of 8.30 – 17.00 Mon to Thurs and 8.30 to 16.30 on Fridays. They are also available to view in all libraries across the borough during their normal opening hours.

#### ***How to comment***

If you would like to comment on the Revised CIL Draft Charging Schedule, please complete a representation form and return it to the council **by 4.00pm on Monday 26 September**. Representations forms can be completed online or you can download a copy from our website. Paper copies are also available on request. They can be submitted in the following ways:

- By completing the online form at: <http://basingstoke-consult.limehouse.co.uk/portal>
- By email to [deit@basingstoke.gov.uk](mailto:deit@basingstoke.gov.uk)
- By post to Planning Policy, Basingstoke and Deane Borough Council, Civic Offices, London Road, Basingstoke, Hampshire, RG21 4AH

#### **Next Steps**

Following this consultation, the draft charging schedule will be submitted for examination in autumn and the council intends to begin charging in summer next year.

If you require further information please contact Alison Young or Mark Lambert by emailing [deit@basingstoke.gov.uk](mailto:deit@basingstoke.gov.uk) or by phoning 01256 845469 or 845750.

Yours sincerely

Planning Policy Team

Basingstoke and Deane Borough Council

Tel: 01256 845469

[alison.young@basingstoke.gov.uk](mailto:alison.young@basingstoke.gov.uk)

[www.basingstoke.gov.uk](http://www.basingstoke.gov.uk)

Follow us on Twitter [@twitter.com/BasingstokeGov](https://twitter.com/BasingstokeGov)



Basingstoke  
and Deane

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Employer of the Year

**Appendix 9 – Representation Form for Revised Draft Charging Schedule**



Ref:  
(for official use only)

**Community Infrastructure Levy (CIL) – Revised Draft Charging Schedule Representation Form**

Representations should be submitted by no later than 4pm on Monday 26<sup>th</sup> September 2016.

Representations can be submitted either by completing an online form at

[www.basingstoke.gov.uk/rdcs](http://www.basingstoke.gov.uk/rdcs)

Or by returning this form to Basingstoke and Deane Borough Council:

by post to: Planning Policy Team, Civic Offices, London Road, Basingstoke RG21 4AH

by email to: [deit@basingstoke.gov.uk](mailto:deit@basingstoke.gov.uk)

For further information on the Revised CIL Draft Charging Schedule please see

[www.basingstoke.gov.uk/rdcs](http://www.basingstoke.gov.uk/rdcs)

If you have any queries, please either email [deit@basingstoke.gov.uk](mailto:deit@basingstoke.gov.uk) or call 01256 845469.

This form has three parts:

**Part A** – Personal details

**Part B** – Your representation(s) on the CIL Revised Draft Charging Schedule – please fill in a separate form for each representation you wish to make.

**Part A – Personal details**

<b>Title:</b>	<b>Name:</b>
<b>Organisation:</b> (where relevant)	<b>Job title:</b> (where relevant):
<b>If you are an agent, who are you representing?</b>	
<b>Address:</b>	<b>Email address:</b>
<b>Postcode:</b>	<b>Telephone number:</b>
<b>Preferred method of contact:</b>	<b>Email</b> <input type="checkbox"/> <b>Post</b> <input type="checkbox"/>

**Are you responding as:**

- |                                       |                          |                                |                          |
|---------------------------------------|--------------------------|--------------------------------|--------------------------|
| An individual                         | <input type="checkbox"/> | A town or parish council       | <input type="checkbox"/> |
| A district/borough council            | <input type="checkbox"/> | A borough councillor/MP        | <input type="checkbox"/> |
| On behalf of an organisation          | <input type="checkbox"/> | On behalf of a community group | <input type="checkbox"/> |
| A landowner/developer/agent/architect | <input type="checkbox"/> | Other                          | <input type="checkbox"/> |

## **PART B – Representations on the Revised CIL Draft Charging Schedule**

When completing Part B, please consider the following documents:

- Revised Draft Charging Schedule (August 2016)
- Basingstoke and Deane Viability Study (March 2016)
- Infrastructure Delivery Plan Schedule (June 2016)
- Draft Regulation 123 List

**Please fill in a new Part B form for each representation on the Revised CIL Draft Charging Schedule.**

**13. Please state which aspect of the Revised CIL Draft Charging Schedule you are commenting on (e.g. viability evidence, residential rates, non-residential rates, Draft Regulation 123 list)**

**14. Please provide any comments that you may have on the Basingstoke and Deane Revised Community Infrastructure Levy Draft Charging Schedule:**

*Continue on a separate sheet if necessary*

**15. Do you wish to be heard by the examiner at the Examination of the Revised CIL Draft Charging Schedule?**

Yes

No

**16. If you would like to be heard at the Examination, please state your reasons:**

## Next Steps

Thank you for your comments on the Revised CIL Draft Charging Schedule (RDCS). Please note that after consultation on the RDCS, the Borough Council will review all of the comments received and will make these available on the Borough Council's website. Please be aware that comments received cannot be treated as confidential and please ensure no personal information is included in the comment sections.

The Borough Council will submit copies of the representations on the Revised CIL Draft Charging Schedule to the examiner. It is proposed that an examination will be undertaken in winter 2016 with CIL coming into effect in summer 2017. Representations on the Revised Draft Charging Schedule may be withdrawn at any time by giving notice in writing to the Borough Council's Planning Policy Team.

## Data Protection Statement

In complying with the Data Protection Act 1998, Basingstoke and Deane Borough Council confirms that it will process personal data gathered from this form only for the purposes relating to the consultation. It is intended to publish responses to the Revised Draft Charging Schedule consultation on the borough council's website, together with the name and/or organization name of the respondent. Please ensure no other personal information is included in the comment sections. With the exception of names, no other personal information will be published.

### **Your details will be added to the council's consultation database.**

We would like to keep you informed with progress with the Community Infrastructure Levy and the Local Plan and to consult with you at each stage of the process to enable you to make further comments. If you are happy for us to do this please tick the box.

### **Your personal details will also be shared with the Examiner.**

The Examiner may wish to contact you to discuss your comments and concerns during the formal examination of the Revised CIL Draft Charging Schedule.

**We will not share your personal information with any other third party, unless required by law to do so.**

# Appendix 10 – Public Notice in Local Press of publication of the Revised Draft Charging Schedule

70 Thursday, August 11, 2016

## Council Notices

**Borough of Basingstoke and Deane  
Town and Country Planning Act 1990  
Planning (Listed Buildings and Conservation Areas) Act 1990**

The applications listed below are advertised for the reasons given

**16/01585/FUL** Erection of 2 no. first floor extensions and 2 no. external staircases, to create 3 no. 1 bed and 2 no. 2 bed dwellings, and a restaurant with outdoor seating area at 21 And 23 Church Street Basingstoke

**16/01586/LBC** Erection of 2 no. first floor extensions and 2 no. external staircases, to create 3 no. 1 bed and 2 no. 2 bed dwellings, and a restaurant with outdoor seating area, and internal alterations at 21 And 23 Church Street Basingstoke

**Reason:** **Proposal affecting a Conservation Area and a Listed Building**

**16/02117/FUL** Erection of a dwelling house together with a garage, stables/ancillary building, pool building and cinema room located adjacent to a grade II listed barn.  
Provision of a tennis court, access, parking and landscaping alterations (Amended plan to that approved under 15/04459/FUL) at Skyers Farm Ewhurst Road Ramsdell

**Reason:** **Proposal constituting a Departure from the Development Plan and affecting the setting of a Listed Building**

**16/02592/RET** Installation of external decking to include balustrading and trellis work (retrospective) at The Mole Ramsdell Road Monk Sherborne

**16/02673/HSE** Replacement of garage door with window, and re-clad boarding above at Melville House Cleves Lane Upton Grey

**16/01979/FUL** Erection of single storey side and rear extensions and replacement shop front (part retrospective) at 1-2 Downsland Parade Basingstoke

**16/01980/ADV** Display of one externally illuminated fascia sign (to replace existing) at 1-2 Downsland Parade Basingstoke

**16/02676/FUL** 1no. Proposed 2 bedroom Flat at second floor. at First And Second Floors 20 Winchester Street Basingstoke

**Reason:** **Proposal affecting a Conservation Area**

The applications and plans are available for public inspection at Civic Offices, London Road, Basingstoke during office hours or at [www.basingstoke.gov.uk](http://www.basingstoke.gov.uk). Any comments should be in writing, within 21 days of this notice. Any comments received are open to public inspection.

MIKE TOWNSEND  
PLANNING AND DEVELOPMENT MANAGER

**BASINGSTOKE AND DEANE BOROUGH COUNCIL  
COMMUNITY INFRASTRUCTURE LEVY DRAFT CHARGING SCHEDULE  
PLANNING ACT 2008 (as amended)**

In accordance with the Community Infrastructure Levy Regulations 2010 (as amended), Basingstoke and Deane Borough Council has published the following documents for consultation:

- the Community Infrastructure Levy (CIL) Draft Charging Schedule
- evidence to support the CIL Draft Charging Schedule

**The council is inviting representations on the Draft Charging Schedule from Monday 8 August 2016 to Monday 26 September 2016.**

The documents can be viewed:

- on the council's website at [www.basingstoke.gov.uk/rdcs](http://www.basingstoke.gov.uk/rdcs); and
- at the Civic Offices on London Road, Basingstoke, Hampshire, RG21 4AH, Monday to Thursday 8.30am-5.00pm and Friday 8.30am-4.30pm; and
- in all libraries within Basingstoke and Deane Borough during their normal opening hours.

All representations must be received by the council in writing within the period specified above and no later than 4.00pm on Monday 26 September 2016. Representations can be submitted using the council's online consultation portal, by email or by post.

Online at: <http://basingstoke-consult.limehouse.co.uk/portal>  
Or by e-mail to: [delit@basingstoke.gov.uk](mailto:delit@basingstoke.gov.uk)  
Or by post to: Planning Policy Team  
Basingstoke and Deane Borough Council  
Civic Offices, London Road, Basingstoke, Hampshire, RG21 4AH

Any person who makes representations about the Draft Charging Schedule may request the right to be heard by the examiner. Such a request must be made in writing before the end of this consultation on 26 September 2016.

Representations may also 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 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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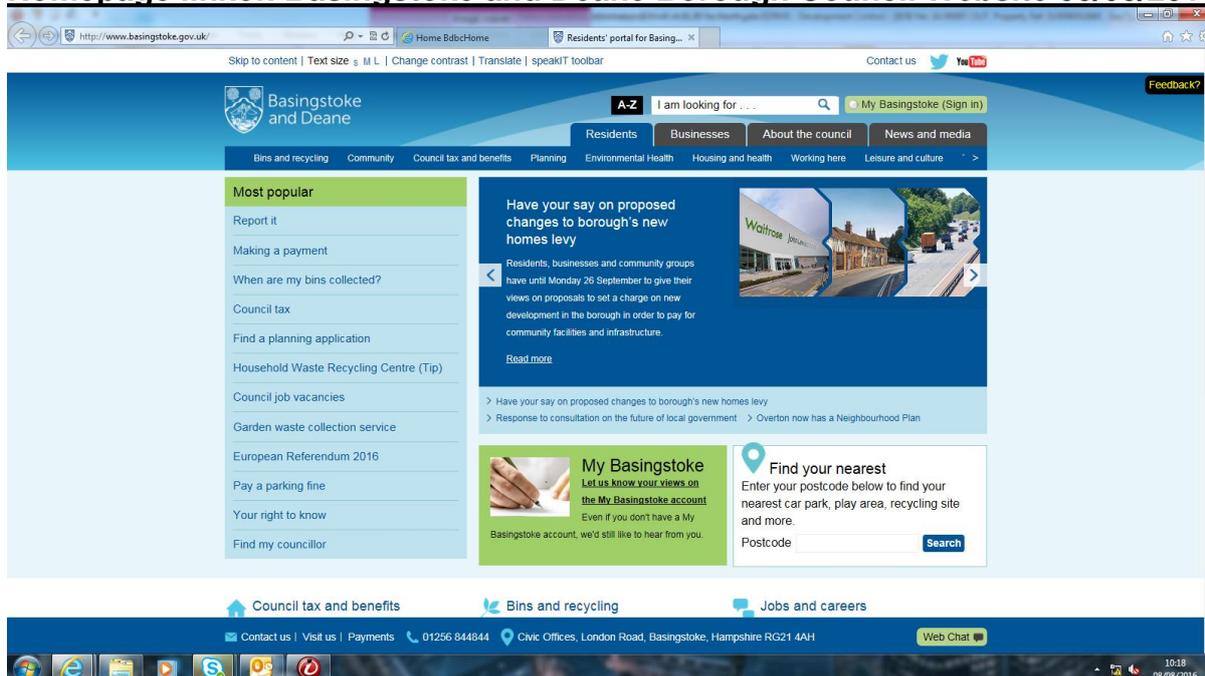
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# Appendix 11 – Publicity for Consultation on the Revised Draft Charging Schedule

## A) Homepage linkon Basingstoke and Deane Borough Council Website 08/08/2016



## B) CIL tweet on twitter 08.08.2016



## Appendix 12 - Summary and Analysis of Representations on the Revised Draft Charging Schedule

### Consultation 8 August to 26 September 2016

Basingstoke and Deane Borough Council published the Revised Draft Charging Schedule for a seven week period of consultation between 8 August and 26 September 2016. Representations were received from 33 respondents and a summary is provided below. This document outlines the representations, the response from the Council and amendments made to the Draft Charging Schedule as a result of those responses.

- Criticism of the assumptions and methodology used in the viability study;
- Request for a more fine-grained approach to zoning with further forms of development zero rated;
- Suggestion that the country park at Manydown should be provided through s106 and that the cost / value of the land should be taken into account;
- Account should be taken of the implications of safeguarding land to accommodate an additional seven forms of entry at the proposed secondary school at Manydown (which may be needed beyond the current Local Plan period) and the loss of the ability to develop around seven hectares;
- Enabling costs of the Manydown site, such as highway works;
- The benchmark land value for the Golf Course site is too low;
- Concern that Brexit may impact on the housing market; and

Comments on the Regulation 123 list and suggestions around how to spend CIL.

Comment ID	Consultee Name and/or Organisation	Summary of Representation	Council's Response	Proposed Change
<a href="#"><u>1</u></a>	Mr Jon Pennycook	Cycling provision should be included on the Regulation 123 list.	The council has considered including cycling provision on the Regulation 123 list, however has decided not to because it would prevent the council from seeking planning obligations in respect of cycling provision. In the future, specific cycling infrastructure projects may be identified and included on future versions of the Regulation 123 list, as appropriate. In addition, other funding opportunities will be pursued.	
<a href="#"><u>2</u></a>	Nicki Barry	Tadley should be in zone 5 with a higher rate of CIL because it needs greater investment in	Higher infrastructure costs are not on their own a reason for a higher rate of CIL as differential CIL rates must be justified	

Comment ID	Consultee Name and/or Organisation	Summary of Representation	Council's Response	Proposed Change
	Tadley Town Council	infrastructure.	by viability evidence. Therefore a lower CIL rate does not signify that a lower level of infrastructure is required. Including Tadley in zone 5 would result in a CIL rate which may not be viable because Tadley attracts lower market values than development in the rest of the borough zone.	
<a href="#">2</a>	Nicki Barry Tadley Town Council	Baughurst and Pamber cannot be differentiated from Tadley so they should be all be in the same zone.	The parishes of Baughurst and Pamber are not in the same zone as Tadley because average sales values were slightly higher so development is more viable meaning a higher CIL rate can be supported in these areas.	
<a href="#">3</a>	Mr Ray Turvill	Support for the levy	Noted.	
<a href="#">4</a>	Mr Malcolm Bull Rivar Ltd	Roof voids, etc. – unless floored and with permanent access – should not be included in the gross internal floor area calculation because they add a financial burden to development.	Although the CIL Regulations do not define gross internal area (GIA), the RICS Code of Measuring Practice is widely used in relation to CIL and GIA. The council does not intend to include roof voids which do not have permanent access in the calculation of gross internal area.	
<a href="#">5</a>	Mr Oliver Rathmill Environment Agency (South East)	Reg 123 list should be amended with an exclusion of projects/measures to support meeting the aims of the WFD which are directly related to a development.	The council will keep the Regulation 123 list under review, but at the present time, cannot foresee circumstances whereby projects to support meeting the aims of the WFD would meet the CIL Reg 122 tests or be a reason to grant planning permission. These projects are as of yet undefined and have not been factored into the viability study as a development cost.	
<a href="#">6</a>	Mrs Marion Wolstencroft Natural Basingstoke	Charging Schedule should make clear that community can influence what infrastructure is required to deliver the development plan.	The charging schedule is intended to simply set out the CIL charges.	
<a href="#">6</a>	Mrs Marion Wolstencroft Natural Basingstoke	Charging schedule should recognise the importance of delivering natural habitat and green infrastructure.	The text in section 2 is intended to set out the context as to why the council is introducing a CIL charging schedule (i.e. it has an infrastructure funding gap). The importance of delivering green infrastructure is addressed in policy documents such as the Local Plan, Green Infrastructure	

Comment ID	Consultee Name and/or Organisation	Summary of Representation	Council's Response	Proposed Change
			Strategy and Planning Obligations for Infrastructure SPD.	
<a href="#">6</a>	Mrs Marion Wolstencroft  Natural Basingstoke	Want explicit reference in the 123 list that capital and other lifetime costs are to be calculated for all projects so that the long term costs are known and residents are not asked to fund expensive infrastructure.	The Planning Obligations for Infrastructure SPD sets out that commuted sums for maintenance are required for some types of infrastructure where relevant and these will be secured through planning obligations.  The purpose of the Regulation 123 list is to set out what the council intends to fund through CIL.	
<a href="#">6</a>	Mrs Marion Wolstencroft  Natural Basingstoke	Queries who the council has consulted regarding green space infrastructure and how this influenced the IDP.	The IDP is a living document and has been updated regularly. The council consults with a wide variety of stakeholders regarding green infrastructure including internal landscape, biodiversity, and open space officers, the Environment Agency, Natural England and Sport England. Residents and community groups have also been able to comment on the IDP as it evolved alongside the Local Plan.	
<a href="#">6</a>	Mrs Marion Wolstencroft  Natural Basingstoke	It should be set out that the neighbourhood portion will not be relied upon to fund projects on the R123 list.	The borough council's R123 list represents what it intends to fund through CIL. It is up to individual parishes to determine how the neighbourhood portion will be spent, but there is no restriction on spending it on R123 projects.	
<a href="#">7</a>	Mrs Marion Wolstencroft  Natural Basingstoke	The Reg 123 list should include the following items:  <ol style="list-style-type: none"> <li>1. Habitat loss compensatory land (to compensate for the loss of land of wildlife value and net losses in habitat and biodiversity)</li> <li>2. Shortfalls in Accessible Natural Greenspace in urban and rural areas</li> <li>3. Woodland links on Manydown between existing ancient woodlands (also relates to land outside the development site)</li> <li>4. Green corridors across the borough</li> <li>5. Ecological networks (between the AONB and South Downs National Park,</li> </ol>	Where compensation for the loss of biodiversity and woodland links are required as a direct result of a particular development, they will be sought through S106. Projects that involve land within the Manydown site could not be included on the R123 list where they are likely to form part of the essential mitigation that will be required through S106.  It may be possible to include the outcomes of the proposed green corridors project on the R123 list, however the council does not consider that the projects are sufficiently detailed at the current time.  It was intended that shortfalls in ANGS that are not directly the result of development would be funded by CIL and are	Make reference to Accessible Natural Greenspace on the Regulation 123 list

Comment ID	Consultee Name and/or Organisation	Summary of Representation	Council's Response	Proposed Change
		including land on Manydown).	covered by the item "strategic open space provision." This will be clarified on the R123 list.	
<a href="#">8</a>	Mrs Maria Miller MP	Concern remains around whether the rates of CIL proposed are sufficient to meet the costs of the infrastructure needed and whether they will be available to deliver infrastructure prior to occupation of new housing developments. If there is any doubt about the ability of the charges to meet the funding gap, then the level of charges will need to be reviewed.	<p>CIL rates based on what a development can afford to viably pay rather than the total cost of the infrastructure funding gap, so it is not expected that CIL income would fund all of the infrastructure required. However, it will contribute towards the funding gap and infrastructure that is necessary to make a development acceptable will be provided through S106. The council will collect CIL payments in accordance with its instalments policy and will secure delivery of S106 infrastructure at the appropriate time through clauses in the S106 agreement.</p> <p>Other funding opportunities will continue to be sought to fund infrastructure, as well as through direct provision of services such as water supply, sewerage disposal and other utilities.</p>	
<a href="#">9</a>	Mr Paul Beever Hatch Warren Nature Group	Charging Schedule should make clear that community can influence what infrastructure is required to deliver the development plan.	The charging schedule is intended to simply set out the CIL charges.	
<a href="#">9</a>	Mr Paul Beever Hatch Warren Nature Group	Charging schedule should recognise the importance of delivering natural habitat and green infrastructure.	The text in section 2 is intended to set out the context as to why the council is introducing a CIL charging schedule (i.e. it has an infrastructure funding gap). The importance of delivering green infrastructure is addressed in policy documents such as the Local Plan, Green Infrastructure Strategy and Planning Obligations for Infrastructure SPD.	
<a href="#">9</a>	Mr Paul Beever Hatch Warren Nature Group	Want explicit reference in the 123 list that capital and other lifetime costs are to be calculated for all projects so that the long term costs are known and residents are not asked to fund expensive infrastructure.	<p>The Planning Obligations for Infrastructure SPD sets out that commuted sums for maintenance are required for some types of infrastructure where relevant and these will be secured through planning obligations.</p> <p>The purpose of the Regulation 123 list is to set out what the</p>	

Comment ID	Consultee Name and/or Organisation	Summary of Representation	Council's Response	Proposed Change
			council intends to fund through CIL.	
<a href="#">9</a>	Mr Paul Beevers  Hatch Warren Nature Group	Queries who the council has consulted regarding green space infrastructure and how this influenced the IDP.	The IDP is a living document and has been updated regularly. The council consults with a wide variety of stakeholders regarding green infrastructure including internal landscape, biodiversity and open spaces officers, the Environment Agency, Natural England and Sport England. Residents and community groups have also been able to comment on the IDP as it evolved alongside the Local Plan.	
<a href="#">9</a>	Mr Paul Beevers  Hatch Warren Nature Group	It should be set out that the neighbourhood portion will not be relied upon to fund projects on the R123 list.	The borough council's R123 list represents what it intends to fund through CIL. It is up to individual parishes to determine how the neighbourhood portion will be spent, but there is no restriction on spending it on R123 projects.	
<a href="#">10</a>	Mr Paul Beevers  Hatch Warren Nature Group	The Reg 123 list should include the following items: <ol style="list-style-type: none"> <li>1. Habitat loss compensatory land (to compensate for the loss of land of wildlife value and net losses in habitat and biodiversity)</li> <li>2. Shortfalls in Accessible Natural Greenspace in urban and rural areas</li> <li>3. Woodland links on Manydown between existing ancient woodlands (also relates to land outside the development site)</li> <li>4. Green corridors across the borough</li> <li>5. Ecological networks (between the AONB and South Downs National Park, including land on Manydown).</li> </ol>	Where compensation for the loss of biodiversity and woodland links are required as a direct result of a particular development, they will be sought through S106. Projects that involve land within the Manydown site could not be included on the R123 list where they are likely to form part of the essential mitigation that will be required through S106.  It may be possible to include the outcomes of the proposed green corridors project on the R123 list, however the council does not consider that the projects are sufficiently detailed at the current time.  It was intended that shortfalls in ANGS that are not directly the result of development would be funded by CIL and are covered by the item "strategic open space provision." This will be clarified on the R123 list.	Make reference to Accessible Natural Greenspace on the Regulation 123 list
<a href="#">11</a>	Basingstoke Golf Club	Consider that the rate for Basingstoke Golf Course is unviable and should be reduced.	The council considers that the £80 per sqm rate proposed for Basingstoke Golf Course is viable as the viability study has taken into account the site-specific circumstances. No	

Comment ID	Consultee Name and/or Organisation	Summary of Representation	Council's Response	Proposed Change
	(Agent: Mr James Wells, Boyer Planning)		detailed information has been provided to support a lower rate.	
<a href="#">11</a>	Basingstoke Golf Club  (Agent: Mr James Wells, Boyer Planning)	The impact of Brexit on the housing market should be taken into account.	The viability study was completed prior to the EU referendum and at present the impact of Brexit is too uncertain to be factored into the viability study. However in the future, should monitoring indicate a significant change in the housing market, then CIL will be reviewed.	
<a href="#">11</a>	Basingstoke Golf Club  (Agent: Mr James Wells, Boyer Planning)	The council should adopt a discretionary relief policy to cater for cases where development is unviable.	The council does not currently intend to adopt a discretionary relief policy as CIL rates have been set in accordance with viability evidence and a buffer has been applied in all cases.	
<a href="#">11</a>	Basingstoke Golf Club  (Agent: Mr James Wells, Boyer Planning)	The benchmark land value applied to Basingstoke Golf Course should be £1million per gross hectare rather than £400,000 to reflect that the site owners will be expecting a significantly higher value than agricultural land value because the golf course is a going concern and run as a profitable business. If such a BLV was applied, the site would not be able to support a CIL.	The viability study undertook sensitivity testing of the Golf Course site applying higher BLVs of £700,000 and £1million per hectare. While it is accepted that CIL would not be viable if the £1million per hectare BLV was applied, the council does not believe that this is an appropriate BLV for the site. This is explained in paragraph 7.12 of the Viability Study.	
<a href="#">11</a>	Basingstoke Golf Club  (Agent: Mr James Wells, Boyer Planning)	The council should take into account the high risk of bringing forward larger sites due to their long and phased delivery timescales. The infrastructure requirements of policy SS3.11 and affordable housing requirement of policy CN1 should be taken into account.	The viability study does take into account the planning obligations that are required including 40% affordable housing and the infrastructure requirements comprising transport, education, green infrastructure, sports and community facilities. The viability study also takes into account the forecast delivery timescales for the Golf Course as set out in the Housing Land Supply (August 2015). All of these assumptions are set out in table 7.1 of the viability study. A <i>buffer</i> is included within the viability testing to accommodate variation in costs and values.	

Comment ID	Consultee Name and/or Organisation	Summary of Representation	Council's Response	Proposed Change
<a href="#">11</a>	Basingstoke Golf Club  (Agent: Mr James Wells, Boyer Planning)	An appropriate balance has not been struck. CIL should not be set at the margins of viability or threaten the viability of sites and development in the Local Plan.	The council considers that the CIL for the Golf Course has not been set at the margins of viability as there is 55% buffer between the maximum theoretical CIL and the proposed £80 per sqm rate.	
<a href="#">11</a>	Basingstoke Golf Club  (Agent: Mr James Wells, Boyer Planning)	Developer returns should be proportionate to risk and an incentive should be provided to the landowner to sell. CIL rate should be zero for strategic sites with low viability.	The viability assessment adopts risk-related developer returns as required by the NPPG (Paragraph: 015 Reference ID: 10-015-20140306). It has been assumed that 20% return of GDV would be achieved for the market housing, which is a relatively high rate of return to reflect the risk of making the individual sales. The affordable housing is generally pre-sold to registered providers and represents a lower risk and therefore a 6% return on cost is factored in. The benchmark land value applied to this site is discussed above and is in excess of the current use value, noting that some of the current value will reflect existing residential development that is assumed to remain in place. In absolute terms the value to the landowner for the 47 ha site is approximately £18.8m if transacted at the benchmark.	
<a href="#">12</a>	Mrs Sheila Thompson  Kingsclere Parish Council	Affordable housing should also be liable for CIL and there is no explanation of why care homes do not have to pay CIL.	The CIL Regulations provide social housing relief which means that affordable housing does not have to pay CIL. Care homes and sheltered housing have been zero-rated because they have relatively low viability and would not be able to support a CIL charge.	
<a href="#">12</a>	Mrs Sheila Thompson  Kingsclere Parish Council	Seek a commitment that CIL funds will be spent in the parish where the income has been raised.	Parishes will receive 15% or 25% of CIL funds from development in their parish, depending on whether they have an adopted neighbourhood plan. The Borough Council is considering options for how its portion of the CIL funds could be allocated, in accordance with the regulations and the council's infrastructure priorities. This will be in accordance with the Reg 123 list and is likely to focus on strategic infrastructure.	

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<a href="#">13</a>	Sally Jackson  Chineham Parish Council	No indication of how often CIL rates will be reviewed. For large-scale phased developments, will rates be fixed at the outline stage or will each phase be charged at the rate on the date of detailed consent?	CIL rates are index-linked so that once set they will rise or fall in line with inflation to protect their value. It is anticipated that a review of CIL will be undertaken if development costs and/or values change significantly so as to affect viability. The council will monitor the impact of CIL rates on development.  For large scale phased developments the CIL rate will be that of the Adopted Charging Schedule at the time of outline permission, with indexation to the date of payment.	
<a href="#">13</a>	Sally Jackson  Chineham Parish Council	Local representatives, parish councils and ward councillors should be formally consulted on how CIL funds are to be spent.	The council is developing an approach towards CIL governance and spend. The neighbourhood fund can be spent on the local community's priorities and communities preparing a Neighbourhood Plan are encouraged to consider the inclusion of a list of projects in their plan.	
<a href="#">13</a>	Sally Jackson  Chineham Parish Council	Details of the charging criteria for S106 must be integrated with the CIL system as they could be significant, such as for affordable housing, and agreements may overlap with CIL charges.	The proposed CIL rates are based on viability evidence which takes into account S106 costs including affordable housing. The Regulation 123 list will ensure that S106 is not sought for items that the council intends to fund through CIL.	
<a href="#">14 and 15</a>	Mrs Barbara Bedford  Oakley and Deane Parish Council	3 additional items should be added to the IDP and Regulation 123 list when updated: <ul style="list-style-type: none"> <li>• Improvements to Pack Lane/Oakley Lane road junction</li> <li>• Improvements to Fox Lane /B3400 Junction</li> <li>• New Burial Ground for Oakley</li> </ul>	The council does not intend to add these items to the Regulation 123 list at this time because it wishes to focus CIL spend on strategic infrastructure priorities identified in the Infrastructure Delivery Plan. The neighbourhood fund may be more suitable for these items.	
<a href="#">16</a>	Mrs Barbara Bedford	The parish council question how they will be informed when an application is for chargeable development and what the timescales are	The parish council will continue to be consulted on planning applications within their area and will know if the application comprises chargeable development because applications	

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	Oakley and Deane Parish Council	for 'scaling back' S106 contributions.	<p>will be supported by information that enables the borough council to calculate CIL liability. Some developments will be exempt from CIL, such as applications for residential extensions and annexes.</p> <p>The use of S106 has been limited since April 2015 due the restriction on pooling planning obligations imposed by Regulation 123. From the date the CIL Charging Schedule comes into effect, planning obligations will no longer be sought for items on the Reg 123 list.</p>	
<a href="#">17</a>	Mrs Barbara Bedford  Oakley and Deane Parish Council	Oakley and Deane Parish Council ask that clarity is provided on paragraph 6.2 to confirm that a £100 cap on CIL only applies to areas which do not have an adopted Neighbourhood Plan. Suggested amended wording is provided.	Agree that paragraph 6.2 should be clarified as the £100 per dwelling cap only applies in areas which do not have an adopted neighbourhood plan.	See Statement of Modification 12
<a href="#">18</a>	Mrs Barbara Bedford  Oakley and Deane Parish Council	Paragraph 7.4 - will these changes affect current developments that already have S106 planning obligations?	No - planning obligations that have already been entered into will remain.	
<a href="#">19</a>	Mr Robert May  Kingsclere Estates Ltd	The draft charging schedule unfairly penalises rural developments. The higher rates in these areas will increase build costs and the price of rural properties. CIL will be spent in the town as infrastructure is not needed in the rural areas due to a trend of lower household occupation rates and this is evidenced by the closure of many rural facilities. Rural areas should be zero rated.	<p>The council does not consider that the Draft Charging Schedule has an unfair impact on rural developments. The viability study indicates that development viability is much stronger in the rural areas on account of the higher market values attributed to housing in these areas. This means that rural housing developments can bear a higher CIL rate than the urban areas. Furthermore, small sites (under 11 dwellings or under 6 dwellings in the Area of Outstanding Natural Beauty) are not obliged to provide affordable housing, which strengthens viability considerably and enables a higher CIL to be supported.</p> <p>The neighbourhood fund ensures that a proportion (15% or 25%) of the levy will be passed back to rural areas where</p>	

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			development has taken place. Allocation of the remaining CIL funds will be in accordance with the council's infrastructure priorities.	
<a href="#">20</a>	AEW Europe (Trustee 1 FB Limited and Trustee 2 FB Limited (As Trustees for the FB Unit Trust))  (Agent: Miss Claire-Marie Marsh, Nathaniel Lichfield and Partners)	Support the zero rate for non-residential development. This will ensure that development within the town centre is not at any commercial disadvantage to other competing regional centres.	Support noted.	
<a href="#">21</a>	Mr Owen Neal Sport England	All new dwellings should contribute through CIL towards the sporting and recreational needs of the locality.	The allocation of CIL funds will be in line with council priorities. The R123 list includes a list of identified sports and recreation projects which the council intends to fund through CIL.	
<a href="#">21</a>	Mr Owen Neal Sport England	Sports facilities should be exempt from paying CIL.	Sports facilities are exempt from paying CIL and this is made clear in the charging schedule as "All other types of development" are zero-rated.	
<a href="#">21</a>	Mr Owen Neal Sport England	A review of CIL should take place every 2-3 years.	The council intends to undertake a review of CIL periodically or as the economic climate changes and monitoring identifies the need for review.	
<a href="#">24</a>	Mr Owen Neal Sport England	Sport England would recommend the council makes the R123 list more specific in relation to sports infrastructure and that projects are placed in order of priority. Sport England recommends that an exclusions clause be added	The R123 list identifies a number of specific sports infrastructure projects that the council intends to fund through CIL. The R123 list will be reviewed regularly to ensure that detail about specific projects is added as it becomes available. The council considers that there is no	

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		relating to works that may be required on-site and works required in order to make specific development acceptable in planning terms.	need to add any exclusions to the sports infrastructure list because the list specifies particular projects and the council does not intend to seek planning obligations for any items listed on the R123 list.	
<a href="#">25</a>	Mr John Jervoise  Herriard Estates	Concerned about double dipping (using CIL and S106 for the same infrastructure) at Manydown. To avoid this, the council should specify what CIL will be spent on at Manydown and landowners should be exempt from S106 payments.	The council wishes to avoid double dipping and this is restricted by Regulation 123. The council has produced a Regulation 123 list which sets out what infrastructure it intends to fund through CIL. Planning obligations will not be sought for items on the Regulation 123 list. In addition, the council intends to adopt a Planning Obligations for Infrastructure SPD in order to clarify where planning obligations will still apply when CIL charging begins. Most infrastructure for Manydown would be provided through S106 and where this is the case, assumptions around costs have been factored into the viability appraisal.	
<a href="#">25</a>	Mr John Jervoise  Herriard Estates	The £200 per sqm rate in zone 5 will make rural housing less viable. This is relevant to Herriard village where there is a long term objective to build more houses to rent. The rural areas benefit less from infrastructure than urban areas, so the charge is not reasonable. Development outside of settlement policy boundaries should be exempt from CIL.	The viability evidence indicates that the rural areas can support a higher CIL rate than the urban areas. £200 per sqm is viable in all case studies except for single dwellings which have been zero rated.  The neighbourhood fund ensures that a proportion (15% or 25%) of the levy will be passed back to rural areas where development has taken place. Allocation of the remaining CIL funds will be in accordance with the council's infrastructure priorities and the Regulation 123 list.	
<a href="#">26</a>	Romanina Ltd and Bargate Homes  (Agent: Mr Jeremy Gardiner, WYG)	£200per sqm is likely to threaten the viability of residential development and its ability to achieve 40% affordable housing in the rural areas of Basingstoke, in particular in Overton. Adjacent authorities have set lower rates.	The viability study factors in the policy requirement of 40% affordable housing on all sites and indicates that development viability is very strong in the rural areas on account of the high market values attributed to housing in these areas. The viability evidence indicates that the rural areas can support a CIL rate of £200 per sqm in all cases except for single dwellings which have been zero rated.	
<a href="#">26</a>	Romanina Ltd and Bargate Homes	The Viability Study 2016 underestimates S106 costs and the assumptions have not taken into account the need to provide sewage	The viability study factors in a S106/S278 cost of £1,500 per dwelling to cover on site provision of open space and local transport improvements. All education provision, other	

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	(Agent: Mr Jeremy Gardiner, WYG)	infrastructure improvements at Overton despite the requirement being identified in the adopted Neighbourhood Plan.	<p>community provision, major open space and other transport improvements are assumed to be paid for by CIL or other public funding, except where it is specifically required to mitigate impacts.</p> <p>Sewage infrastructure has been allowed for within the opening up cost assumptions. The viability study factors in the following assumptions for opening up costs which may be relevant to Overton:</p> <ul style="list-style-type: none"> <li>• Case studies 17:- 55 dwelling scheme rest of borough; opening up costs of £50,000 per hectare</li> <li>• Case studies 18:- 100 dwelling scheme rest of borough ; opening up costs of £100,000 per hectare</li> </ul>	
<a href="#">26</a>	Romanina Ltd and Bargate Homes  (Agent: Mr Jeremy Gardiner, WYG)	Case studies assume 30 dwellings per hectare (dph) or 35dph however this ignores the context of settlements such as Overton which often require a lower density in the region of 20dph. A significant buffer should be applied to the £200 rate to ensure that housing delivery in Overton is not negatively affected.	Within the viability study, as part of the 1ha tiles, a density of 20 dph was tested and this shows development can comfortably support the proposed £200 per sqm rate, with a buffer of 49% against the main benchmark land value. The 'rest of borough' smaller case studies include 25 dph development and this can comfortably support the proposed £200 per sqm rate.	
<a href="#">26</a>	Romanina Ltd and Bargate Homes  (Agent: Mr Jeremy Gardiner, WYG)	The charging schedule should be reviewed annually.	The council intends to undertake a review of CIL periodically or as the economic climate changes and monitoring identifies the need for review.	
<a href="#">26</a>	Romanina Ltd and Bargate Homes	The charging schedule should include provision for discretionary exemptions under Reg 55 where a site is burdened by exceptional costs.	The council does not intend to adopt a discretionary relief policy at the present time.	

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	(Agent: Mr Jeremy Gardiner, WYG)			
<a href="#">27</a>	Mr Craig Hatton Persimmon Homes	The introduction of the CIL charge should ensure that it does not hinder the delivery of development with particular reference to the viability and deliverability of the 'larger' allocated sites which are to provide a significant proportion of the Borough's housing provision.	The council does not anticipate that the introduction of CIL will negatively impact upon delivery of development because it has set rates that the development can afford to bear based on viability evidence and application of a viability buffer.	
<a href="#">27</a>	Mr Craig Hatton Persimmon Homes	The 'rest of the borough' rate of £200 per sqm is higher than 2 neighbouring authorities with similar housing needs and should be reduced to £180 per sqm in line with East Hampshire.	The CIL rates are set against viability as required by guidance rather than against neighbouring rates. The viability study takes into account the costs associate with development specifically in Basingstoke and Deane Borough. The 'rest of borough' rate of £200 per sqm is well within the potential maximum that can be supported.	
<a href="#">27</a>	Mr Craig Hatton Persimmon Homes	There is concern about the rates for the allocated sites which are to provide significant housing numbers. The rate for Manydown should be reduced to support its delivery and it is advised that the site is zero-rated to increase the attractiveness of the site to potential development partners.	Further work has been undertaken in relation to Manydown and it is proposed to reduce the rate from £60 per sqm to £50 per sqm. The amended rate can be supported with a buffer of 46%.	Reduce Manydown rate to £50 per square metre. Modification 6.
<a href="#">27</a>	Mr Craig Hatton Persimmon Homes	A levy rate should be considered for single dwellings and wholly flatted schemes. Not all single dwellings will be self-build and those that are can apply for an exemption in any case. A nominal charge will have little or no effect on viability.	The £0 rate for wholly flatted schemes is justified by the lack of viability for this form of development. The higher build costs for single dwellings mean they are unable to support a CIL even though they are not required to provide affordable housing.	
<a href="#">27</a>	Mr Craig Hatton Persimmon Homes	The zero rate for 'all other development' will have a negative impact on the council's CIL income. Employment, hotels and leisure will have similar impact on infrastructure as residential. Setting a rate for these uses would allow the council to reduce the rates on residential sites upon which	The combination of values and development costs for many non-residential development means that they are unable to support a CIL as illustrated by figure 9-7 in the Viability Study. It should however be noted that site specific requirements to address the impact of the development will	

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		the council to meet its housing target.	be required and will be secured through a S106 agreement.	
<a href="#">27</a>	Mr Craig Hatton  Persimmon Homes	The greenfield benchmark has been carried forward from the July 2013 viability assessment and now underestimates land values in the borough. The potential return needs to reflect the cost of promotion and the risk taken and take into account the requirement for 40% affordable housing provision as stated in policy CN1 of the Adopted Local Plan. This is particularly relevant to the viability of Manydown.	The benchmark land value is an estimate of the lowest value that a landowner may transact land and does not preclude development paying more for land if it can afford to do so. The greenfield benchmark land value of £400,000/gross ha is generous for large scale strategic development and is a substantial premium over agricultural land values of c.£20,000/ha. There is no evidence to suggest that benchmark land values will have changed although the policy requirements in the adopted Local Plan (e.g. affordable housing, CIL and other planning obligations) will all reduce land values.	
<a href="#">28</a>	The Manydown Company Ltd  (Agent: Mrs Stacey Rawlings, Bidwells LLP)	The review of sales values and the updated housing mix (which incorporates more larger dwellings) for the 2016 viability study is one of the main factors which led to the rise in CIL rate for Manydown from £0 to £60 per sqm. The justification for these changes is not clearly evidenced and is not supported by the Manydown Company Ltd.	The sales values are based upon Land Registry price paid data and were discussed in the developer workshop and compared with new build dwellings currently for sale. The dwelling mix was also discussed at the developer workshop and responds to market demand.	
<a href="#">28</a>	The Manydown Company Ltd  (Agent: Mrs Stacey Rawlings, Bidwells LLP)	The vote to leave the EU has already affected the housing market and developers have become cautious, applying higher margins when assessing the viability of development sites. This needs to be factored into the council's viability assumptions in respect of profit margins and sales revenue.	The viability study was completed prior to the EU referendum and at present the impact of Brexit is too uncertain to be factored into the viability study. However in the future, should monitoring indicate a significant change in the housing market, then CIL will be reviewed.	
<a href="#">28</a>	The Manydown Company Ltd	The use of BCIS median data + 15% externals seems a reasonable approach to base build costs.	Noted.	

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	(Agent: Mrs Stacey Rawlings, Bidwells LLP)			
<a href="#">28</a>	The Manydown Company Ltd  (Agent: Mrs Stacey Rawlings, Bidwells LLP)	A contingency of 5% should be added to BCIS and external costs.	A <i>buffer</i> is included within the viability testing to accommodate variation in costs and values. This takes the place of separate contingency allowance in order to avoid double counting. The National Planning Practice Guidance requires that a buffer is included but contingency is not required (Paragraph: 019 Reference ID: 25-019-20140612.)	
<a href="#">28</a>	The Manydown Company Ltd  (Agent: Mrs Stacey Rawlings, Bidwells LLP)	No allowance for any design uplift has been made.	No specific allowance has been made for design quality as neither the adopted Local Plan, nor the adopted Manydown Development Brief SPD include design policies with clear viability implications; however in line with policy EM10, all development is expected to achieve high quality design.	
<a href="#">28</a>	The Manydown Company Ltd  (Agent: Mrs Stacey Rawlings, Bidwells LLP)	Professional fees have been reduced from 12% to 8% and there is no explanation for this. 12% is more realistic for this multi-phase site.	The 8% allowance for professional fees is a generous allowance compared to the 6% allowance commonly seen on large scale developments.	
<a href="#">28</a>	The Manydown Company Ltd	Finance costs have been reduced from 7% to 6% and there is no explanation for this. 7% reflects current conditions in the lending market.	The finance costs reflect the historically low interest rates, which are also supported by assistance schemes that de-risk developments. Finance costs were discussed during the development industry workshop. Note that the finance	

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	(Agent: Mrs Stacey Rawlings, Bidwells LLP)		rate excludes any allowance for inflation seen in the headline finance rates as the testing is undertaken on current values.	
<a href="#">28</a>	The Manydown Company Ltd  (Agent: Mrs Stacey Rawlings, Bidwells LLP)	The assumed acquisition and disposal costs are reasonable, but it is not clear whether Stamp Duty Land Tax has been correctly included.	SDLT has been included at 4% which was the rate applicable when the viability testing was undertaken. Since the testing was undertaken, SDLT has changed and the new SDLT rates reduce the RV/ha by 1%. It is considered that this can be accommodated comfortably within the buffer.	
<a href="#">28</a>	The Manydown Company Ltd  (Agent: Mrs Stacey Rawlings, Bidwells LLP)	Profit assumption of 20% on GDV seems reasonable.	Noted.	
<a href="#">28</a>	The Manydown Company Ltd  (Agent: Mrs Stacey Rawlings, Bidwells LLP)	It is noted that the benchmark land value remains at £400k per gross hectare as in the earlier viability studies, but in reality they are likely to have changed. The result of the EU referendum creates further uncertainty so further sensitivity analysis should be carried out. A 50% buffer should be tested.	The benchmark land value is an estimate of the lowest value that a landowner may transact land. The current use of the land is agricultural and these values decreased slightly in 2015 (Savills Market Survey UK Agricultural Land 2016). The benchmark land value of £400,000/gross ha is approximately 20 times higher than the likely current use value of c.£20,000/ha. The amended CIL rate for Manydown of £50 per sqm results in an increased buffer of 46%.	
<a href="#">28</a>	The Manydown Company Ltd	It is not clear why self-build plots are free from developer obligations. Also, the revised viability appraisal for the Manydown Allocation assumes 68 plots which differs from the Council's	The National Planning Policy Guidance states that contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development.	

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	(Agent: Mrs Stacey Rawlings, Bidwells LLP)	expectations of 5% self-build plots (i.e. up to 170 units).	(Paragraph: 031 Reference ID: 23b-031-20161116)  The viability study assumes 2% of dwellings on Manydown will be self-build and provided as serviced plots, however due to the high level of demand on the council's Self-Build Register, a 5% self-build requirement was included in the Manydown SPD. This was published after completion of the viability study. It is considered that there could be a small impact on viability as a result of the increase in the self-build element of the scheme, but this could comfortably be accommodated within the buffer. It is also worth noting that this impact is likely to be minimised through the delivery of a proportion of custom-build by the housebuilders on site.	
<a href="#">28</a>	The Manydown Company Ltd  (Agent: Mrs Stacey Rawlings, Bidwells LLP)	Opening up costs of £200k per net hectare equate to £6k per plot which is significantly below the level required and it should be at least equivalent to the recommendations of the Harman report of £17k-£23k per plot.	The combined total of external works and opening up costs allowed for in the testing for Manydown is £23,500 per dwelling. The residual s106/278 allowances (which cover local on-site infrastructure) take the total to £25,000 per dwelling. Additional allowances are made for on-site provision of infrastructure through planning obligations. The approach taken, therefore, is slightly in excess of the recommendations of the Harman report.	
<a href="#">28</a>	The Manydown Company Ltd  (Agent: Mrs Stacey Rawlings, Bidwells LLP)	The delivery trajectory is vulnerable to slippage, particularly as the planning application for the largest part of the site has yet to be submitted.	The development trajectory applied in the viability study was based upon the Local Plan evidence base. This was scrutinised as part of the Local Plan examination in public at the end of 2015. The latest land supply position (published in the AMR 2016) indicates that the development would start a year later and end a year later, hence the development period would remain the same, so any impact on viability would be insignificant. The land supply position will be reviewed as part of the 2016/17 annual housing monitoring process and an updated position will be published in the 2017 AMR later this year. It is also worth noting that the planning application for Manydown has been submitted.	

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<a href="#">28</a>	The Manydown Company Ltd  (Agent: Mrs Stacey Rawlings, Bidwells LLP)	The S106 cost is likely to be significantly higher per plot than the £17,230 assumption as it does not include the link road, country park and sport facilities, which would have a combined value higher than £4100 per dwelling.	The council has further explored the differences in S106 costs with the landowner and infrastructure providers, and accepts that the highways costs have risen since the original assumptions were made in the viability study. As such, an additional £3million of S106 costs has been factored into the viability update prepared by Three Dragons, bringing the assumption for S106 infrastructure cost up to £18,000 per home, plus the residual £1,500 S106/S278 per dwelling. Estate roads (including the link road) are assumed to be covered by external works, for which an additional 15% has been added to build costs. The country park land has been valued and this has also been included in the viability update. Sports facilities (comprising an artificial turf pitch, playing pitches and tennis courts/MUGA) have been included in the S106 costs as set out on page 112 of the Viability Report. The indoor sports hall has not been included because the council intends to fund it through CIL.	
<a href="#">28</a>	The Manydown Company Ltd  (Agent: Mrs Stacey Rawlings, Bidwells LLP)	Changes to the viability study have not all been evidenced and justified. The detailed residual appraisals should be made available. Manydown cannot withstand a CIL charge and this will impact the delivery of the site.	Testing assumptions have been detailed in the body of the viability report and the annexes. The viability evidence uses current costs and values and shows a positive residual value for the scheme sufficient to support the proposed CIL with a substantial buffer.	
<a href="#">29</a>	Mr Matthew James  Hampshire County Council Property Services	The impact of Brexit on house values and development costs has not been taken into account in the viability evidence. It is too early to understand the impacts with any certainty and it will be important not to put too much store by any short term market evidence that materialises, especially for such a large scale and long term residential scheme as Manydown.	The viability study was completed prior to the EU referendum and at present the impact of Brexit is too uncertain to be factored into the viability study. However in the future, should monitoring indicate a significant change in the housing market, then CIL will be reviewed.	
<a href="#">29</a>	Mr Matthew	The proposed Manydown concept masterplan	Detailed consideration has been given to the value of the	Reduce

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	James  Hampshire County Council Property Services	<p>shows a gross area of around 309 hectares and that includes the Country Park. In the viability study, land for the country park is not included in the assumed gross site area as it is assumed that it will be delivered using CIL. However, and the Draft S123 List states that the land for the Country Park is not to be delivered using CIL. The cost/value of the land required for the Country Park therefore needs to be included in Three Dragons viability calculation.</p> <p>The majority of the country park will be directly related to the delivery of Manydown in order to provide ecological protection and enhancement, landscape buffering to the AONB and alternative natural greenspace (ANGS). As CIL funds will build up slowly and a shortfall is likely to remain, the leaseholders propose that the Manydown development contribution is treated as a S106 item. Further viability testing would be required to take account of the additional cost to be borne by the landowners.</p>	<p>country park and how this may affect proposed CIL rates. Valuations undertaken for the LPA indicate that the value of the country park is around £965,000 and significantly lower than the £2million for existing use value as agricultural land. The main reason for this variation is that the land is more valuable in agricultural use than as a country park, because agricultural land is a private asset which produces an income whereas a country park is for public use and requires on-going revenue support.</p> <p>Further viability testing was undertaken, taking into account the cost of the land for the country park (with a value of £2million included, to reflect agricultural land value) and demonstrating that the CIL rate must be reduced in order to retain a 43%.</p> <p>Given the need to maintain a generous buffer for unknown costs associated with this scale of site, the council proposed to reduce the rate from £60 to £50 per square metre of residential development, which provides a buffer of 46%.</p>	Manydown rate to £50 per square metre.
<a href="#">29</a>	Mr Matthew James  Hampshire County Council Property Services	The policy requirement for Gypsy and Traveller provision could have an impact on the viability of Manydown.	Gypsy and Traveller provision has been excluded from the viability study because any site would have some commercial value (and may be able to attract HCA funding) but would not generate a CIL. Therefore it has been assumed to come forward separately and has been excluded from the land budget.	
<a href="#">29</a>	Mr Matthew James  Hampshire County Council Property	Since the 2014 viability work was undertaken, BCIS indicates build costs have risen by around 7.7%. We calculate that Three Dragons have assumed build cost of £123 per sq ft but we think it should be in excess of £130 per sq ft. This difference would add £24.4m build costs to the	The values and costs used in the viability study were July 2015 figures discussed with the development industry in July 2015. BCIS build costs were £1,039/sq m for houses and £1,178/sq m for low rise flats at that time (excluding external works or other development costs). Costs will have changed since the research was done but values will also have risen. Between July 2015 and February 2017, the	

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	Services	viability assessment.	house price index for Basingstoke and Deane has risen by 15%. Over the same period the BCIS AITPI has risen by 6%, which suggests that viability will have strengthened considerably since the study was undertaken.	
<a href="#">29</a>	Mr Matthew James  Hampshire County Council Property Services	Manydown is a large greenfield site so will incur significant infrastructure costs which are disproportionately higher than smaller sites. Three Dragons has assumed opening up costs of £200k per net hectare. We are concerned that an appropriate level of contingency and/or professional fees have been allowed for. We estimate enabling costs at around 2 and half times higher than those assumed by Three Dragons.	<p>These differences in approach have been explored with the assistance of a separate costs document kindly provided and discussed with the site promoters.</p> <p>Some of the costs allowed for by the Manydown landowners are excluded from the council's viability appraisal because it is understood that separate commercial funding may be used (e.g. local centre) or infrastructure will be delivered through the service provider (e.g. sewerage treatment works).</p> <p>The viability testing has made an allowance of 8% for professional fees for Manydown, which is generous in comparison to the 6% allowances commonly used for large sites.</p> <p>A <i>buffer</i> is included within the viability testing to accommodate variation in costs and values. This takes the place of separate contingency allowance in order to avoid double counting. The National Planning Practice Guidance requires that a buffer is included but contingency is not required (Paragraph: 019 Reference ID: 25-019-20140612.) The proposed £50/sq m CIL rate for Manydown includes a buffer of 46% against the potential maximum rate of £94/sq m.</p>	
<a href="#">29</a>	Mr Matthew James  Hampshire County Council	We estimate that supporting infrastructure costs will be significantly higher than the £17.2k per home applied by Three Dragons and this is the subject of ongoing work during the current pre-application consultation. The figure is materially less than used for similar greenfield	The approach taken, therefore, is slightly in excess of the recommendations of the Harman report. The council has further explored the differences in S106 costs with the landowner and infrastructure providers, and accepts that the highways costs have risen since the original assumptions were made in the viability study. Since further detail is now	

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	Property Services	developments.	known from the pre-application information, an additional £3million of S106 costs has been factored into the viability update prepared by Three Dragons. This brings the assumption for S106 infrastructure cost up to £18,000 per home, plus the residual £1,500 S106/S278 per dwelling. This, combined with the inclusion of the country park land value, has the effect of reducing the viability of Manydown. This has been reflected in the proposed modification to the CIL Charging Schedule by reducing the rate for Manydown from £60 to £50 per sqm. It should be noted that in addition to the S106 costs, assumptions for external works and opening up costs have been allowed for in the testing, which equate to a further £23,500 per dwelling.	
<a href="#">29</a>	Mr Matthew James  Hampshire County Council Property Services	There is a policy requirement to reserve land for a 12 form entry secondary school on site, but the development only requires provision of a 5 form entry secondary school. This means that the joint leaseholders will lose the ability to develop around 7 hectares of land.	The local education authority have expressed a desire to safeguard land to futureproof the new secondary school, if further development to the west of Basingstoke took place. The cost of this additional land has already been taken into account in the viability study through inclusion in the gross land budget, which means that the school land must meet the residential benchmark land value, so no further adjustment to the viability appraisal is required. Valuation advice provided to the LPA supports the view that the value of the additional school land would be an apportionment of the residual value of the whole site.	
<a href="#">29</a>	Mr Matthew James  Hampshire County Council Property Services	Three Dragons has made no allowance for a contingency sum on build costs in its viability assessment. The RICS Guidance is explicit on this matter, see E3.2.3.4 'In all costs, the inclusion of a contingency allowance to cater for the unexpected is essential.'	A <i>buffer</i> is included within the viability testing to accommodate variation in costs and values. This takes the place of separate contingency allowance in order to avoid double counting. The National Planning Practice Guidance requires that a buffer is included but contingency is not required (Paragraph: 019 Reference ID: 25-019-20140612.)	
<a href="#">29</a>	Mr Matthew James	The viability appraisal makes no allowance for a finance charge on the cost of the developer acquiring the land and this is not in line with the	The viability testing for Manydown (and other larger case studies) uses a discounted cash flow to take account of the impacts of time for all costs (including acquisition costs) and	

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	Hampshire County Council Property Services	Harman Report. To provide for no interest on the land purchase is to imply that the payment to the landowner is made at the end of the development so that there is no carrying cost. Appraisals should assume that the landowner is paid at the outset.	values. The viability testing provides an estimate of the residual value available to meet planning requirements such as CIL and to pay the landowner at the beginning of the development. However there is an awareness that in most cases landowners are paid in instalments linked to the rate of delivery so in practice there will be less burden on developers. If landowner payments (and CIL payments through the instalments policy and phasing of reserved matters applications) are made in phases throughout the development period, then the viability profile will be strengthened.	
<a href="#">29</a>	Mr Matthew James  Hampshire County Council Property Services	For a scheme the size of Manydown, profit should be measured by internal rate of return (IRR) rather 20% GDV for market housing and 6% for affordable units. By not applying the IRR, it is likely that the viability appraisal substantially underestimates the profit required by the developer.	The viability testing has used a standard residual value approach, as put forward by the Local Housing Delivery Group in 2012 and endorsed by the LGA, the HBF, the Planning Inspectorate and the Planning Officers Society. Internal rate of return (IRR) is not included in this guidance. Guidance is also provided by RICS in Financial Viability in Planning, 2012. Box 6 on page 12 states "The residual appraisal methodology for financial viability testing is normally used, where either the level of return or Site Value can be an input and the consequential output (either a residual land value or return respectively) can be compared to a benchmark having regard to the market in order to assess the impact of planning obligations or policy implications on viability". Financial Viability in Planning refers to IRR in passing (rates of return that may be required) in terms of its role "in mainstream capital budgeting theory and in property investment appraisal" (Appendix D). It also says that <i>investment appraisals</i> may be appropriate in, for example, assessing continuing existing uses in terms of obsolescence and depreciation – this is not relevant to area-wide viability appraisals. It is recognised that IRR has a role in assisting individual corporate decision making, by providing a tool to compare the profitability of different investments. However this is not relevant in viability studies, which are blind to which organisation may undertake the development. Treasury	

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			<p>Green Book favours a Net Present Value (NPV) over IRR as a general decision making tool – Para 6.9 “the ‘internal rate of return’ (IRR) should be avoided as the decision criterion. Whilst it is very similar to NPV as a criterion, there are some circumstances in which it will provide different, and incorrect, answers. For instance, IRR can rank projects that are mutually exclusive differently from NPV”. There are also practical issues with using IRR – there are no clear benchmarks; CIL charging schedules are based on RLV calculations, not IRR; and the residual value approach was used as part of the local plan examination which was found to be sound.</p>	
<a href="#">29</a>	<p>Mr Matthew James</p> <p>Hampshire County Council Property Services</p>	<p>Request the LPA to develop more detail around the implementation and management of CIL.</p>	<p>The LPA has drafted an approach to CIL governance and spend which was considered by the council’s Economic, Planning and Housing Committee on 27 April 2017. Further detail will evolve as the approach is developed and CIL funds begin to accumulate.</p>	
<a href="#">29</a>	<p>Mr Matthew James</p> <p>Hampshire County Council Property Services</p>	<p>The viability assessment should be revised to take account of the Government's starter homes policy.</p>	<p>Starter homes policy had not been published at the time of the viability study and the policy on starter homes has changed since the Draft Charging Schedule was published. In any case, starter homes and other forms of affordable home ownership will improve viability as they command higher values than affordable rented and shared ownership products which the council currently seeks.</p>	
<a href="#">29</a>	<p>Mr Matthew James</p> <p>Hampshire County Council Property Services</p>	<p>A £60psm CIL rate could pose a risk to the viability of Manydown. The needs of the site are better addressed through a S106 agreement and £0psm is the appropriate CIL charge.</p>	<p>Following on from further viability testing, which takes into account the cost of the land for the country park and the uplift in highways mitigation costs, the council proposes to reduce the rate from £60 to £50 per square metre of residential development.</p>	

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<a href="#">30</a>	Councillor Paul Harvey  Labour Group (BDBC)	Concerned that the council is conflicted in its dual role as local planning authority and landowner about the viability of the proposed £60 per sqm CIL rate for Manydown.	The Council in its role as LPA has developed a rate for the Manydown allocation based on the relevant evidence and a methodology consistent with all the developments where a tariff is proposed. The Council is clear that it would be inappropriate to use its function as a LPA to establish a CIL charge which advances the interest of the Council as a landowner of the Manydown site.	
<a href="#">30</a>	Councillor Paul Harvey  Labour Group (BDBC)	Concerned that 40% affordable housing could be compromised by the imposition of the CIL rate.	The viability study employs the assumption that 40% affordable housing will be required on all sites, so the proposed CIL rates reflect this policy requirement of the adopted Local Plan.	
<a href="#">31</a>	Councillor Paul Harvey  Labour Group (BDBC)	The approach of having just two market zones to cater for the whole borough is too simplistic as the local property market is more intricate than that. A more fine grained approach could yield a greater CIL income.	<p>It is recognised that there are local variations within the value areas, however the Planning Practice Guidance on CIL advises an "area based approach, involving a broad test of viability" and using evidence from across the area as a whole. Guidance also requires charging authorities to 'avoid undue complexity' Paragraph: 021 Reference ID: 25-021-20140612.</p> <p>In order to set differential rates, the council would have to "undertake more fine-grained sampling." The guidance goes on to state that the charging authority should focus on strategic sites and those sites where the impact of the levy on economic viability is likely to be most significant. The strategic sites are where most of the Local Plan's development is focused and as such the council has taken a more fine grained approach to these sites.</p> <p>The testing undertaken for the remainder of the Borough is sufficient to provide a robust charging schedule in accordance with the guidance which sets out that "The outcome of the sampling exercise should be to provide a robust evidence base about the potential effects of the rates proposed, balanced against the need to avoid excessive detail." (Paragraph: 019 Reference ID: 25-019-20140612.)</p>	

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<a href="#">31</a>	Councillor Paul Harvey  Labour Group (BDBC)	It is of considerable concern that affordable housing may be sacrificed to the needs of fulfilling CIL, and that may not even then leverage enough infrastructure funding to adequately sustain development and its impact on the wider community.  Disappointed that many sites within the Local Plan have progressed without CIL being levied on them. Concerned about the infrastructure deficit.	The viability study tests policy compliant development, including the assumption that all sites will provide 40% affordable housing. Rates have been set based on the outcome of the viability appraisals, after allowing for 40% affordable housing and a viability buffer, so it is not considered that CIL will threaten the delivery of affordable housing.  The infrastructure deficit is a concern for the borough council and efforts are being made to secure funding through a range of means including LEP funding, New Homes Bonus, partnership funding, and CIL when it is introduced. It should be noted that the Borough Council continues to secure planning obligations to mitigate the impact of development.	
<a href="#">32</a>	Gladman Developments  (Agent: Ian Gillespie, Carter Jonas)	The rates proposed for the borough are too high. They are higher than in neighbouring authorities making Basingstoke and Deane an expensive location for developers and this could risk suppressing development rates. CIL should not be set at the margins of viability. Higher rates could be set as the level of affordable housing could be adjusted, but this would risk frustrating the council's objective to deliver more affordable housing. It is within this general context of concern that we comment on the assumptions used.	The rates proposed are based on the viability evidence. A viability buffer has been applied to ensure that rates are not set at the margins of viability. The study assumes that 40% affordable housing will be sought on all residential sites, (however it is now known that this policy will only apply to sites of over 10 dwellings or over 1000 sq m) so it is not considered that the imposition of CIL will affect the delivery of affordable housing.	
<a href="#">32</a>	Gladman Developments  (Agent: Ian Gillespie, Carter Jonas)	The viability report fails to provide any residential appraisal summaries. These should be provided to allow interested parties to comment on the methodology and assumptions and identify any errors.	The methodology and assumptions are clearly set out in chapter 3 and annex 3 of viability study, with further detail explained throughout the report. The methodology and assumptions were the subject of discussion at the developer workshop. The results of the residential viability testing are set out in annex 5 and annex 7 of the report. It is not considered that the residential appraisal summaries would add any further detail.	
<a href="#">32</a>	Gladman Developments	BLVs are too low with no robust evidence to justify them. We have evidence from minimum	The Three Dragons approach to establishing BLVs is set out in annex 4. It is important to note that the benchmark	

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	(Agent: Ian Gillespie, Carter Jonas)	prices included in option agreements and actual land transactions that suggest a higher BLV for greenfield sites.	land value is an estimate of the <i>lowest</i> price a landowner may accept and does not preclude developments being able to afford to pay more for land in some cases. The BLV for greenfield sites has been established with reference to the previous viability study, the developer workshop, and BLVs from surrounding authorities' viability studies. The council sought land titles from a range of greenfield sites that landowners may consider have development potential, and although the availability of data on land transactions is limited, this search did not justify a higher BLV for greenfield sites.	
<a href="#">32</a>	Gladman Developments  (Agent: Ian Gillespie, Carter Jonas)	Policy CN1 does not specify the tenure detail for the rented element i.e. social rent or affordable rent, which can make a significant difference to the transfer value of these units. It remains unknown what transfer values have been included for affordable units in the viability study. Sensitivity testing has been undertaken to determine the effect of including some social rent. Assumptions used for the sensitivity testing should be used for the baseline position, unless the council can provide a definitive statement on its intended approach to affordable housing requirements, in relation to the split between social and affordable rent.	The council maintains a flexible policy in CN1 between affordable and social rented housing, however it is recognised that the ability to secure social rented housing is limited and this is why it has been included in a sensitivity test. The viability study was completed prior to the publication of the Housing White Paper, which provides for a greater range of affordable housing products in the future. Should this impact significantly on development viability, the council will review its CIL, but at present, this is a government consultation and is not policy.	
<a href="#">32</a>	Gladman Developments  (Agent: Ian Gillespie, Carter Jonas)	Marketing and disposal costs are stated to be 3% of GDV but it is impossible to determine how the marketing and disposal costs have been applied. Funders will expect this to be 4% of GDV minimum. The costs associated with sales and marketing are extensive and listed in the representation. The Harman report says the allowance should be 3-5% of GDV, depending of the local market. We recommend 4%. Harman do not include any costs associated with part exchange properties which make up a large proportion of sales.	The allowance for marketing costs is within the standard allowances and are sufficient, particularly in a relatively buoyant market. This 3% allowance is common across area wide viability appraisals and is seen in recent examples of adopted CIL charging schedule in the South East such as Test Valley (adopted in January 2016), East Hampshire (adopted in March 2016) and Mole Valley (adopted in October 2016).	

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<a href="#">32</a>	Gladman Developments  (Agent: Ian Gillespie, Carter Jonas)	Developers assess development margin against GDV of the scheme and do not discriminate between affordable and private housing. Bankers minimum requirements are usually 20% of GDV or 24% of build costs for 2 storey new build residential development. The Three Dragons report states 20% profit but we are unable to determine how this has been applied without the appraisal summaries.	The viability assessment adopts risk-related developer returns as required by the NPPG (Paragraph: 015 Reference ID: 10-015-20140306). We have assumed 20% return of GDV for the market housing, which is a relatively high rate of return to reflect the risk of making the individual sales. The affordable housing is generally pre-sold to registered providers and represents a lower risk and we therefore use a 6% return on cost. These assumptions have been accepted in a large number of CIL examinations.	
<a href="#">32</a>	Gladman Developments  (Agent: Ian Gillespie, Carter Jonas)	Build costs vary depending on a size of the developer, ground conditions, abnormals, material specification etc. BCIS costs are only for on-plot and do not include abnormal costs such as external works, landscaping or infrastructure. BCIS is based on historic data spanning 5 years so under value the costs. Latest Building Regs should be factored into the costs.	The base build costs used in the viability study were drawn from BCIS in July 2015 and discussed at the development industry workshop in the same month. BCIS build costs were £1,039/sq m for houses and £1,178/sq m for low rise flats at that time. The viability testing then made further allowances for external works (15% of build costs), small scale local infrastructure delivered through s106 (£1,500/dwelling) and for larger sites, opening up costs of between £50,000 and £200,000 per net hectare depending on site size. The testing also makes further allowances for site specific infrastructure on the strategic sites. Additional allowances have been made to take account of the recent part Q costs and for water sustainability costs (as detailed in the annex to the viability report).	
<a href="#">32</a>	Gladman Developments  (Agent: Ian Gillespie, Carter Jonas)	The £1500 per dwelling S106 cost is inadequate, especially taking into account greenspace requirements. Commuted sum payments for maintenance are expected in addition to laying out costs.	The standard £1,500/dwelling s106/278 allowance is based upon the amount likely to be required for local greenspace/children's play/ localised small scale transport. In general terms, the allowance made covers the cost of provision for the greenspace, with a recognition that there will be a need for on-going maintenance and the potential that the cost of this will vary, depending on the size of the site and the quantum / type of greenspace, as well as the ability to provide this through alternative means.	

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<a href="#">32</a>	Gladman Developments  (Agent: Ian Gillespie, Carter Jonas)	A contingency cost of 5% should be applied for 2-storey residential. Higher rates of 7.5-10% should be applied to brownfield sites and conversions.	A <i>buffer</i> is included within the viability testing to accommodate variation in costs and values. This takes the place of any separate contingency allowance to avoid double counting. NPPG requires that a buffer is included but contingency is not required Paragraph: 019 Reference ID: 25-019-20140612.	
<a href="#">32</a>	Gladman Developments  (Agent: Ian Gillespie, Carter Jonas)	We accept the 6% finance cost.	Noted.	
<a href="#">32</a>	Gladman Developments  (Agent: Ian Gillespie, Carter Jonas)	A realistic average sales rate would be 3 sales per month per developer. Development period would need to be extended to reflect this overall sales rate.	The development trajectory for the strategic sites is based upon the Local Plan evidence base. This was scrutinised as part of the Local Plan examination at the end of 2015. The development industry workshop agreed a sales rate on a dwelling per week per outlet for market housing.	
<a href="#">32</a>	Gladman Developments  (Agent: Ian Gillespie, Carter Jonas)	Concern that affordable housing is assumed to have the same values as market housing. Concern about the affordable housing tenures assumed in the testing. Concerned about the cumulative effect of our comments on the appraisals.	Affordable housing values are based upon capitalised net rents as set out in the testing assumptions in annex 3 of the report. The offer prices resulting from the testing have been checked with RPs active in Basingstoke and Deane. The testing is based on 40% affordable housing. All affordable housing comprises 70% affordable rented and 30% shared ownership, except for the sensitivity tests reported in section 4, which explore the impact of including some social rent.	
<a href="#">33</a>	Gladman Developments  (Agent: Ian	Timing of payment for smaller sites appears reasonable. For larger sites where CIL liability is greater than £250,000, the payment will be due well in advance of the majority of the	As well as being able to take advantage of the instalments policy set out in draft by the Council, developers are also able to bring forward sites in phases and this will be useful	

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	Gillespie, Carter Jonas)	development being built and sold and this will have a severe negative effect on cash flows.	in providing a better balance of CIL liabilities and revenue.	
<a href="#">34</a>	Tom Ormesher  National Farmers Union	Support zero rate for single dwelling developments and for all other types of development as believe this will cover agricultural development.  Concerned about £200 per sqm rate as it may prohibit small scale housing developments which may be required for farm/estate workers or families with a local connection to the rural area.	Support noted. Zero rates are based on the outcome of viability assessment.  The council has sought to strike a balance between the desire to fund infrastructure and the effects of CIL on the viability of development. CIL is not payable on single dwelling schemes or on affordable housing, which may exempt some forms of farm/estate workers accommodation. CIL will be payable on market housing schemes of 2 or more dwellings and the viability evidence supports this with theoretical maximum CIL rates in excess of £700 for small scale development's in the rest of borough zone. Therefore the council believes that the £200 per sqm rate is viable in the majority of cases in the rest of the borough.	
<a href="#">35</a>	Dr Pauline Holmes  Natural England	Natural England has no specific comments to make on the draft CIL Charges but advise the council set out a strategic approach to infrastructure, "planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure." We view CIL as playing an important role in delivering such a strategic approach.	The council notes Natural England's advice to plan strategically for biodiversity and green infrastructure and has included Strategic habitat creation and restoration on its Reg 123 list.	
<a href="#">36</a>	Mrs Karen Ross  Rooksdown Parish Council	Concern that parishes which are not suitable for a Neighbourhood Plan will receive the lower level of Neighbourhood Fund and will be disadvantaged.	CIL Regulation 59A sets out that the Neighbourhood Fund is 15% of CIL income from development within their area for parishes/areas which do not have an adopted Neighbourhood Plan. This is capped at 100 per existing council tax dwelling per year. The Government Regulations have been drafted to incentivise communities to prepare Neighbourhood Plans. Should a neighbourhood plan be subsequently adopted, the cap will be removed and the parish council would receive 25% of CIL income from	

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			development in the parish, permitted after adoption of the Neighbourhood Plan.	
<a href="#">37</a>	Mr Kevin Jaquest  Basingstoke and Deane Borough Council	The impact of Brexit on house values and development costs has not been taken into account in the viability evidence. It is too early to understand the impacts with any certainty and it will be important not to put too much store by any short term market evidence that materialises, especially for such a large scale and long term residential scheme as Manydown.	The viability study was completed prior to the EU referendum and at present the impact of Brexit is too uncertain to be factored into the viability study. However in the future, should monitoring indicate a significant change in the housing market, then CIL will be reviewed.	
<a href="#">37</a>	Mr Kevin Jaquest  Basingstoke and Deane Borough Council	<p>The proposed Manydown concept masterplan shows a gross area of around 309 hectares and that includes the Country Park. In the viability study, land for the country park is not included in the assumed gross site area as it is assumed that it will be delivered using CIL. However, and the Draft S123 List states that the land for the Country Park is not to be delivered using CIL. The cost/value of the land required for the Country Park therefore needs to be included in Three Dragons viability calculation.</p> <p>The majority of the country park will be directly related to the delivery of Manydown in order to provide ecological protection and enhancement, landscape buffering to the AONB and alternative natural greenspace (ANGS). As CIL funds will build up slowly and a shortfall is likely to remain, the leaseholders propose that the Manydown development contribution is treated as a S106 item. Further viability testing would be required to take account of the additional cost to be borne by the landowners.</p>	<p>Detailed consideration has been given to the value of the country park and how this may affect proposed CIL rates. Valuations undertaken for the LPA indicate that the value of the country park is around £965,000 and significantly lower than the £2million for existing use value as agricultural land. The main reason for this variation is that the land is more valuable in agricultural use than as a country park, because agricultural land is a private asset which produces an income whereas a country park is for public use and requires on-going revenue support.</p> <p>Further viability testing was undertaken, taking into account the cost of the land for the country park (with a value of £2million included, to reflect agricultural land value) and demonstrating that the CIL rate must be reduced in order to retain a 43%.</p> <p>Given the need to maintain a generous buffer for unknown costs associated with this scale of site, the council proposed to reduce the rate from £60 to £50 per square metre of residential development, which provides a buffer of 46%.</p>	Reduce Manydown rate to £50 per square metre.
<a href="#">37</a>	Mr Kevin Jaquest	The policy requirement for Gypsy and Traveller provision could have an impact on the viability of	Gypsy and Traveller provision has been excluded from the viability study because any site would have some commercial value (and may be able to attract HCA funding)	

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	Basingstoke and Deane Borough Council	Manydown.	but would not generate a CIL. Therefore it has been assumed to come forward separately and has been excluded from the land budget.	
<a href="#">37</a>	Mr Kevin Jaquest  Basingstoke and Deane Borough Council	Since the 2014 viability work was undertaken, BCIS indicates build costs have risen by around 7.7%. We calculate that Three Dragons have assumed build cost of £123 per sq ft but we think it should be in excess of £130 per sq ft. This difference would add £24.4m build costs to the viability assessment.	The values and costs used in the viability study were July 2015 figures discussed with the development industry in July 2015. BCIS build costs were £1,039/sq m for houses and £1,178/sq m for low rise flats at that time (excluding external works or other development costs). Costs will have changed since the research was done but values will also have risen. Between July 2015 and February 2017, the house price index for Basingstoke and Deane has risen by 15%. Over the same period the BCIS AITPI has risen by 6%, which suggests that viability will have strengthened considerably since the study was undertaken.	
<a href="#">37</a>	Mr Kevin Jaquest  Basingstoke and Deane Borough Council	Manydown is a large greenfield site so will incur significant infrastructure costs which are disproportionately higher than smaller sites. Three Dragons has assumed opening up costs of £200k per net hectare. We are concerned that an appropriate level of contingency and/or professional fees have been allowed for. We estimate enabling costs at around 2 and half times higher than those assumed by Three Dragons.	<p>These differences in approach have been explored with the assistance of a separate costs document kindly provided and discussed with the site promoters.</p> <p>Some of the costs allowed for by the Manydown landowners are excluded from the council's viability appraisal because it is understood that separate commercial funding may be used (e.g. local centre) or infrastructure will be delivered through the service provider (e.g. sewerage treatment works).</p> <p>The viability testing has made an allowance of 8% for professional fees for Manydown, which is generous in comparison to the 6% allowances commonly used for large sites.</p> <p>A <i>buffer</i> is included within the viability testing to accommodate variation in costs and values. This takes the place of separate contingency allowance in order to avoid double counting. The National Planning Practice Guidance requires that a buffer is included but contingency is not</p>	

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			required (Paragraph: 019 Reference ID: 25-019-20140612.) The proposed £50/sq m CIL rate for Manydown includes a buffer of 46% against the potential maximum rate of £94/sq m.	
<a href="#">37</a>	Mr Kevin Jaquest  Basingstoke and Deane Borough Council	We estimate that supporting infrastructure costs will be significantly higher than the £17.2k per home applied by Three Dragons and this is the subject of ongoing work during the current pre-application consultation. The figure is materially less than used for similar greenfield developments.	The approach taken, therefore, is slightly in excess of the recommendations of the Harman report. The council has further explored the differences in S106 costs with the landowner and infrastructure providers, and accepts that the highways costs have risen since the original assumptions were made in the viability study. Since further detail is now known from the pre-application information, an additional £3million of S106 costs has been factored into the viability update prepared by Three Dragons. This brings the assumption for S106 infrastructure cost up to £18,000 per home, plus the residual £1,500 S106/S278 per dwelling. This, combined with the inclusion of the country park land value, has the effect of reducing the viability of Manydown. This has been reflected in the proposed modification to the CIL Charging Schedule by reducing the rate for Manydown from £60 to £50 per sqm. It should be noted that in addition to the S106 costs, assumptions for external works and opening up costs have been allowed for in the testing, which equate to a further £23,500 per dwelling.	
<a href="#">37</a>	Mr Kevin Jaquest  Basingstoke and Deane Borough Council	There is a policy requirement to reserve land for a 12 form entry secondary school on site, but the development only requires provision of a 5 form entry secondary school. This means that the joint leaseholders will lose the ability to develop around 7 hectares of land.	The local education authority have expressed a desire to safeguard land to futureproof the new secondary school, if further development to the west of Basingstoke took place. The cost of this additional land has already been taken into account in the viability study through inclusion in the gross land budget, which means that the school land must meet the residential benchmark land value, so no further adjustment to the viability appraisal is required. Valuation advice provided to the LPA supports the view that the value of the additional school land would be an apportionment of the residual value of the whole site.	

Comment ID	Consultee Name and/or Organisation	Summary of Representation	Council's Response	Proposed Change
<a href="#">37</a>	Mr Kevin Jaquest  Basingstoke and Deane Borough Council	Three Dragons has made no allowance for a contingency sum on build costs in its viability assessment. The RICS Guidance is explicit on this matter, see E3.2.3.4 'In all costs, the inclusion of a contingency allowance to cater for the unexpected is essential.'	A <i>buffer</i> is included within the viability testing to accommodate variation in costs and values. This takes the place of separate contingency allowance in order to avoid double counting. The National Planning Practice Guidance requires that a buffer is included but contingency is not required (Paragraph: 019 Reference ID: 25-019-20140612.)	
<a href="#">37</a>	Mr Kevin Jaquest  Basingstoke and Deane Borough Council	The viability appraisal makes no allowance for a finance charge on the cost of the developer acquiring the land and this is not in line with the Harman Report. To provide for no interest on the land purchase is to imply that the payment to the landowner is made at the end of the development so that there is no carrying cost. Appraisals should assume that the landowner is paid at the outset.	The viability testing for Manydown (and other larger case studies) uses a discounted cash flow to take account of the impacts of time for all costs (including acquisition costs) and values. The viability testing provides an estimate of the residual value available to meet planning requirements such as CIL and to pay the landowner at the beginning of the development. However there is an awareness that in most cases landowners are paid in instalments linked to the rate of delivery so in practice there will be less burden on developers. If landowner payments (and CIL payments through the instalments policy and phasing of reserved matters applications) are made in phases throughout the development period, then the viability profile will be strengthened.	
<a href="#">37</a>	Mr Kevin Jaquest  Basingstoke and Deane Borough Council	For a scheme the size of Manydown, profit should be measured by internal rate of return (IRR) rather 20% GDV for market housing and 6% for affordable units. By not applying the IRR, it is likely that the viability appraisal substantially underestimates the profit required by the developer.	The viability testing has used a standard residual value approach, as put forward by the Local Housing Delivery Group in 2012 and endorsed by the LGA, the HBF, the Planning Inspectorate and the Planning Officers Society. Internal rate of return (IRR) is not included in this guidance. Guidance is also provided by RICS in Financial Viability in Planning, 2012. Box 6 on page 12 states "The residual appraisal methodology for financial viability testing is normally used, where either the level of return or Site Value can be an input and the consequential output (either a residual land value or return respectively) can be compared to a benchmark having regard to the market in order to assess the impact of planning obligations or policy implications on viability". Financial Viability in Planning	

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			<p>refers to IRR in passing (rates of return that may be required) in terms of its role “in mainstream capital budgeting theory and in property investment appraisal” (Appendix D). It also says that <i>investment appraisals</i> may be appropriate in, for example, assessing continuing existing uses in terms of obsolescence and depreciation – this is not relevant to area-wide viability appraisals. It is recognised that IRR has a role in assisting individual corporate decision making, by providing a tool to compare the profitability of different investments. However this is not relevant in viability studies, which are blind to which organisation may undertake the development. Treasury Green Book favours a Net Present Value (NPV) over IRR as a general decision making tool – Para 6.9 “the ‘internal rate of return’ (IRR) should be avoided as the decision criterion. Whilst it is very similar to NPV as a criterion, there are some circumstances in which it will provide different, and incorrect, answers. For instance, IRR can rank projects that are mutually exclusive differently from NPV”. There are also practical issues with using IRR – there are no clear benchmarks; CIL charging schedules are based on RLV calculations, not IRR; and the residual value approach was used as part of the local plan examination which was found to be sound.</p>	
<a href="#">37</a>	<p>Mr Kevin Jaquest</p> <p>Basingstoke and Deane Borough Council</p>	<p>Request the LPA to develop more detail around the implementation and management of CIL.</p>	<p>The LPA has drafted an approach to CIL governance and spend which was considered by the council’s Economic, Planning and Housing Committee on 27 April 2017. Further detail will evolve as the approach is developed and CIL funds begin to accumulate.</p>	
<a href="#">37</a>	<p>Mr Kevin Jaquest</p> <p>Basingstoke and Deane</p>	<p>The viability assessment should be revised to take account of the Government's starter homes policy.</p>	<p>Starter homes policy had not been published at the time of the viability study and the policy on starter homes has changed since the Draft Charging Schedule was published. In any case, starter homes and other forms of affordable home ownership will improve viability as they command</p>	

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	Borough Council		higher values than affordable rented and shared ownership products which the council currently seeks.	
<a href="#">37</a>	Mr Kevin Jaquest  Basingstoke and Deane Borough Council	A £60psm CIL rate could pose a risk to the viability of Manydown. The needs of the site are better addressed through a S106 agreement and £0psm is the appropriate CIL charge.	Following on from further viability testing, which takes into account the cost of the land for the country park and the uplift in highways mitigation costs, the council proposes to reduce the rate from £60 to £50 per square metre of residential development.	
<a href="#">38</a>	Heather Mountford  Old Basing Parish Council Deputy Clerk	The parish council queried how the residential rates were reached, in particular zone 4 - Basingstoke and Tadley.	The residential rates are based on the outcome of viability appraisals as set out in the Viability Study (Three Dragons, March 2016). The gross development value and development costs are used to calculate a residual valuation. The rate for Basingstoke and Tadley was reached following viability testing of a range of small-scale and larger-scale developments.	
<a href="#">38</a>	Heather Mountford  Old Basing Parish Council Deputy Clerk	Para 1.2 bullet point 2 - Does "development" mean multi-unit schemes in aggregate?	Each planning application will be considered to see if it constitutes chargeable development.	
<a href="#">38</a>	Heather Mountford  Old Basing Parish Council Deputy Clerk	Para 2.1 - Does this mean the Borough will use its share of CIL to fund transport and recreational facilities in the Parish? How will the parish know what Borough will fund from its share of CIL?	The Borough Council intends to fund items on its Regulation 123 list from CIL. The council is currently in the process of establishing a CIL spend and governance process. The neighbourhood fund ensures that a proportion (15% or 25%) of the levy will be passed back parishes where development has taken place. Allocation of the remaining CIL funds will be in accordance with the council's infrastructure priorities. The Borough Council will publish an annual report of what CIL has been spent on.	

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<a href="#">38</a>	Heather Mountford  Old Basing Parish Council Deputy Clerk	Do 3.2 and 3.3 describe the methodology of assessment? Does this mean an assessment will be done for Planning Application or will the rates per square metre be used?	Once the CIL Charging Schedule has been adopted, the rates per square metre will be applied to chargeable development, so there will be no need for individual sites to undertake viability testing in relation to CIL.	
<a href="#">38</a>	Heather Mountford  Old Basing Parish Council Deputy Clerk	Table 1 - Does the rating of single dwellings at £0 conflict with Page 1, para 1.2 in that "CIL will apply to .....the creation of one dwelling even if the gross internal floorspace is less than 100 square metres"	Paragraph 1.2 is describing chargeable development in terms of the CIL Regulations, whereas table 1 proposes rates to be applied in Basingstoke and Deane. The difference lies in that a single dwelling could be required to pay CIL, however viability evidence has indicated that a CIL rate could not be supported so the council proposes to set a zero rate.	
<a href="#">38</a>	Heather Mountford  Old Basing Parish Council Deputy Clerk	Is Para 1.2 Bullet Point 3 aimed at reducing 'garden-grabbing'?	The introduction of CIL is not intended to influence garden development.	
<a href="#">39</a>	Thames Water Utilities  (Agent: Mr David Wilson, Savills)	Thames Water consider that sewerage/wastewater [and water] infrastructure buildings should be exempt from payment of CIL and this now appears to be the case in the draft schedule where "All other types of development", have a Nil charge which Thames Water support.	Support for zero rate for "All other types of development" noted.	
<a href="#">39</a>	Thames Water Utilities  (Agent: Mr David Wilson,	The council may wish to consider using CIL to fund enhancements to the sewerage network, beyond that covered by the Water Industry Act and sewerage undertakers (e.g. protection from surface water flooding).	"Strategic flood alleviation schemes and flood prevention measures" are on the R123 list, so could be funded by CIL if required and funds allow (subject to the council's CIL governance and spend process).	

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	Savills)			
<a href="#">40</a>	Mr Martin Small Historic England	The council should consider whether any heritage-related projects within the district would be appropriate for CIL funding.	The council is developing an approach towards CIL Governance and Spend which will influence the way CIL funds are allocated, and at this stage does not preclude any heritage-related projects which fall within the definition of infrastructure. The council is not aware of any defined projects, but would consider any such projects for inclusion on the R123 list.	
<a href="#">40</a>	Mr Martin Small Historic England	The council should be aware of the implications of any CIL rate on the viability and effective conservation of the historic environment and heritage assets in development proposals. Rates proposed in areas where there are heritage assets at risk should be viable, Historic England accept that rates could be lowered in such circumstances. Exceptional circumstances relief should be offered where development which benefits heritage assets and their settings may become unviable if it was subject to CIL.	A viability buffer has been applied to ensure that the proposed CIL rates are not at the margins viability and the Council is not aware of any specific schemes coming forward in the plan period where conservation of the historic environment would have a significant negative impact on development viability.	
<a href="#">41</a>	Charlotte Mayall Southern Water	Southern Water have no comments to make in relation to the above consultation.	Noted.	
<a href="#">42</a>	Zoe Johnson Highways England	Highways England have reviewed the consultation and have no comment at this time.	Noted.	
<a href="#">43</a>	Peter Drake Hampshire County Council	Support zero rate for extra care and retirement properties.	Support noted.	
<a href="#">43</a>	Peter Drake	Paragraph 1.7 should state that large scale	Agree that some planning obligations will provide for off-site	Update

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	Hampshire County Council	developments may be required to deliver some off-site planning obligations.	infrastructure and this approach is supported by the Planning Obligations SPD.	wording in 1.7 of DCS to clarify.
<a href="#">43</a>	Peter Drake Hampshire County Council	The IDP needs to be updated to reflect the Reg 123 list and up to date costs.	The IDP will be updated.	Update IDP.
<a href="#">44</a>	Peter Drake Hampshire County Council	<p>The County Council is concerned that CIL will only provide around 10% of the income for the required infrastructure so advises that the Reg 123 list is specific, transparent and strengthens the position of the Highway Authority.</p> <p>The approach of identifying specific transport schemes on the Reg 123 list is welcomed. The County Council suggests that the draft Regulation 123 list should read as follows for transport and all other schemes be removed:</p> <ul style="list-style-type: none"> <li>• Improvements to junction and signals at A30 Ringway South/A339 Hackwood Road roundabout;</li> <li>• Improvements to junctions on B3400 throughout Laverstoke and Freefolk and improved pedestrian and traffic management on the B3400;</li> <li>• Top of Town revision to two-way operation of New Road;</li> <li>• Improvements to A3010 Victory roundabout;</li> <li>• Improvements to M3 Junction 7;</li> <li>• Park and ride sites to the North East and South West of the town;</li> <li>• New rail station and associated</li> </ul>	<p>The Draft Regulation 123 list has been reviewed in conjunction with the Highway Authority and a number of schemes are proposed to be removed from the list to enable planning obligations to be sought for these projects.</p> <p>Two of the infrastructure projects that have been removed may be sought through planning obligations for Manydown. The costs that would be attributed to Manydown have been factored into the viability update prepared by Three Dragons.</p> <p>The Borough Council intends to use planning obligations to fund new schools required to serve strategic sites, and to use CIL to expand existing schools. This approach will ensure that the council does not breach the restriction on pooling planning obligations and is reflected in the viability study.</p>	

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		<p>infrastructure at Chineham;</p> <ul style="list-style-type: none"> <li>• Overton rail station car park improvements.</li> </ul> <p>There is a risk associated with having school expansion projects funded entirely through CIL. On larger sites the County Council would prefer to be able to secure S106 contributions. Wish the Regulation 123 list to exclude primary and secondary schools to allow the County Council to continue to negotiate directly with developers to ensure that the impact of new housing on school places is appropriately mitigated and that funding is directly available to deliver additional school places when needed.</p>		
<a href="#">45</a>	<p>Mrs Laura Harvey</p> <p>Overton Parish Council</p>	<p>Overton Parish Council raise a number of queries including:</p> <ul style="list-style-type: none"> <li>• What defines the word project?</li> <li>• Will there be 40% affordable housing on sites of less than 10?</li> <li>• Any payment in kind should meet with the wishes/strategy of the local community</li> </ul>	<p>An infrastructure project is not defined by the CIL Regulations however the council generally considers each of the rows in the IDP to be an infrastructure project.</p> <p>No affordable housing will be sought on sites of 10 or fewer dwellings unless the combined gross floorspace exceeds 1000 sq m. This is national policy and set out in the Planning Practice Guidance.</p> <p>Comments on payment in kind are noted and will be taken into account when the council considers introducing a payment in kind policy.</p>	
<a href="#">45</a>	<p>Mrs Laura Harvey</p> <p>Overton Parish Council</p>	<ul style="list-style-type: none"> <li>• Overton Station and parking is not included</li> <li>• Tennis courts in Overton have recently been resurfaced</li> <li>• How will local communities have projects included within the list?</li> <li>• How often will this be reviewed?</li> </ul>	<p>Overton Station car park is not featured in the IDP to support the Local Plan.</p> <p>Local communities can feed their requirements to infrastructure service providers or directly to the Planning team for consideration to be included on the Reg 123 list.</p> <p>The Reg 123 list will be reviewed periodically as required. It is anticipated that this will be every 1-2 years.</p>	<p>Tennis courts in Overton will be removed from the IDP and Reg 123 list as the project is funded and complete.</p>

