

Community Infrastructure Levy

Draft Charging Schedule

Submission 2021

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1.0 Introduction

- 1.1 The Community Infrastructure Levy (CIL) is a tariff which allows funds to be raised from new developments towards the cost of infrastructure to support development of the Borough. Its purpose is to give developers more certainty over costs and to give councils and communities more choice and flexibility in how infrastructure is funded.
- 1.2 The list of charges, or levy rates for the charging authority's area, are set out in a CIL Charging Schedule. This document is Havant Borough Council's CIL Charging Schedule. Appendix A sets out the CIL rates that Havant Brough Council will apply to development in its area.

2.0 Explanation of Havant's CIL Charging Rates

- 2.1 The Draft Charging Schedule has been prepared in accordance with the CIL Regulations 2010 (as amended) and Government guidance.
- 2.2 The Charging Schedule has been through two rounds of public consultation and is supported by evidence, which is shared with that of the Local Plan. In particular, the Council has had regard to its Infrastructure Delivery Plan and Viability Assessments of the Local Plan requirements, as well as its experience in operating a CIL Charging Schedule since 2013.
- 2.3 Charging authorities are strongly advised not to adopt CIL rates at or near the margin of viability. This is to allow for future fluctuations in market conditions and means that the Charging Schedule will not need to be reviewed with every minor change in conditions.
- 2.4 The proposed rates are set out in the table at Appendix A together with the maps showing the areas (charging zones) to which the respective charges apply. For clarification, the charging zones are based on ward boundaries with the exception of the Strategic Site which follows the boundaries of the development area as proposed in Submission Havant Borough Local Plan.
- 2.5 As indicated by the Viability Assessments, taking account of the need for affordable housing, the residential development in the areas of Emsworth and Hayling Island should continue to support a higher rate of CIL (based on residential market value levels in new build properties) than Havant and Bedhampton, Leigh Park and Waterlooville. The rates being charged should continue at the current rate, including the applied indexation.

- 2.6 The residential rate does not include extra care housing or residential institutions but does apply to sheltered housing which is CIL liable. The Council recognises the additional services and facilities provided by extra care housing and residential institutions, such as care facilities, kitchens, communal and shared areas, which are likely to impact on development viability. For the avoidance of doubt: hotels and guesthouses, as well as holiday rental accommodation within holiday parks are not considered to be residential for the purposes of CIL and fall within the 'all other uses' category, which is £0 rated.
- 2.7 Retail developments depend on their size as to their viability and are charged accordingly with charges only being applied to large (>280 sq m) developments. Other developments including offices, industry and warehousing, hotels, community and leisure uses continue to be zero rated.
- 2.8 The area of the Southleigh Strategic Site will be 'zero rated' for CIL due to the amount of infrastructure that would more appropriately be provided through planning obligations.

3.0 Relationship with S106 obligations

- 3.1 Regardless of whether a development is CIL liable or not, schemes will be expected to provide, or make contributions towards infrastructure where it is needed to make the development acceptable in planning terms and meets the legal tests of being necessary, related and reasonable.
- 3.2 While the CIL Regulations have been amended, and no longer require councils to publish what was known as a 'Regulation 123' list, the Council has nevertheless included a list in this Charging Schedule to indicate which types of infrastructure it intends to wholly or partly fund using the CIL. All other types are likely to be secured using S106 legal agreements.
- 3.3 It should be noted that the inclusion of projects on the list does not signify a commitment by the Council to fund all the projects listed, or the entirety of any one project through the Levy. Nor does the list imply any order of preference for spending.

4.0 Spending, Monitoring and Further Information

- 4.1 The Council has adopted a CIL Funding Decision Protocol which sets out a framework for decision making on spending the CIL. It includes the process by which infrastructure providers can bid for CIL funding, and how community groups can put forward proposals for spending from the Neighbourhood Portion.

4.2 The CIL Regulations set out the requirements for a report to be published annually setting out how much CIL has been collected, how much has been spent and on what, and how much is retained. This information is contained within the Council's Infrastructure Funding Statement, which will be published annually on the Council's website.

4.3 The Council's Developer Contributions Guide contains further information on the administrative processes associated with the CIL, including when CIL will be charged, who is liable to pay it, the Instalments Policy, payments in kind, reliefs and exemptions, the relationship with S106 planning obligations and how spending priorities will be determined and funds allocated.

Havant Borough CIL Charging Schedule

Charging Authority

The Charging Authority is Havant Borough Council

Date of Approval

This Charging Schedule was approved by the Council on

Date of Effect

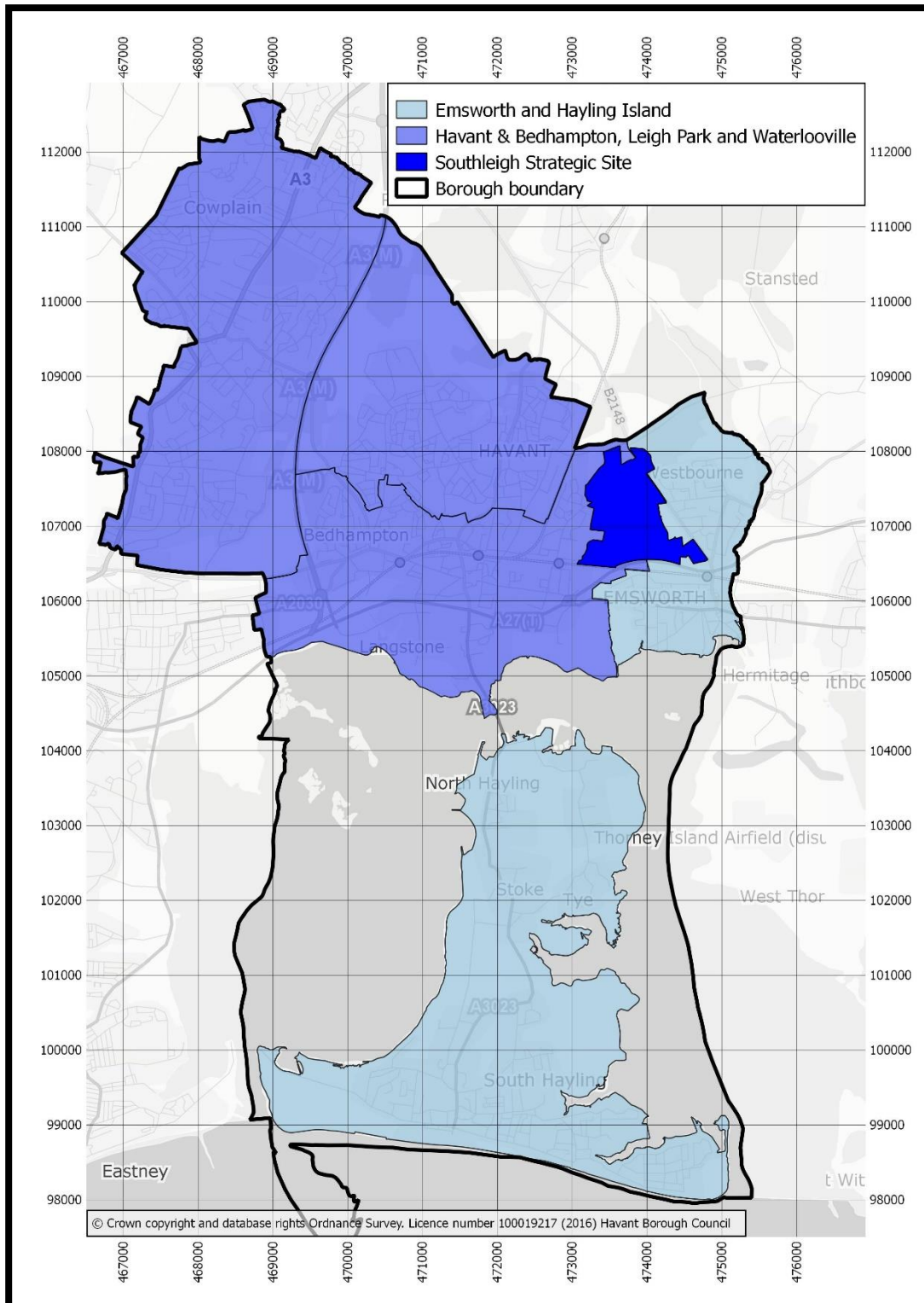
This Charging Schedule will come into effect on

CIL Rates

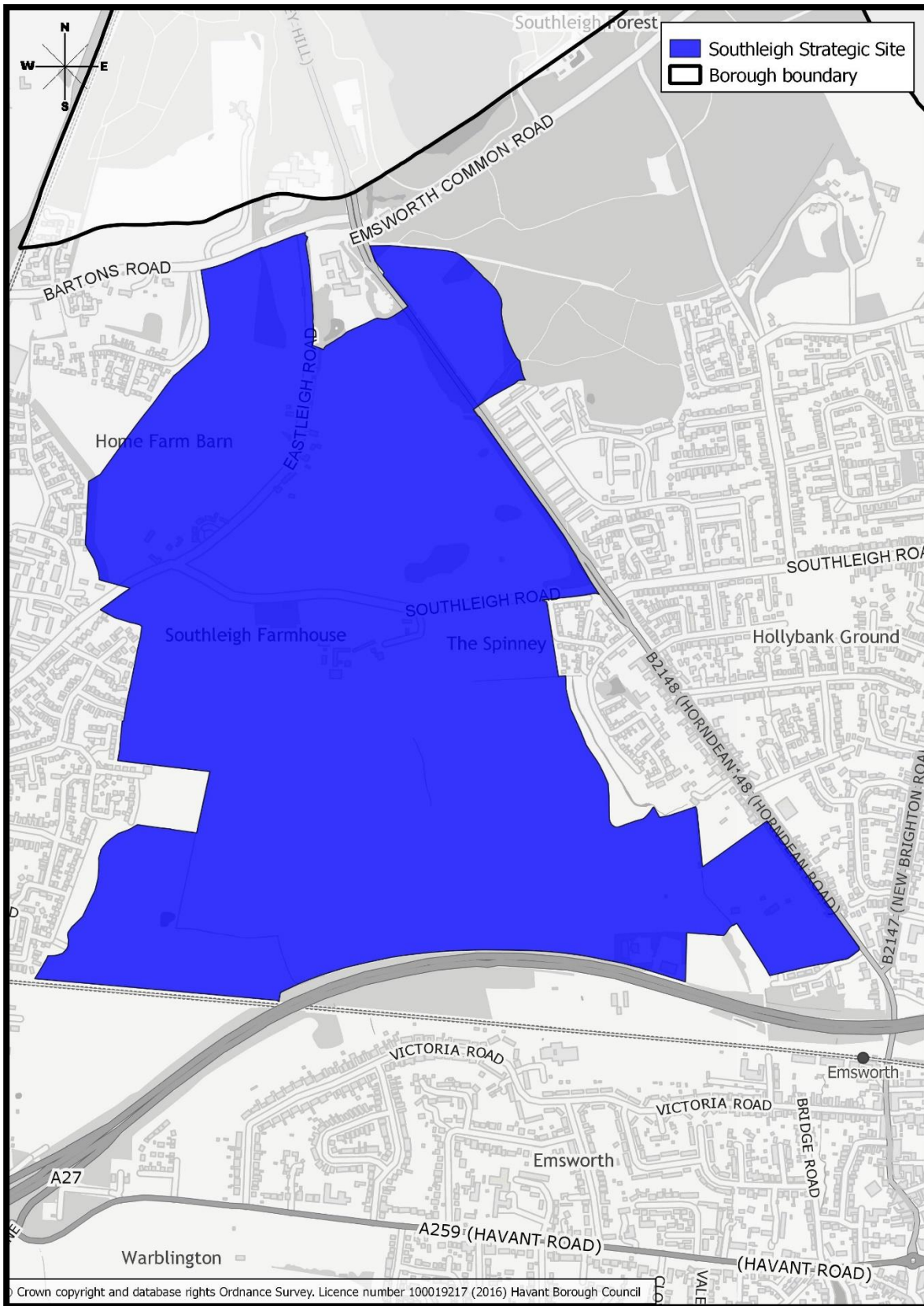
The rate at which CIL is charged shall be:

Development Type	CIL Rate (£/sqm)
Residential* (one dwelling or more):	
Emsworth (excluding Southleigh) and Hayling Island	£149
Havant (excluding Southleigh), Leigh Park and Waterlooville	£119
Southleigh Strategic Site**	£0
Retail	
Retail warehousing and food stores over 280 sq m	£133
All other retail, and retail within Southleigh Strategic Site**	£0
All Other Uses	£0
<p>* Please note the residential rate excludes extra care housing, residential institutions, hotels & guesthouses, and holiday rental accommodation within holiday parks</p> <p>** The extent of the Southleigh Strategic Site is shown on Maps 1 and 2 included in the Charging Schedule</p>	

Map 1: Differential Rate Zones



Map 2: Southleigh Strategic Site



Indicative CIL Infrastructure List

The list below sets out those infrastructure types or projects that Havant Borough Council may wholly or partly fund through the CIL.

Please note that the inclusion of projects on the list does not signify a commitment by the Council to fund all the projects listed, or the entirety of any one project through the Levy. Nor does the list imply any order of preference for spending.

The Council retains the right to determine where CIL will be spent and is not restricted by this list.

The Council will review the CIL Infrastructure List as part of its monitoring of the collection and spending of CIL funds and will publish any update in its annual Infrastructure Funding Statement.

Infrastructure Type or Project (CIL)	Exclusions (S106/S287)
Local and strategic Transport improvements	Site specific matters needed to mitigate the impact of the development and to make it acceptable in planning terms
Flood and Coastal Erosion Risk Management Measures	Any provision necessary to make the development acceptable in planning terms
NB For the strategic allocation at Southleigh (Havant Borough Local Plan - Policy KP5) a zero CIL rate has been set. All the infrastructure and facilities needed to serve this development will therefore be provided through S106/S278 agreements.	

