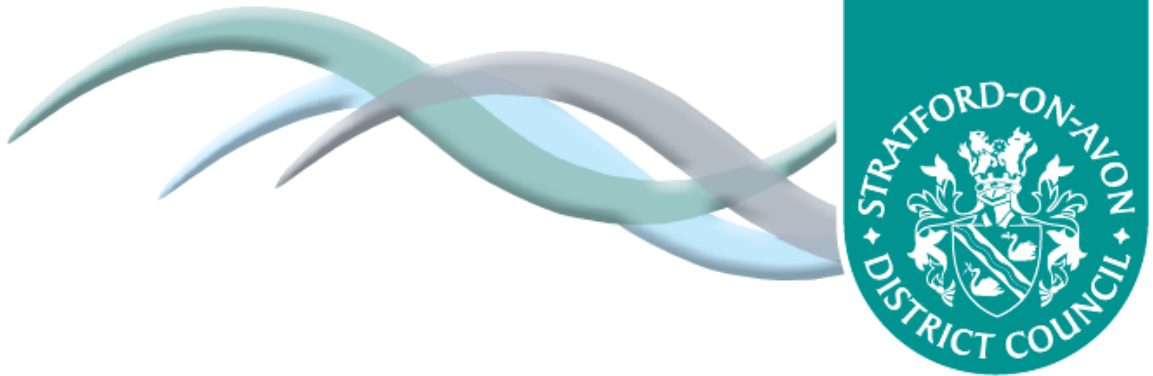


EBD.1



**Stratford-on-Avon District Community Infrastructure Levy
Submission Charging Schedule
Consultation Document**

October 2015

EBD

How to Comment

The period for comments is from **Friday 16 October to 5pm on Friday 13 November 2015**. Comments received after the deadline may not be considered.

You can respond in the following ways:



COMMENT ONLINE via the interactive consultation document at:
www.stratford.gov.uk/CIL2015



By completing the comment form and emailing it to:
planning.policy@stratford-dc.gov.uk



By completing the comment form and posting it to:
FREEPOST RSLH – ZYKJ – TYAZ, Stratford on Avon DC, PO BOX 5341,
Stratford upon Avon, CV37 1LE

Copies of this consultation document and the accompanying Statement of Consultation, which gives full details of this consultation, are available on the District Council's website at www.stratford.gov.uk/CIL2015 or from the District Council offices at Elizabeth House, Church Street, Stratford-upon-Avon, CV37 6HX.

If you have any queries regarding this consultation, please contact the Planning Policy Team on 01789 260334 or email planning.policy@stratford-dc.gov.uk.

If you find the text in this document difficult to read we can supply it in a format better suited to your needs. Please telephone 01789 260334.

1. Background and Purpose

The Stratford on Avon Context

Stratford-on-Avon District produced a Core Strategy for 2011 – 2031 for submission to the Secretary of State in autumn 2014. As a result of the examination hearings in January 2015 the inspector provided interim conclusions of which modifications to the development strategy, area strategies and further land allocations were proposed. Consultation on the ‘Proposed Modifications in response to Inspector’s Interim Conclusions’ closed on Friday 25 September 2015. The Core Strategy examination hearings are expected to reopen around the turn of the year.

This document sets out the Community Infrastructure Levy (CIL) Submission Charging Schedule for consultation purposes. It is proposed that CIL be examined during or shortly after the Core Strategy Examination and that it be adopted alongside the Core Strategy by June 2016.

The Core Strategy allocates key sites for Stratford upon Avon and the Main Rural Centres (MRC) and identifies two strategic locations: new settlements at Gaydon/Lighthorne Heath (to be called Kingston Grange) and Long Marston Airfield as well as the Stratford Canal Quarter Regeneration Zone site allocation. It also provides broad housing numbers for the Local Service Villages (LSV) where site allocations will be identified in a Site Allocations Plan (SAP) or through the Neighbourhood Development Plan process.

This Submission Charging Schedule (SCS) sets out a set of CIL rates for the district in general, proposed CIL rates for the two strategic locations of Gaydon/Lighthorne Heath and Long Marston Airfield as well as the proposed ‘Canal Quarter Regeneration Zone, Stratford upon Avon’ site allocation at where these differ from the district rates.



To find out more about the Core Strategy please visit www.stratford.gov.uk/corestrategy

What is the purpose of this consultation and what will happen next?

Consultation on this Submission Charging Schedule is the third formal stage of CIL consultation. Consultation on the Preliminary Draft Charging Schedule took place in October – December 2013 and on the Draft Charging Schedule in August – October 2014. In addition discussions have taken place with the development sector to help inform our assumptions on development viability and with infrastructure providers and County, Town and Parish Councils on the infrastructure needed to support the level of growth set out in the Core Strategy.

As the CIL Charging Authority, Stratford on Avon District must distinguish between projects or types of infrastructure that are to be funded in whole or in part by the levy and those

site-specific items where S106 contributions will continue to be sought. This is provided in the Draft Regulation 123 list which is provided in Appendix A of this document. Comments are invited on the Regulation 123 List in addition to the Submission Draft Charging Schedule.

The governance and operational processes needed to underpin the collection and spending of CIL funds are outside the scope of this consultation and are not a matter for the independent examination.

The supporting documents referred to in this consultation are also available to view and download from the website at www.stratford.gov.uk/CIL2015

The key documents are:

- Economic Viability Study: Submission Charging Schedule, Peter Brett Associates September 2015
- CIL Economic Viability Study: Draft Charging Schedule, Peter Brett Associates June 2014
- Draft Infrastructure Delivery Plan – June 2014 (Appendix 1 of Core Strategy)
- Preliminary Draft Charging Schedule - October 2013 and Summary of Consultation Responses.
- Draft Charging Schedule – August 2014 and Summary of Consultation Responses.

All responses to this consultation will be considered fully before the Submission Charging Schedule is submitted for independent examination. If you submit a response, please indicate on your response form whether or not you wish to be heard during the examination.

2. Evidence

Infrastructure Requirements and the Draft Regulation 123 List

The Infrastructure Delivery Plan (IDP) is a working document that sets out the infrastructure required to support growth over the core strategy period. It is presented as Appendix 1 of the Core Strategy. The IDP distinguishes between infrastructure that is critical to enable growth to take place and that which is desirable to meet the plan's wider objectives.

The Draft Regulation 123 List (attached to this document as Appendix A) has been informed by the IDP. It contains a list of specific projects and types of infrastructure that the Council intends will be funded in whole or in part by the levy, rather than through planning obligations. The decision whether an item should be funded through CIL or S106 (or S278 of the Highways Act) has been primarily determined by application of Regulation 122 of the CIL Regulations 2010 (as amended). Regard has also been paid to the viability analysis undertaken for the Council by Peter Brett Associates (see below).

Development Viability

Peter Brett Associates LLP was commissioned by Stratford-on-Avon District Council to undertake an Economic Viability Study to provide evidence and advice to support the introduction of a Community Infrastructure Levy in Stratford-on-Avon District and support planning policies in the Core Strategy.

The objective of this study was to help inform the decisions by locally elected members about the risk and balance between the policy aspirations of achieving sustainable development and the realities of economic viability. In making their decision on the balance, members are seeking guidance on the maximum level of CIL, and the recommended level of CIL. These factors need to be taken into account in order to ensure that development in Stratford-on-Avon District remains deliverable and viable.

These are complex questions, and the only way to make the decision properly is to explicitly understand the trade-offs being made between those choices. The report therefore estimates the total available development contributions, and then 'shares out' the resulting viability pot between competing priorities.

Since the last study was published in June 2014 (see below) there have been a number of changes both locally and in terms of national policy that need to be addressed in order for the Council to come to a view as to an appropriate CIL charge. As well as reflecting these changes the Council has also sought to update the main assumptions to reflect the latest information in terms of costs and values and to provide further context to explain assumptions as a result of comments made at the Draft Charging Schedule stage.

In particular this report seeks to address the following elements in addition to that considered in the June 2014 report:

- Benchmark/threshold land values
- Implication of the affordable housing and s106 threshold guidance
- Further analysis of older person housing
- Revised information for Strategic sites at Gaydon Lighthorne Heath and the Canal Quarter
- New Strategic sites at Long Marston Airfield.

In addition a suite of other documents have been produced for the Council by Peter Brett Associates which also include viability testing. Whilst these documents are a useful reference point to show how work has progressed in terms of evidence, the Council will be relying on the Economic Viability Study September 2015 as supporting viability evidence for the CIL charges. The documents are as follows:

- CIL Economic Viability Study: Draft Charging Schedule, June 2014 – This document was issued as part of the evidence base for supporting the Council’s proposed CIL rates set out in the Draft Charging Schedule. This document replaced the September 2013 report.
- CIL Economic Viability Study: September 2013 – This document sets the baseline for testing to which the subsequent documents are based in order to be consistent in approach. This document has been used to inform the proposed CIL rates set out in the Preliminary Draft Charging Schedule. This document was replaced by the Economic Viability Study September 2015 as it takes account of updated evidence and new regulations and guidance.
- Canal Quarter and Employment Sites Viability and Deliverability Report: April 2014 – this document has been prepared to provide evidence to the council on the potential to deliver housing led regeneration of this specific are of Stratford-upon-Avon. Alterative affordable housing percentages from 20%-35% have been explored which relate back to the Economic Viability Study September 2015.
- Viability and Deliverability Strategic Sites: April 2014 – this report explores the deliverability of alterative strategic sites within the district that will provide a substantial contribution to the council’s housing supply. Affordable housing has been set at 35% in each strategic site which has been demonstrated as a viable level along with a range of other policy and infrastructure costs.
- Plan Viability and Affordable Housing Study: April 2014 – this document informs the Plan’s affordable housing policy in the context of the plan viability assessment. It tests the policy requirements in the plan and informs policy decisions relating to the trade-offs between the policy aspirations of achieving sustainable development and the realities of economic viability.

These are all available at www.stratford.gov.uk/CIL2015

3. Submission Charging Schedule

Stratford-on-Avon’s proposed CIL rates are set out in Table 1 below.

Table 1: Submission Charging Schedule

Development Sector	Proposed CIL £ per sq m
<u>Residential development</u> <ul style="list-style-type: none"> • At Gaydon/Lighthorne Heath new settlement* • Long Marston Airfield* • Canal Quarter Regeneration Zone*⁽¹⁾ • Small sites (10 and under units) • Rest of District • Extra care** • Retirement dwellings** 	<ul style="list-style-type: none"> • £110 • £75 • £85 • £75 • £150 • £as prevailing rate • £0
<u>Retail (A1-A5)</u> <ul style="list-style-type: none"> • Within all identified centres⁽²⁾ • Within Gaydon/Lighthorne Heath and LMA new settlements* • Out of centre retail • All other forms of liable floorspace 	<ul style="list-style-type: none"> • £0 • £10 • £120 • £0

* Boundaries of GLH/LMA and Canal Quarter as defined on pages 35, 39 and 40 of the proposed modifications in response to the Inspector’s Interim Conclusions, August 2015.

** As defined in Appendix A, Economic Viability Study: Submission Charging Schedule, Peter Brett Associates September 2015.

(1) With a 20% affordable housing yield at the Canal Quarter.

(2) Centres boundaries as defined under Policy CS.22 of the Proposed Submission Core Strategy, June 2014.

4. Instalments and Exceptions Policies

Instalments Policy

The Council will introduce an Instalments Policy and will allow for phased payments linked to applications on strategic sites. This is not part of the charging schedule, and will not be a part of the independent examination of CIL, but the Council is interested to receive your views.

The following Draft Instalments Policy is under consideration:

Overall CIL liability	Instalments payable
< £20,000	Payment in full within 60 days
£20,000 - £50,000	Payment in 2 equal instalments within 180 and 360 days
£50,000 - £100,000	Payment of 25% within 90 days; 25% within 360 days and 50% within 540 days
£100,000 - £500,000	Payment of 10% within 90 days; 15% within 360 days; 25% within 540 days and 50% within 720 days
> £500,000	As above (i.e. £100,000 - £500,000) but to be discussed on an individual basis and policy amended if necessary

Exceptions Policy

The CIL Regulations 2010 (as amended) make provision for three classes of development that are exempt from any CIL liability. These are:

- Affordable housing;
- Charitable developments that are used wholly, or mainly for charitable purposes; and
- Self-build housing.

The Council may also consider introducing an Exceptions Policy enabling the two other areas of discretionary exemptions, as set out in the regulations, namely:

- Developments by charities which are held as an investment from which the profits are applied for charitable purposes; and
- Where a specific scheme cannot afford to pay the levy. Relief is only possible in these circumstances where it can be demonstrated that paying the full charge would have an unacceptable impact on the development's economic viability and that, in being granted an exemption from CIL, the developer/liable party is not considered to be receiving state aid. These claims would be considered on a case by case basis.

An Exemptions Policy does not form part of the Draft Charging Schedule and will not be subject to the independent examination of CIL, but the Council is interested to hear your views.

Appendix A: Draft Regulation 123 List

Regulation 123 of the Community Infrastructure Levy Regulations 2010 (as amended) requires local authorities to produce a list of those projects or types of infrastructure that it intends will be wholly or partly funded through the Community Infrastructure Levy (CIL). This list is provided as part of the consultation on the Draft Charging Schedule.

The list is intended to ensure that individual developments are not charged for the same infrastructure through both S106 and CIL. Accordingly, a S106 (or S278) contribution cannot be sought towards an infrastructure item on the List. Where items are to be funded through planning obligations, they are to satisfy Regulation 122 of the Community Infrastructure Regulations 2013 (as amended) which stipulates that:

In accordance with CIL Regulation 122, a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- a. necessary to make the development acceptable in planning terms;
- b. directly related to the development; and
- c. fairly and reasonably related in scale and kind to the development.

Affordable housing will continue to be secured through S106 and is not liable for a CIL contribution.

The Council will review the Regulation 123 List at least once a year, as part of the monitoring of CIL collection and spending. Any changes to the list will be justified and subject to appropriate local consultation.

The inclusion of a project or type of infrastructure on the list does not signify a commitment from the Council to fund (in whole or part) the listed project or type of infrastructure, nor does the list prioritise infrastructure items.

Community Infrastructure Levy

- Stratford Transport Package (items 1-14 on IDP) or Transport schemes other than site-specific access improvements and traffic calming measures
- Warwick Road Dynamic Signage
- Public transport investments, pedestrian and cycle links where not part of a site specific development/mitigation package
- Schools and sixth form provision (excluding primary school at GLH and primary and secondary schools at LMA)
- Primary, secondary and community health infrastructure (except primary health centre at GLH and LMA)
- Emergency services facilities except Safer Neighbourhoods Premises at GLH and LMA
- Support to library service (except at GLH and LMA)

- Indoor sports provision (except at GLH and LMA)
- Outdoor sports provision (except at GLH and LMA)
- Allotments and community orchards (except at GLH and LMA)
- Natural and semi-natural accessible green space (except at GLH and LMA)
- Improvements to existing strategic parks and civic spaces;
- Flood alleviation schemes (other than SUDs and on-site solutions)
- Low carbon energy projects
- High Speed Broadband – development of strategic network

Planning Obligations

- Site specific access and traffic calming measures
- Site specific public transport, pedestrian and cycle links
- Stratford Western Relief Road
- Transport and Highways infrastructure for GLH (see IDP infrastructure trajectory Table 2)
- Transport and Highways infrastructure for LMA (see IDP infrastructure trajectory Table 3)
- Canal Quarter Localised Mitigation Package including bridge over canal (see IDP infrastructure trajectory Table 4)
- Primary school and early years provision at GLH and LMA
- Secondary school provision at LMA
- Primary health centre at GLH and LMA
- Safer neighbourhoods premises at GLH and LMA
- Combined library/community facility at GLH and LMA
- Site specific green infrastructure including biodiversity loss mitigation and improvement
- On-site open space including children’s play, local parks, gardens and amenity spaces at LMA
- On-site outdoor sports provision at LMA
- Community orchards & allotments and natural & semi-natural accessible greenspace at GLH and LMA
- On-site drainage and flooding solutions
- On-site sustainable energy requirements
- Affordable housing

If you find the text in this document difficult to read,
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