

Hart Community Infrastructure Levy (CIL)
Consultation on a Preliminary Draft Charging Schedule
5th November 2021 to 17th December 2021



Response Form

Hart District Council is preparing a Community Infrastructure Levy. Comments are invited on a Preliminary Draft Charging Schedule and the supporting evidence. All the consultation documents are available at <https://www.hart.gov.uk/community-infrastructure-levy>

Please return comments by email to planningpolicy@hart.gov.uk or by post to Hart District Council, Civic Offices, Harlington Way, Fleet, GU51 4AE

Deadline: 5pm on Friday 17th December 2021

Part A – Personal Details

Please provide your details as anonymous comments cannot be accepted. By responding to this consultation you are providing consent for your personal data to be collected by Hart District Council in line with terms set out in the [CIL Privacy Notice](#). Please also read the [Confidentiality Statement](#). Consultation responses will be published, but only the name, and where relevant, the organisation name, will be published with the comments. No personal contact details will be published.

	Personal details (if applicable)*	Agent's Details (if applicable)*
First Name		██████
Last Name		██████
Organisation <i>(where relevant)</i>		Hampshire County Council / Basingstoke Canal Authority
Address		██████████████████ ██████████████████ ██████
Postcode		████████
Email		██

*If an agent is appointed, please complete only the Name and Organisation boxes to the personal details but complete the full contact details of the agent. All correspondence will be sent to the agent.

Part B – Representations

The Council is consulting on:

- Preliminary Draft Charging Schedule (setting out the proposed CIL rates)

You may also comment on the supporting evidence base:

- CIL Viability Assessment September 2021
- Hart Infrastructure Delivery Plan Update October 2021
- Infrastructure Funding Gap Assessment October 2021

Your Comments

The Basingstoke Canal Authority (BCA) is a local authority partnership that manages the day-to-day operation of the Basingstoke Canal; it was set up in 1991 by the Canal's owners (Surrey and Hampshire County Councils), six Borough and District Councils along the Canal's 32-mile course, joined in 2017 by Fleet Town Council. The partnership is advised by the Basingstoke Canal Society, Natural England and other key stakeholders.

This response is on behalf of the BCA and Hampshire County Council (in respect of its ownership of the Hart portion of the Canal).

It should be noted that the Hart Infrastructure Delivery Plan Update October 2021 refers to Canal & River Trust as being a stakeholder in the Basingstoke Canal – this is incorrect. The Basingstoke Canal is one of a small number of independent waterways in the UK not managed by Canal & River Trust, the Environment Agency, or Scottish Canals. The Basingstoke Canal is owned by Surrey and Hampshire County Councils within their jurisdictions, so reference to Canal & River Trust should be deleted. The owner and navigation authority of the Basingstoke Canal throughout Hart District is Hampshire County Council.

General

The Basingstoke Canal is one of Hart District's greatest assets and is often regarded as being one of the most attractive inland waterways in the UK. There is a largely level towpath throughout, linking Greywell in the west to Fleet in the east of the District, with onward connections to Aldershot and Woking – it is considered a greenway and linear country park. It is used for a wide range of leisure, recreation and sustainable transport uses primarily walking, cycling, boating, canoeing / paddlesports, and fishing. It is owned by the County Council as countryside for quiet recreation and in doing so provides substantial physical and mental health benefits for residents and visitors.

The BCA welcomes the commitment by Hart DC, through its Green Infrastructure Strategy, to use contributions secured from developers to improve the canal, to

enhance the contribution that the canal makes to improving access to open spaces and to provide additional opportunities for recreation. These contributions can be used very effectively to increase the attractiveness of the canal and its towpath to local residents. For example, improvements to the towpath can provide better and safer routes for walkers and cyclists (because parts of the towpath are too narrow in places) and can enhance access to local facilities such as schools, shops, and areas for recreation.

Preliminary Draft Charging Schedule

We note the intention not to charge CIL on larger sites (>400 home or sites larger than 10 hectares) but to retain s106 obligations to secure funding by negotiation. We are disappointed to find that the canal has not received the support that we believe it merits via s106. For example, although the canal is within the scope of the 2014 section s106 policy which covers new developments “within 5000m ‘as the crow flies’ catchment from the Basingstoke Canal” and the “10 minute drive time (three miles) principle” detailed in the Basingstoke Canal Distance Threshold, a number of recent developments in the District do not appear to have contributed any S106 funding. For example, we see that the Hartland, Edenbrook, Queen Elizabeth Park and Netherhouse Copse developments appear to have made no financial contribution to the canal.

We are also concerned that, despite the canal forming a fundamental part of Hart’s District-wide network of walking routes, no funding appears to have been made available, through the Enterprise M3 LEP, to improve the connectivity between open spaces and the wider public rights of way network in Hart. In our view, green corridors have the potential to form important links between the open spaces in the District which are essential to support wildlife and hence biodiversity. They should also be a part of the Local Nature Recovery Strategy as set out in the Nature Recovery Network (Government’s 25 year Environment Plan) .

Infrastructure Delivery Plan

Hart’s Green Infrastructure (LUC July 2017) talks about enhancement to the Basingstoke Canal which followed extensive consultation with multiple stakeholders including ourselves. However, the timescale is noted to be “long term” i.e. 10-20 years and this timescale and lack of clear budgets or projects is replicated in the Hart Infrastructure Delivery Plan October 2021. Whilst the Hart Infrastructure Delivery Plan details the District-Wide Proposed Infrastructure, there is no indication of which projects would be adopted especially considering the funding gap.

It is noted that all of the proposed green infrastructure the Hart Infrastructure Delivery Plan relates to improving public access. Whilst this is welcome, and necessary as a mitigation for increasing use, the canal is also designated SSSI with a generally declining trend. With an increase in public access biodiversity is likely to suffer and therefore projects to mitigate increased use of this sensitive site from a biodiversity perspective should also be considered.

Infrastructure Funding Gap Assessment October 2021

This document provides little or no insight into the funding shortfall on canal related projects or how any shortfall will be funded. There needs to be an updated Infrastructure Funding Statement produced in conjunction with the funding gap assessment to see which specific projects will receive funding from future CIL contributions.

Conclusion

The BCA and Hampshire County Council would welcome further dialog and consultation with Hart DC concerning the development of the Infrastructure Delivery Plan and to add to the Funding Gap Assessment to ensure that the Canal continues to be able to deliver its function as a recreational and biodiversity objectives despite increased pressure from additional residential development within 5km.

Please continue on a separate sheet if necessary or append your response

Date: __10 Dec 2021_____