

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 (where relevant)	Fleet Town Council	
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

It is not wholly understood why HDC would set a size of development that does not attract CIL. Major developments have a wide impact on infrastructure need and dealing with large sites in isolation can fail to recognise the broader impacts of development on roads, in particular, but on a variety of infrastructure needs. Site specific infrastructure demands can still be recovered through s106 Agreements.

Major sites should be identifiable in the development of the Local Plan and their impact against the overall development demands within each plan period should be calculable. The only potential complication is crediting on site infrastructure, primarily schooling, but again this should be foreseeable in a well-developed infrastructure plan where most major sites have historically provided their own infant school facility.

In calculating the CIL contribution to infrastructure a 40% affordable housing allowance has been credited, whereas very few major sites have contributed anything near 40% and typically 20% usually as a consequence of a viability calculation. Correcting this factor will have an impact on potential CIL receipts.

Although it is government legislation it is considered that giving self-builders a zero percentage CIL ignores the impact that a significant number of self-build schemes could have on local infrastructure. Although referenced in the Local Plan, self-build schemes have not been promoted within Hart and no sites of any significance set aside for self-builders.

CIL does not overcome the biggest problem of developer contributions to provide infrastructure ahead of the consequences of development. The cash receipts to fund the infrastructure always lags behind the demand for the new infrastructure so there is always a physical deficit. Residents, both new and old, are perpetually having to cope with inadequate infrastructure provision primarily in roads, schooling and health care facilities which in a well-ordered planning system would be provided in advance of the need through long term planning and government loans to literally put the horse before the cart.

Under the present circumstances a mix of CIL and s106 contributions is a pragmatic but inadequate solution to reducing some of the impacts of new development

A large, empty rectangular box with a thin black border, occupying the upper half of the page. It is intended for the respondent to provide their answer or response.

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

Date: _____