

Community Infrastructure Background Paper

Hounslow Local Plan Reviews Issues Consultation - December 2015

During the preparation of the Local Plan reviews the Council will work with the key infrastructure delivery partners to ensure the new proposals and policies are supported by the necessary strategies and plans for supporting and enabling infrastructure so support growth and change, and to ensure that this can be delivered as part of the planned growth.

It is vital that key facilities such as transport, schools and utilities and social infrastructure needed to make development work and support local communities are provided, particularly in areas of the borough that will experience most growth in future years.

The Council will be producing an infrastructure Delivery Study for are each area which will show strategic infrastructure likely to be required to support growth and change over the lifespan of the Great West Corridor Local Plan and West of Borough Plan.

Flexibility and implementation

The Local Plan needs to be flexible enough to ensure that the Council's vision and objectives for the borough can be delivered in future years despite changing circumstances, this is particularly important with regards to delivering our approach to Hounslow growth and meeting the borough's needs for homes, schools, jobs, services and infrastructure. At the same time, our plans should help establish the certainty necessary to bring about investment and the delivery of growth and change throughout the borough.

A comprehensive list of community infrastructure projects including transport measures will be identified to support growth in jobs and homes. Physical transport infrastructure will be complemented by a range of initiatives to increase walking and cycling and other public transport initiatives, such as new rail lines and substantial train line capacity improvements.

Two key funding mechanisms for delivering community infrastructure over the plan period will be: 'section 106' planning obligations negotiated on any proposal, and the non-negotiable charging of Community Infrastructure Levy (CIL) on all qualifying development.

Planning obligations

The Council will use planning obligations, in appropriate circumstances and in accordance with the legislation, regulations and paragraphs 203-205 of the National Planning Policy Framework, to ensure that any development proposal mitigates or compensates to ensure that its impact is acceptable. This could be where existing and planned infrastructure provisions are not adequate to meet the needs generated by a development proposal.

The measures sought through a planning obligation will vary depending on the nature and scale of a development scheme, its location and impacts. The main matters that the Council considers are likely to be addressed through such agreements are:

- on-site provision of infrastructure to mitigate the direct impacts of development, such as landscaping, servicing and direct access (these may also be addressed through S278 agreements), particularly for major developments (where not CIL funded);
- affordable housing;
- tackling climate change and environmental impacts;
- training, skills and regeneration;
- phasing of development; and
- other obligations necessary to making a development acceptable.

This list is not exhaustive and development schemes can individually or cumulatively introduce a range of issues, requirements and impacts that may justify the use of planning obligations alongside the Community Infrastructure Levy.

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Community Infrastructure Levy

The Community Infrastructure Levy, introduced by the Planning Act 2008 came into force on 6 April 2010 (as amended) enabling local authorities to raise funds for infrastructure to meet the needs arising from new developments. For the purposes of the Act, infrastructure includes: roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open spaces. It is based on a formula relating to the type and size of development and is collected when planning permissions for new developments are implemented.

Both Hounslow and the Mayor of London have the powers to raise a CIL. On 1 April 2012, the Mayor of London introduced a CIL with the aim of raising £300M of funding to contribute towards the Crossrail by the end of 2018/19. The Mayor's CIL is charged at £35 per sqm in Hounslow, on all uses except schools/colleges and medical/health services and is collected by Hounslow.

The LB Hounslow CIL charging schedule was adopted on the 24th July 2015 and this provides for a simple set of charges for different land uses and different rates for residential development in different parts of the borough. The Council is committed to keeping the impact of the charging regime and the level of charges under regular review.

Further details are available on the Council's web pages:

- Section 106 – Planning obligations
- Community Infrastructure Levy

Potential amendments to the CIL Charging Schedule and Regulation 123 list as a result of the two Local Plan reviews

Planning regulations require that s106 and CIL should not be charged for the same item and that the 'pooling' of s106 contributions for anyone item of strategic infrastructure is strictly limited. What is charged to which is in large measure managed and explained in the Council's published 'Regulation 123 list' and the Planning Obligations and CIL SPD (see web pages).

As part of the two area focussed reviews of the Local Plan the Council will give consideration to whether the necessary financial support for necessary infrastructure is best achieved using the existing s106 / CIL / s123 regime or whether variations to the arrangements should be introduced for small areas or specific sites to be identified in the reviews of the Local Plan. Consideration will also be given to whether it is appropriate to develop a separate CIL charges for each of the area, distinct from the borough rates.