

**Supporting information:
Hounslow CIL Draft Charging Schedule**

September 2014

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1. Introduction

- 1.1 This document is the second formal stage of consultation on the London Borough of Hounslow's proposed Community Infrastructure Levy (CIL) rate(s). The Draft Charging Schedule is one of the statutory stages as set out in the CIL Regulations 2010 (the Regulations). This consultation also complies with the National Planning Policy Guidance, updated June 2014 (Department for Communities and Local Government). The timetable for adopting CIL, and key milestones leading up to this point, are outlined in Table 2.7.

What is CIL?

- 1.2 The CIL was established to enable planning authorities to set a charge for new development in their area and use the funds collected to provide supporting infrastructure. The Regulations require the local authority to demonstrate that it has an infrastructure funding gap and then use evidence to demonstrate that the proposed CIL rates are economically viable in order to set a CIL which will be accepted as sound by an inspector. This document sets out how Hounslow Council has prepared this evidence and presents for the first time the proposed CIL rates for the borough.
- 1.3 The CIL will apply to all 'chargeable development'. This is defined as:
- All new buildings, but excluding buildings into which people do not usually or only occasionally go (e.g. only to inspect machinery or structures such as electricity pylons or substations).
 - Development delivering 100 m² or more of additional gross internal floorspace or the creation of one additional dwelling even if the gross internal floorspace is less than 100 m².
 - Floorspace complying with the above and not exempted through the CIL legislation or through the specifics of the local CIL charging rate, which can exempt certain uses and locations on viability grounds. For example CIL Regulations allow full relief from CIL for affordable housing and development by charitable bodies.
- 1.4 Further information on CIL can be found at:
- National Planning Policy Guidance
<http://planningguidance.planningportal.gov.uk/blog/guidance/community-infrastructure-levy/>
 - Planning Advisory Service website
<http://www.pas.gov.uk/3-community-infrastructure-levy-cil>

What is proposed for Hounslow?

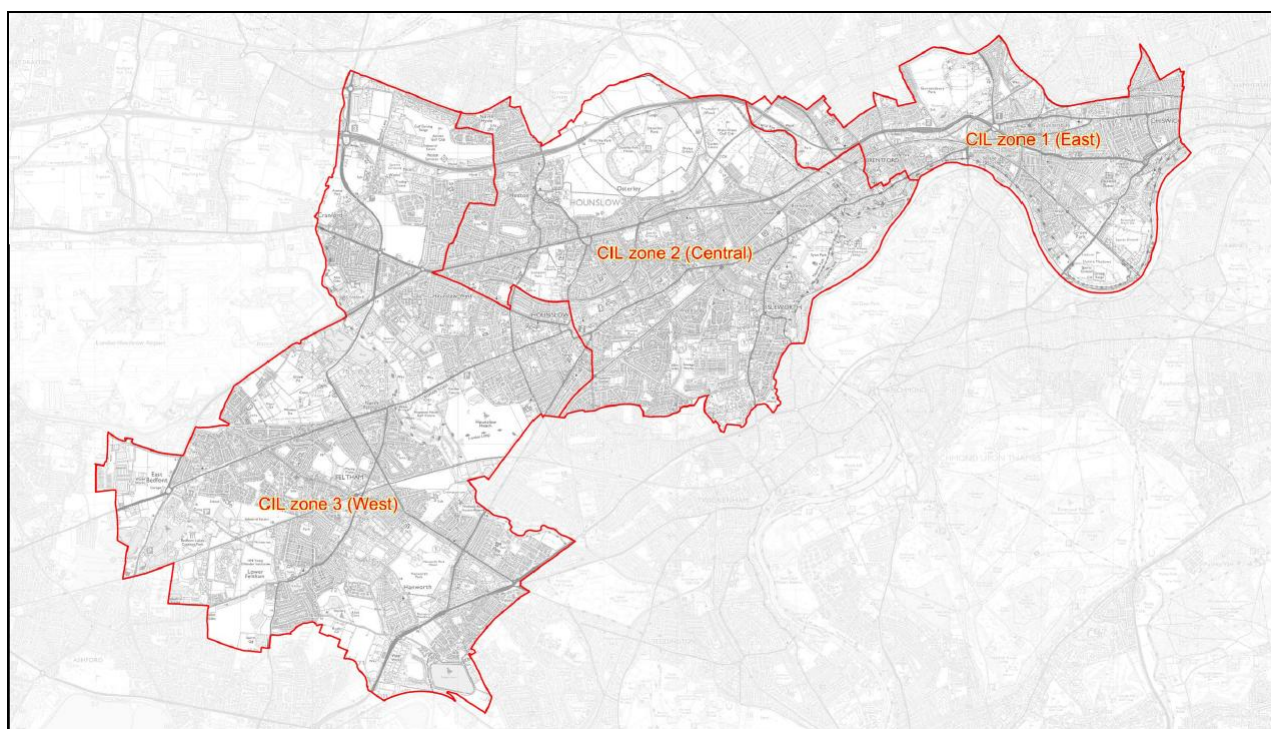
- 1.5 The Mayor of London has already set a CIL charge for the Greater London area, with charging commencing in April 2012. This Mayoral CIL must be collected by each London borough and transferred to the Greater London Authority (GLA) to be used to part-fund the delivery of Crossrail Phase 1. The London Borough of Hounslow has been set a Mayoral CIL rate of £35 per m² for chargeable development and this rate has been taken into account when assessing a viable rate for its own CIL.

1.6 The CIL and Local Plan Viability Study (Viability Study) March 2014 for the London Borough of Hounslow has established that a CIL rate can be set for certain uses, without putting at risk development within the borough as a whole. The proposed CIL rates are outlined in table 1.6 and figure 1.6 below, with a larger version of the map showing the proposed charging zones at Appendix 3.

Table 1.6: Proposed rates for Hounslow CIL

Area (defined in figure 1)	Proposed CIL rates (£/m ²)			
	Residential	Convenience-based supermarkets or superstores ¹ and retail warehousing ² creating net additional space of over 280 m ² or where the gross retailing space is over 280 m ² .	Healthcare, education and emergency service facilities	All other uses
CIL Zone 1 (East)	£200	£155	nil	£20 (nominal rate)
CIL Zone 2 (Central)	£110			
CIL Zone 3 (West)	£70			

Figure 1.6: Proposed charging zones for the Hounslow CIL



¹ Superstores/supermarkets are shopping destinations in their own right where food shopping needs are met and which can also include non-food floorspace as part of the overall mix of the unit.

² Retail warehouses are large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods, catering for mainly car-borne customers.

- 1.7 Planning obligations will still be sought for site specific infrastructure and also items which are not considered to be infrastructure under CIL. To ensure clarity and compliance with Regulation 123, the council will publish a list of infrastructure items which CIL can be used to fund or part-fund. This is known as the Regulation 123 (R123) list and a draft version of this is at table 1.7. Funding for infrastructure items or types on this list cannot be sought through section 106 agreements. The R123 list can be updated by the charging authority without revising the CIL rates.

Table 1.7: Emerging Regulation 123 list and Section 106 priorities for the emerging revised Planning Obligations SPD

Local Plan objectives	Emerging scope of Regulation 123 List³	Priorities for Section 106⁴ (Financial and non-financial)
Supporting our town centres	Public spaces	
Promoting economic growth and inward investment		Employment & training
		Considerate contractor requirements
Delivering sustainable mixed communities		Affordable housing
Reinforcing local character and identity	Heritage assets	
Maximising the benefits of our green and blue infrastructure	Green and blue infrastructure (including open space, play space and flood risk mitigation, excluding riverside walkways)	Riverside walkways
Delivering community infrastructure	Education facilities	
	Health facilities	
	Leisure and cultural facilities	
	Community halls	
Ensuring		Energy efficiency measures

³ The terms used in the Regulation 123 list are to be defined as set out in the council's Infrastructure Delivery Plan and Planning Obligations SPD.

⁴ The terms used in the Section 106 list are to be defined as set out in the council's Infrastructure Delivery Plan and Planning Obligations SPD.

environmental quality		(including carbon off-setting)
Enhancing connectivity	Transport and connectivity (excluding site specific highways and associated public realm matters needed to make a site acceptable in planning terms, as well as off-site work as identified in a transport assessment and bus route agreements)	Highways and public realm (site specific mitigation) ⁵
		Bus route agreements
		Travel Plans
		Car free agreements
		Car club spaces
		Controlled parking zone (CPZ) consultations

⁵ Some site specific highways mitigation will alternatively be secured through a s278 agreement under the Highways Act.

2. Consultation on the Draft Charging Schedule

- 2.1 As part of the process for adopting a CIL, the council is consulting on its Draft Charging Schedule in compliance with Regulation 16 and 17 of the CIL Regulations 2010. This consultation period runs for four weeks from **Friday 20th September to midnight Sunday 19th October 2014**. A four week period has been considered appropriate given that no changes have been made to the proposed rates since the Preliminary Draft Charging Schedule consultation.
- 2.2 The Draft Charging Schedule consultation is advertised on the council's website and letters and emails have been sent out to key stakeholders and contacts registered on the Hounslow Local Development Framework (LDF) Consultation Database. All representations received during the consultation period will be considered and used to inform the next stage in the process, the Draft Charging Schedule. The full process is outlined in table 4 with indicative timescales and dates.
- 2.3 This is the second stage of formal consultation on the proposed Hounslow CIL. The six week consultation on the Preliminary Draft Charging Schedule took place in March and April 2014 and the summary of comments received is set out in section 4. Before the preparation of the PDCS, the council undertook early engagement with stakeholders in the form of a 'developer workshop', held in November 2013, where the developers and landowners in the borough had the opportunity to discuss the inputs and methodology for the viability study with the council and consultants, BNP Paribas. There has been further ongoing discussion between the council and some of the key stakeholders as the proposed rates have been developed.
- 2.4 All representations received through the DCS consultation will then be submitted to an independent examiner to be considered in the examination of the Charging Schedule in either a public or written independent examination. It should be noted that all representations received will be publically available for inspection on the council's website and at the council's principle office (the Civic Centre) and libraries.
- 2.5 All persons making representations may request the right to be heard by the examiner and representations may be accompanied by a request to be notified at a specified address of any of the following:
- (i) that the draft charging schedule has been submitted to the examiner in accordance with section 212 of PA 2008;
 - (ii) the publication of the recommendations of the examiner and the reasons for those recommendations; and
 - (iii) the approval of the charging schedule by the charging authority.

A representation made on the DCS can be withdrawn by the person who has made it at any time by giving notice in writing to the council.

- 2.6 The Hounslow CIL Draft Charging Schedule document with the Local Plan and CIL Viability Study, are available to view on line at the council's website at http://www.hounslow.gov.uk/index/environment_and_planning/planning/planning_policy/community_infrastructure_levy/lbhounslow_cil.htm. Hardcopies of the documents can be viewed from the 20th September 2014 at the Civic Centre, Lampton Road, Hounslow, TW3 4DN (Monday – Thursday 9am-5pm and Friday 9am- 4:45pm) and public libraries throughout the following locations:

London Borough of Hounslow Civic	Lampton Road, Hounslow, TW3 4DN (Mon-Thurs 9am-5pm and
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Centre	Friday 9am-4:45pm)
Beavers Library	Salisbury Road, TW4 7NW
Bedfont Library	Staines Road, TW14 8BD
Brentford Library	Boston Manor Road, TW8 8DW
Chiswick Library	Duke's Avenue, W4 2AB
Cranford Library	Bath Road, TW5 9TL
Feltham Library	The Centre, High Street Feltham, TW13 4GU
Hanworth Air Park Leisure Centre & Library	Uxbridge Road, Hanworth, TW13 5EG
Heston Library	New Heston Road, TW5 0LW
Hounslow Library	Centre Space, Treaty Centre, High Street Hounslow, TW3 1ES
Isleworth Library	Twickenham Road, TW7 7EU
Osterley Library	St Mary's Crescent, TW7 4NB

- 2.7 Representations should be made using the representations form which can be found at the web link given at 2.6 and can be sent either by email or post.

Email: LDF@hounslow.gov.uk (please put as subject – ‘CIL DCS’)

Post: Planning Policy Team, Strategic Planning – Red Zone, Regeneration and Economic Development, London Borough of Hounslow, Civic Centre, Lampton Road, Hounslow, Middlesex, TW3 4DN.

Table 2.7: Timetable for adoption of a Hounslow CIL

Key milestones	Action	Estimated dates
Draft Charging Schedule Consultation	Four week consultation period on proposed CIL rates, as amended following first consultation.	September - October 2014
Submission of document to Secretary of State		November 2014
Charging Schedule Examination	Soundness of charging schedule and supporting evidence tested either in public or through written representations.	December 2014 January 2015
Adoption of document and commencement of charging	Charging schedule adopted by Borough Council and transition period completed to begin charging the Hounslow CIL.	March 2015

3. Supporting evidence for the Hounslow CIL

Policy and legislative context

National

- 3.1 The *Planning Act 2008* first introduced the CIL mechanism and the subsequent *CIL Regulations 2010*. The Regulations have since been amended four times, most recently in February 2014. The *Localism Act 2011* introduced new elements to CIL to support the localism agenda, including the ‘neighbourhood proportion’ which ring-fences a proportion of CIL to be allocated through community consultation.
- 3.2 The National Planning Policy Framework (NPPF) encourages authorities to develop a CIL rate alongside the Local Plan to ‘support and incentivise new development’, while emphasising that there must be a focus on viability and deliverability. The NPPG website now holds the guidance notes for CIL which was previously in a standalone format. Within the NPPG is practical guidance on the operation of CIL and this provides the official interpretation of the Regulations.

Regional

- 3.3 As referred to at 1.5, the Mayor of London has set a CIL charge, initially to provide funding towards the Crossrail project. This investment supports the delivery of the London Plan, supporting and incentivising growth along the Crossrail route. The London Plan also forms part of the development plan for Hounslow and sets a minimum housing target for the borough, currently set to increase to 822 subject to the ongoing examination of the Further Alterations to the London Plan (FALP).

Local

- 3.4 The London Borough of Hounslow submitted its Local Plan for the period 2015-30 in August 2014. The Local Plan sets out the development context for Hounslow over the next fifteen years, identifying the growth and development which the Hounslow CIL will be used to support through the funding of relevant infrastructure. It identifies central Hounslow and Brentford as areas of significant growth, investment and regeneration with future development plan documents to develop specific strategies for the west of the borough and the Great West Corridor. The infrastructure needed to support this growth is objectively assessed and outlined in the Hounslow Infrastructure Delivery Plan (IDP), which also forms the evidence base for the infrastructure funding gap.

Housing growth

- 3.2 The submitted Local Plan sets out a significant level of housing to be delivered through the Plan period, as set out in table 3.4, in line with the FALP target referred to at 3.3. This housing will support the existing residents of Hounslow, as well as the additional new population born in Hounslow or migrating to the borough to live during this time. There will be a significant increase in demand for infrastructure serving the residential population in Hounslow as a result of this increased population. The Hounslow CIL will be one way in which funding is secured to deliver increases in capacity and improvements in quality of the supporting infrastructure.
- 3.3 Given the scale of residential development which is expected to come forward to meet the housing need in Hounslow and reach the targets set by the GLA, there is scope for a significant CIL income from residential uses. The Viability Study has assessed the ability of residential development in the borough to absorb a CIL charge and found that

this is possible across the whole of Hounslow. There are however variations in the rates which are proposed, with the east of the borough able to absorb a significantly higher CIL charge than the west. Accordingly three different CIL rates are identified as shown in table 1.6.

- 3.4 While there are 13,040 units planned to be delivered in Hounslow up to 2030. Many of these units will not be liable for CIL as a significant level of affordable housing is needed in Hounslow and this will be eligible for social housing relief as set out in Regulation 49. The submitted Local Plan establishes that new housing schemes above ten units should provide 40% of those units as affordable housing, which would exempt a significant proportion of the housing growth from paying a CIL.

Table 3.4: Local Plan Housing Projections 2015 - 30

District	Number of residential units				
	Phase 1	Phase 2		Phase 3	
	2015-20	2020-25		2025-30	
	Large sites (allocated and existing permissions)	Allocated Sites	Broad locations	Large sites (allocated and existing permissions)	Allocated Sites
Bedfont	0	0	31	0	100
Brentford	1454	1237	184	0	228
Chiswick	360	0	296	0	395
Cranford and Heston	313	0	42	0	220
Feltham	63	22	113	22	423
Hanworth	21	0	37	0	97
Hounslow	1255	1243	95	267	98
Hounslow West	114	98	30	250	132
Isleworth	263	131	168	69	262
Osterley and Spring Grove	198	0	15	0	50
Total from large sites	4041	2731		608	
Total from broad locations	0		1011		2005
Total from small sites	1034	805		805	
Grand total by phase	5075	4547		3418	
Grand total 2015-2030	13,040				

Commercial growth

- 3.5 New commercial development anticipated to come forward through the Local Plan is outlined in table 3.5 by use and quantum and will be focused on town centres and other appropriate locations as identified in the Local Plan. While the infrastructure needs generated by commercial development may be less wide-ranging than for

residential uses, there will be additional demand created by the working and end user population of these schemes– primarily for transport and leisure infrastructure. Again, the Hounslow CIL will be one way in which funding is secured to deliver this infrastructure.

Table 3.5: Anticipated commercial floorspace

Use	Floorspace (m ²)	Source
Office	200,000 ⁶	Employment Land Review 2011
Retail: comparison	30,000	Retail Needs Study Update 2013
Retail: convenience	900+	Retail Needs Study Update 2013

- 3.6 Not all of the development outlined above will be CIL liable as some schemes will already have planning permission granted before the Hounslow CIL charging schedule has been adopted and will therefore be subject to the existing section 106 requirements. There will also be development of sites with existing floorspace which is considered to be in use. According to the CIL Regulations such floorspace would not be ‘additional’ and therefore not subject to a CIL charge. It is therefore likely that while a total of over 120,900m² of commercial floorspace could come forward up until 2030, much of this space will not be required to make a CIL payment.
- 3.7 The Viability Study has assessed the ability of commercial uses in Hounslow to absorb a CIL charge and found that only small pockets of the borough are generating values that would be high enough to pay a significant rate. In order to establish a meaningful, viable and simple CIL charge, the council has opted to propose a nominal CIL rate for all commercial uses other than for convenience-based retail (supermarkets, superstores and retail warehousing) with net retailing space of over 280 m², as shown in table 1.6. Where commercial development is viable where CIL is not applied, it is likely to also be viable when a nominal rates, such as £20/sqm is applied. This is tested by establishing the percentage of GDV which such a nominal rate would be for commercial uses in the borough. This is found to be between 0.2% to 0.85% for commercial uses such as offices, industrial uses and hotels.

The ‘infrastructure funding gap’

- 3.8 The council is required, by the NPPF, to establish the infrastructure need within its area over the Local Plan period and also to ensure that this infrastructure is delivered in a timely fashion⁷. In order to justify setting a CIL the council must also identify a funding gap between the sources of funding available and the cost of infrastructure needed to support the development planned⁸.
- 3.9 This has been detailed in the Hounslow IDP which is based on the growth proposed through the Local Plan. The IDP identifies infrastructure needed to support the additional development from 2015 – 30 and provides estimated costs and potential funding sources for these items. This is summarised in a schedule which is attached at Appendix 1 of this consultation document.

⁶ 110,000m² of this is already considered to be within planning permissions. ‘Employment Land Review’; 2011.

⁷ Paragraph 162 and 177 of the ‘NPPF’, March 2012. DCLG

⁸ Paragraph 2:2:2:2 of the ‘CIL Guidance’, February 2014. DCLG.

- 3.10 The current funding gap identified is already between £44 - £142 million when solely the cost of providing sufficient school facilities is considered. There are also significant costs for health, transport and connectivity infrastructure which will increase the total funding gap further. Total costs for vital rail infrastructure projects to improve connectivity at the Great West Corridor cannot be identified at this time, with a number of projects at the feasibility stage, but are likely to be significant. Given the scale of the gap already identified and supported with evidence, the council believes it can justify the preparation of a Hounslow CIL, with work on the IDP scheduled to be completed in time for the examination of the charging schedule.
- 3.11 Given the size of the funding gap for Hounslow and the projected level of revenue that a CIL could bring in at the rates proposed here, the CIL receipts received will only ever provide a small element of the infrastructure funding needed. The IDP will therefore identify other sources of funding for infrastructure delivery and CIL will need to be considered and allocated within a wider infrastructure delivery governance framework.

Viability Study

- 3.12 The council procured experienced CIL viability consultants, BNP Paribas Real Estate, to assess the viability of the Local Plan policies and a potential range of CIL rates that could be charged, alongside the relevant policies and other development costs. The outcomes of this Study have already been discussed in previous sections and have formed the basis for the CIL rates which are proposed in this Draft Charging Schedule.
- 3.13 The Viability Study tested the ability of a range of development types throughout the London Borough of Hounslow area to yield contributions to infrastructure requirements through a CIL. It also tested the cumulative impact of the council's planning policy requirements, in line with the requirements of the London Plan, the NPPF and the methodology set out in the Local Housing Delivery Group guidance 'Viability Testing Local Plans: Advice for planning practitioners' (June 2012). The findings therefore propose a CIL which is in addition to all policy requirements including for affordable housing, training and sustainable design, as well as the Mayoral CIL for Crossrail.
- 3.14 The council is required to strike an appropriate balance⁹ between funding infrastructure to support development through CIL and the impact of CIL on the economic viability across its area. The Viability Study demonstrates that the CIL rates proposed will contribute to the delivery of the Local Plan and support the planned development in the area¹⁰ by providing part of the infrastructure funding needed, while setting rates which do not threaten that development overall.
- 3.15 The Study methodology includes a 30% 'buffer' when calculating the rates, which prevents the proposed CIL being set to the margins of viability and builds in flexibility in the rates to changing circumstances. This is demonstrated in table 3.16 and is considered to be a generous buffer and high in relation to the level of buffer which has been used by other charging authorities when setting their CIL. It should also be noted that even in the relatively short space of time since the Viability Study was completed (c.7 months) the economic climate has improved and therefore the viability of development across the borough is also likely to have improved. This is also seen in the increasing number of houses delivered over the last year as outlined in para 3.30.

⁹ Regulation 14 of the CIL (Amendment) Regulations 2014.

¹⁰ Paragraph 2.2 of the CIL Guidance February 2014, DCLG.

Residential development

- 3.16 To assess the viability of residential development, the Study has tested different development typologies across seven market areas in the borough. The market areas were established through bands of sales values of houses and flats. Development typologies have been selected to reflect the range of schemes which can be expected to come forward in the different areas of the borough. This was established using data from previous planning permissions. It was assumed for the residential assessment that no existing floorspace existed. In reality most schemes are likely to have some element of existing floorspace in lawful use, given the focus in the NPPF and Local Plan on developing brownfield land which has been in use previously. This means that the level of CIL applied to residential developments in the Viability Study is overestimated and therefore the outputs of the appraisal show the worst case viability outcome and provide even further buffer for the proposed CIL rates against the margin of viability.
- 3.17 The ability of residential schemes to viably make a CIL contribution varies depending on the area of the borough and the current use of the site. Having regard to these variations the Study found that residential schemes should be able to absorb a maximum CIL rate of between £140 and £335 per square metre inclusive of Mayoral CIL (£35 per sqm), before a buffer is applied as in table 3.17.

Table 3.17: Maximum and suggested CIL rates¹¹

Suggested CIL charging zones	Maximum CIL indicated by appraisals (£/ m²)	Maximum CIL, net of Mayoral CIL (£/ m²)	Suggested CIL with 30% buffer (£/ m²)
CIL zone 1 (east)	335	300	200
CIL zone 2 (central)	200	165	110
CIL zone 3 (west)	140	105	70

Commercial development

- 3.18 To test the viability of commercial development, the Viability Study appraised a series of hypothetical commercial developments, reflecting a range of use classes at average rent levels achieved on lettings of commercial space in actual developments. In each case, the assessment assumed an intensification of the existing use on the site, based on the same type of commercial development. In each case, the existing use value assumed that the existing building is half the size of the new development, with a lower rent and higher yield reflecting the secondary nature of the building. This reflects the lower quality and lower demand for second hand space, as well as the poorer covenant strength of the likely occupier of second hand space.
- 3.19 It was assumed for the commercial assessment that existing floorspace was between 15% and 50% of new floorspace depending on the type of commercial use. In reality most commercial schemes are likely to have a more significant element of existing floorspace in lawful use, given the focus in the NPPF and Local Plan on developing brownfield land which has been in use previously. This means that the level of CIL applied to commercial developments in the Viability Study is likely to be overestimated

¹¹ Table 6.17.1 of the CIL and Local Plan Policies Viability Study; March 2014, BNP Paribas Real Estate.

and therefore the outputs of the appraisal show a less viable output that would be the case for actual schemes.

- 3.20 The outcome of the appraisal of commercial development in the borough found that some high value areas would be able to absorb a CIL charge. Office development in Chiswick Business Park and retail in parts of Chiswick and Hounslow Town Centres were all found to have high enough sales values to support a CIL charge. However in all of these cases the area for which a CIL could be absorbed was limited and already developed for that use. There would therefore be little merit in setting a CIL rate for those uses in those areas.
- 3.21 Convenience-based supermarkets, superstores and retail warehousing (with a total retailing space of over 280 square metres) were found to be more likely to be viable across the borough, with a maximum borough CIL rate of between £320 and £221. After allowing for a buffer the proposed CIL rate has been set at £155 per m².
- 3.22 Other commercial uses and areas of the borough were found to be unable to support a significant CIL charge at present. The Viability Study recommends a nominal rate is charged for these use and all other uses which are shown in table 8. The nominal rate for ‘all other uses’ would include industrial/warehousing (B2 and B8), offices (B1), Hotel and D1 and D2 uses. The Study also recommends excluding uses such as healthcare and education (as per the Mayoral CIL) and emergency services facilities from this category. These recommendations are reflected in the proposed CIL rates shown in table 3.21.

Table 3.21: Proposed CIL rates for commercial development

Development type	Proposed CIL rate		
Offices (B1)	Chiswick Nil / Nominal	Rest of Borough Nil / Nominal	
Student housing, Industrial / Warehousing (B2 and B8), Hotel and D1 and D2 uses (including gyms)	Nil / Nominal		
All other Retail (A1-5)	Chiswick Nil / Nominal	Hounslow Nil / Nominal	Rest of Borough Nil / Nominal
Convenience based supermarkets and superstores and retail warehousing (net retailing space of over 280 square metres)	£155		
All other uses ^o	Nominal rate		

- 3.23 It should be noted that the council’s CIL rate will be subject to review on a three yearly basis or earlier, as circumstance dictates. This will allow the rates to respond to a changing economic context and potentially to changes in the demand for infrastructure in Hounslow.

Planning Obligations and CIL

- 3.24 Once a local CIL is adopted or by April 2015 (whichever happens first) the scope of planning obligations will be limited, as set out at CIL Regulation 122, and the two mechanisms should operate in parallel. The Local Plan assumes both CIL and S106 contributions will be used to fund infrastructure delivery and the emerging scope of this relationship is set out in table 1.7. This must be made clear to ensure that there is no 'double dipping', where a developer might find itself providing contributions towards the same infrastructure provision through both CIL and planning obligations.
- 3.25 The Viability Study has included a continuing financial requirement from S106 agreements, given the role that S106 will continue to have in Hounslow as proposed in table 1.7. S106 contributions ranging from £1,5000 to £3,000 per unit were tested for residential development and found to have minimal impact on the viability outcome. The higher level of S106 tested is a relatively significant level of S106 in addition to CIL and supports the council's inclusion of employment and training and other areas set out as priorities for the revised Planning Obligations SPD in table 1.7. For commercial developments the assumption of £5/ sqft has been applied for residual S106 contributions. For many schemes the S106 requirement may be minimal or nil and so in these instances the level of viability will have been underestimated.
- 3.26 The council's Planning Obligations Supplementary Planning Document (SPD) will be updated as part of the CIL process in order to reflect the changes in legislation and the introduction of the Hounslow CIL. The revised SPD will be prepared to be adopted alongside the CIL charging schedule. The priorities for S106 as outlined in table 1.7 form the starting point for this revision and will be subject to further engagement with relevant stakeholders and public consultation on the SPD, anticipated to take place in late 2014.
- 3.27 To assess the impact that adopting the proposed CIL rates would have on the funding stream for the council, the previous S106 requirements have been compared with the CIL income which the proposed rates would generate for the same quantum of residential development in 2011-12, as set out in table 3.27. Further breakdown of the levels of planning obligations achieved in previous years can be found at Appendix 2.

Table 3.27: Hypothetical comparison of CIL income with S106

Estimated CIL income 2011-12 for residential development		
A	Number of residential units started	927
B	Area of residential development (m ²)	70,100
C	Area of which is market housing (m ²) estimated at 35% affordable and therefore 65% of B	45,565
D	Area of market housing which would be additional floor space (m ²) estimated at two thirds of C	35,085
E	CIL rate (lowest proposed level for residential)	£70
F	Total estimated level of CIL (DXE)	£2,455,954
G	Neighbourhood proportion (minimum of 15% of F)	£368,393
H	Administrative costs (maximum of 5% of F)	£122,797
I	CIL remaining for strategic infrastructure (F-(G+H))	£1,964,764
J	S106 contributions actually received from agreements signed 2011-12	£1,748,209
K	Actual number of affordable housing units achieved	304/713

	in 2011-12 as a proportion of total units completed for that year.	
L	Percentage of affordable housing units of total new units completed in 2011-12	42%

Affordable housing delivery

- 3.28 The Viability Study has tested different rates and found that where development is viable, most development will be able to meet the target in the submitted Local Plan for 40% of units (for developments above the 10 unit threshold) to be affordable. The council's record of delivering affordable housing under the current S106 regime supports these findings and is set out in table 3.28.

Table 3.28: Delivery of affordable housing in Hounslow 2010-2014

Financial Year	Total housing completions	Total affordable housing completions	Percentage of affordable housing
2004-2010	5474 (912 dpa)	2324 (387 dpa)	42%
2010/11	667	505	76%
2011/12	590	319	54%
2012/13	304	79	26%
2013/14	Awaited	Awaited	56%
Total/average	1451	948	65%

Source; London Development Database (LDD).

- 3.29 The figures in table 3.28 demonstrate that schemes have previously been able to deliver high proportions of affordable housing alongside S106 financial contributions that are comparable to the CIL receipts that would be due under the proposed rates. The period reviewed includes one year (2012/13) with lower levels of delivery of both affordable and market housing due to the period of economic recession. It should be noted that these figures include all housing completions, including schemes which would fall under the 10 unit threshold for the Local Plan affordable housing policy. Taking into account only schemes over 10 units, the affordable housing target would be met in 2012/13.
- 3.30 As the market picks up and housing completions increase in both the market and the affordable sector, the proportion of affordable housing delivery has continued to meet the targets set. With increasing levels of housing completions reported for Q1 of 14/15¹² for both private enterprise and housing associations, it is reasonable to assume that this trend will continue into the foreseeable future and that therefore affordable housing delivery should also increase at a proportionate rate to overall completions.

¹² House building in England: April to June 2014. DCLG.

4. Outcomes of Preliminary Draft Charging Schedule consultation

- 4.1 A six week consultation on the PDCS closed on Tuesday 22nd April 2014. The consultation was carried out in line with Regulation 15 of the CIL Regulations 2014.
- 4.2 Representations were received from 27 different organisations, developers and individuals. This included a mix of public and private bodies and included a number of statutory consultees, including English Heritage, the GLA and the Environment Agency.
- 4.3 A summary of the comments received is provided at table 4.3, with the council's response. All of the consultation responses received together with the council's response can also be found online on the Hounslow CIL webpage.

Table 4.3: Summary of representations received for the Preliminary Draft Charging Schedule

Number of respondents	Issue	Summary	Council response
4	Chargeable uses	<p>Respondents felt that a particular use should not have a CIL charge or should have a nil-rated CIL charge on viability grounds. This included:</p> <ul style="list-style-type: none"> • water and wastewater infrastructure buildings; and • theatres. <p>Support for a nil rate for education, healthcare and emergency service facilities from respondents.</p>	<p>These uses are likely to be exempt from CIL on the grounds of being a building into which people do not normally go or on likelihood of being a charity which would be eligible for charitable relief.</p>
3	Charging zones	<p>Respondents disagreed with the charging zones proposed.</p> <p>Support for the charging zones proposed from respondents.</p>	<p>The charging zones reflect areas of similar values for residential development and which relate to broad patterns of viability across the borough, in order to avoid an overly complex charging schedule.</p>
3	Discretionary relief for social housing	<p>Respondents have requested that the council adopt a discretionary social housing relief policy which includes discounted market housing.</p>	<p>The council does not intend to adopt a discretionary social housing relief policy at this point and considers that, given evidence of recent affordable housing delivery, the Local Plan targets can be met through social housing relief eligible affordable</p>

			housing products.
12	Exceptional circumstance relief	Respondents have requested that the council adopt an exceptional circumstances relief policy to allow flexibility in the application of CIL and S106 agreements.	The council has no plans to operate an exceptional circumstances policy as the proposed CIL rates have been viability assessed. Should circumstances change the council will review its CIL rates should they be considered to be too high, or too low.
6	Infrastructure planning	Respondents have identified a range of infrastructure types and items which should be included in the council's infrastructure planning and proposed that the infrastructure planning should develop a more spatial approach. In one case a respondent has also questioned the level of detail in the council's infrastructure planning.	The council has noted suggestions of additional infrastructure items which should be considered through the council's infrastructure planning and will review the Infrastructure Delivery Plan (IDP) in light of these representations. The council considers that the IDP has been prepared using the appropriate available evidence.
2	Infrastructure provided in-kind	Respondents request that the council adopt an infrastructure 'in-kind' policy to allow the levy to be paid through land or infrastructure.	The council does not intend to adopt a policy of accepting infrastructure in-kind given there are no sites identified through the Local Plan where this would be necessary or relevant. Should evidence emerge that this policy would be beneficial for the delivery of an intended infrastructure item or items, the council will reconsider this position.
8	Instalment policy	Respondents request that the council adopts an instalment policy to minimise the impact of payment on development finances.	The council intends to operate an instalment policy and will publish details of this alongside the adopted Charging Schedule.
4	Local Plan	Respondents highlight areas where they believe the proposed CIL is not clearly supporting the Local Plan or has not been prepared in line with the Local Plan.	The Viability Study informed the development of the Local Plan and formed part of the wider evidence base. The proposed CIL rates are therefore considered by the council to contribute towards the implementation of the

			Plan and support development across the area by not setting a rate which puts development and risk and that can generate additional investment for the infrastructure required by the Plan.
10	Nominal rate	Respondents object to the nominal rate on the grounds that it will make developments unviable, is applied to too wide a range of uses and has not been sufficiently tested.	<p>The CIL Guidance identifies that there is no requirement for a rate to exactly mirror the evidence, there is room for some pragmatism. The Guidance also identifies that charging authorities do not have to set a nil rate; they can set a low rate. Further the rates proposed are nominal i.e.at the proposed levels they are unlikely to be the determining factor in the viability of a development.</p> <p>It is noted that the LB Newham CIL Examiner identified in his report that, 'if a scheme is not viable before CIL is levied it is unlikely to come forward and CIL is, therefore, unlikely to be a material consideration in any development decision'. Analysis is also provided of the effect on the nominal rate as a percentage of GDV for some of the main uses in the borough.</p> <p>It is also noted that no evidence has been provided to support the assertions that the proposed nominal rate is not viable.</p>
13	Regulation 123 list	<p>Respondents have recommended a number of items to be included either on the draft R123 list or the list of S106 priorities and some other amendments.</p> <p>Support for the draft Regulation 123 list and the split between S106 and CIL from respondents.</p>	The council will undertake further work on the R123 list and will take account of the representations received in doing so.

3	Residential rates	Respondents raise concerns about the impact of the residential rates on development, particularly in the east of the borough and the Lionel Road site specifically.	<p>The residential rates proposed for the borough are the result of an assessment of potential CIL rates which new housing developments can absorb. CIL rates have not been set to the margins of viability following legislation and guidance set out by the CIL Regulations and CIL Guidance (as amended).</p> <p>It is also noted that no evidence has been provided to support the assertions that the proposed nominal rate is not viable.</p>
6	Retail rate	Respondents raise concerns about the impact of the retail rates on development and the definitions of retail types which will be subject to the CIL retail charge, arguing that it is unclear and not robustly justified.	A retail rate of £155/ sqm has been set in line with the viability testing undertaken for the supermarkets, superstores and retail warehousing, which is as a result of an assessment of potential CIL rates which can be absorbed. The council agrees to a minor amendment to the Viability Study.
3	Use of planning obligations	Respondents have recommended a number of items that they believe should be sought through S106 agreements beyond the introduction of CIL.	The council will undertake further work in identifying the items which will be sought through S106 agreements beyond the introduction of CIL. This will be set out in list form in the Draft Charging Schedule and in more detail in a revision of the Planning Obligations SPD, for consultation later in 2014. The council will consult with the relevant bodies in the preparation of this SPD.
3	Viability assumptions	Respondents challenged some of the assumptions and inputs to the Viability Study; including site typologies, marketing and finance costs and the economics of changes of use and conversions. There	The council and viability consultants BNPPRE have provided confirmation of why the Viability Study assumptions and inputs were used in the case of each challenge and therefore consider that the Viability

		were also challenges to the comparisons of CIL with S106 and compliance with legislative changes to the CIL Regulations.	Study provides a robust evidence base to underpin the proposed CIL rates.
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5. Operation of the Hounslow CIL

Administrative costs

- 4.1 The CIL Regulations allow the charging authority (in this case the council) to take a maximum of 5% of the total annual CIL receipts in order to fund the administrative expenses of operating the levy. These administrative costs can include the set up costs for CIL (including consultation, preparation of evidence and examination) and the ongoing costs to the council of operating and collecting a CIL.
- 4.2 The council intends to cover its costs through the CIL receipts received in line with the Regulations and will publish records annually of the administrative expenses incurred and the amount and proportion of CIL which has been used to reimburse these expenses. An estimate of the maximum level of administrative costs that could be taken from a hypothetical amount of CIL income is shown in table 3.24.

Neighbourhood funding proportion

- 4.3 A percentage of CIL will be ring-fenced to be spent in consultation with the local community. This 'neighbourhood funding' proportion (15 or 25% depending on whether the CIL liable scheme is within the boundary of a neighbourhood plan) was introduced through the Localism Act 2011 and is designed to incentivise local community support for development within a local area. An estimate of the minimum level of neighbourhood funding that could be taken from a hypothetical amount of CIL income is shown in table 3.24; however it should be noted that this funding should be spent in the area where the development takes place.
- 4.4 The council will establish the format of this consultation with the local community, using existing local consultation and engagement processes where possible. Details of the consultation process will be published on the council's website. These decisions are to be taken at a later date in the CIL process, as part of the overall governance procedure.

Mayoral CIL

- 4.5 The council is currently collecting the Mayor of London's CIL at £35 per m² and also takes a proportion of administrative costs from this amount to cover the running of this process. When the Hounslow CIL is in operation these two different CIL charges will be taken from liable schemes. In order to ensure clear and efficient operation of the CIL process, the council will work to collect the Hounslow CIL in line with the current mechanisms operating for the Mayoral CIL, where possible.

Exemptions and relief

- 4.6 Certain types of development and institutions are exempt from paying CIL, as set out in part 6 of the Regulations. Social housing schemes can apply for relief from CIL, as can charitable institutions.
- 4.7 Charging authorities can also grant a discretionary relief from CIL for exceptional circumstances by publishing a statement that they are operating the exceptional circumstances policy and for discretionary social housing relief, subject to schemes being able to demonstrate certain criteria are met. The council has no plans to operate an exceptional circumstances relief policy as the proposed CIL rates have been viability assessed. Should circumstances change the council will review its CIL rates should they be considered to be too high, or too low. It currently also has no plans to

operate a discretionary social housing relief policy on the basis that it can meet its affordable housing target through affordable housing products which meet the social housing relief definition.

Instalments policy

- 4.8 The council will formulate an instalments policy at a later stage in the CIL process. It is recognised that an instalments policy can be used to assist the viability of new development by reducing the level of upfront costs, however it should be noted that the council's instalment policy is not part of its charging schedule and does not form part of the CIL examination. The council is able to introduce, withdraw or amend an instalments policy at any time during the life of the charging schedule as long as it gives at least 28 days notice before the new policy takes effect and/or old policy is withdrawn.
- 4.9 When preparing the Hounslow CIL instalments policy, the council will take account of the instalments policy operated by the Mayor of London in order to minimise the additional administrative burden which could be placed on both the council and developers.

Monitoring and reporting

- 4.10 The operation of a Hounslow CIL will be monitored and reported through the councils Authority Monitoring Report (AMR), which has historically recorded the detail of planning obligations and other key delivery indicators for the Local Plan. This will cover the information which is required to be reported on annually as set out in Regulation 64(4) and amended to include reporting requirements for the neighbourhood proportion. This will include:
- the total CIL receipts for the reported year;
 - the total CIL expenditure for the reported year;
 - summary details of CIL expenditure during the reported year; and
 - the amount of CIL applied to administrative expenses (expressed as a percentage of CIL collected in that year).
- 4.11 The council will also be reporting on the progress of infrastructure delivery in general, in line with the monitoring indicators set out in the Local Plan; and the CIL reporting will form part of this process. The AMR will be published online on at least an annual basis and in line with the CIL reporting deadlines set out in the Regulations.

Appendix 1: Infrastructure Delivery Schedule 2015-2030

Infrastructure Area	Type of Infrastructure	District/ School Place Planning Area	Infrastructure Item	Local Plan delivery	Phase	Total Estimated Infrastructure Costs 2015 - 30	Sources of funding	Total Estimated Funding Available	Delivery	Baseline Evidence
Education Facilities	Primary	Brentford (School Place Planning Area)	St Paul's CE Primary (1 FE) on new site (Alexandra House)	Critical	Phase 1 (0-5 years)	£154,660,000 (to 2018/19)	Basic needs grant and capital maintenance funding.	£124,670,000	London Borough of Hounslow (LBH) Free School Providers Department for Education (DfE)	Existing school build costs for each type of education provision.
			Potential Free School at Syon Lane (3FE) Expansion on existing site. (achieved through release of site by reorganisation of the Pupil Referral Service - Woodbridge Park).	Critical	Phase 1 (0-5 years)		Private Finance Initiative (PFI) for Hounslow Town School.			
		Heston/ Cranford (School Place Planning Area)	Norwood Green Junior (1FE) expansion on existing site.	Critical	Phase 1 (0-5 years)		Available S106 funding (£2,965,910 held for school places).			
			Springwell Junior (2FE; 1 bulge class and 1 permanent) expansion on existing site.	Critical	Phase 1 (0-5 years)		Developer contributions (S106 and CIL)			

Infrastructure Area	Type of Infrastructure	District/ School Place Planning Area	Infrastructure Item	Local Plan delivery	Phase	Total Estimated Infrastructure Costs 2015 - 30	Sources of funding	Total Estimated Funding Available	Delivery	Baseline Evidence
		Central (School Place Planning Area)	Hounslow Heath Junior (1FE) expansion on existing site.	Critical	Phase 1 (0-5 years)					Hounslow School Expansion Programme
			Hounslow Town Primary (2FE) expansion on new site London Road South - Site B.	Critical	Phase 1 (0-5 years)					
			St Mary's RC Primary (Isleworth) (1FE) expansion on existing site.	Critical	Phase 1 (0-5 years)					
			Wellington Primary (2FE) expansion on new site Sutton Lane (Church Meadows)	Critical	Phase 1 (0-5 years)					
			HEC (Hounslow Heath) (2FE)	Critical	Phase 1 (0-5 years)					
			Beavers Community Primary (1FE)	Critical	Phase 1 (0-5 years)					

Infrastructure Area	Type of Infrastructure	District/ School Place Planning Area	Infrastructure Item	Local Plan delivery	Phase	Total Estimated Infrastructure Costs 2015 - 30	Sources of funding	Total Estimated Funding Available	Delivery	Baseline Evidence
	Secondary	Borough-wide	Expansion of existing secondary schools on-site to provide up to 23 FE.	Critical	Phase 1-2 (6-10 years)	Ranging between £14m and £112m.				
			New secondary schools delivered on sites identified as appropriate for new school places, to provide up to 20 FE.	Critical	Phase 1-2 (6-10 years)					
	SEN	Borough-wide	New SEN primary and secondary provision to provide a minimum of 297 places up to 2018 and further once up to date projections are established (October 2014).	Necessary	Unknown	Unknown				

Infrastructure Area	Type of Infrastructure	District/ School Place Planning Area	Infrastructure Item	Local Plan delivery	Phase	Total Estimated Infrastructure Costs 2015 - 30	Sources of funding	Total Estimated Funding Available	Delivery	Baseline Evidence
Health Facilities	Capital cost of new health facilities.	Isleworth	A primary care centre at the West Middlesex Hospital site.	Necessary	Phase 1 (0-5 years)	£25,990,436	Central government NHS Hounslow budget. Developer contributions (S106 and/ or CIL)	These costs cover the three year gap in funding for additional population, before central government funding is triggered.	NHS Hounslow	Healthy Urban Development Unit (HUDU) model
		Cranford and Heston	Redevelopment of Heston Health Centre.							Hounslow CCG 'Better Care, Closer to Home' Out of Hospital Strategy 2012.
		Chiswick	Improvements to Chiswick Health Centre.							Heston and Cranford Locality Area – Outline Business Case for a Hub
Transport & Connectivity	Strategic Cycling Network	Borough-wide	Cycle spineway	Necessary	Phase 1 - (0-5 years)	c. £20,000	Local Implementation Plan (LIP) funding and other TfL grant funding.	Unknown	Transport for London (TfL)/ LBH	Hounslow Local Implementation Plan for Transport 2011-31. LB Hounslow

Infrastructure Area	Type of Infrastructure	District/ School Place Planning Area	Infrastructure Item	Local Plan delivery	Phase	Total Estimated Infrastructure Costs 2015 - 30	Sources of funding	Total Estimated Funding Available	Delivery	Baseline Evidence	
	Rail infrastructure providing improved links to the Golden Mile growth area and developing a wider orbital network.	Brentford	The Hounslow – Old Oak Common (Brent Cross) link.	Necessary	Phase 2/3 (5-15 years)	Unknown	Developer contributions (S106 and/ or CIL)		Network Rail Transport for London GLA	Strategic Transport Study (using WeLHAM Model).	
			Brentford (Golden Mile) – Southall Shuttle.			c£30m capital cost plus opex.	Central government funding Department for Transport (DfT), TfL/GLA.				LBH and partner authorities
			A new rail link from London Waterloo to Heathrow via Hounslow Loop			Unknown	Developer contributions (S106 and/ or CIL)				
	Improving bus services between areas of growth.	Brentford	Introducing new services serving the Golden Mile growth area (e.g. 195 and H91) to improve capacity and frequency.	Necessary	Phase 1 (0-5 years)	In line with TfL London Buses costing model for Sponsored Route Agreements	Developer contributions (S106 and CIL)	TfL LBH			

Infrastructure Area	Type of Infrastructure	District/ School Place Planning Area	Infrastructure Item	Local Plan delivery	Phase	Total Estimated Infrastructure Costs 2015 - 30	Sources of funding	Total Estimated Funding Available	Delivery	Baseline Evidence
	Pedestrian links	Brentford	New pedestrian link to maximise accessibility to Golden Mile growth area from nearby rail/tube links.	Preferred	Phase 2/3 (5-15 years)	Unknown			LBH	
	Accessible transport network	Borough-wide	Improvements to the access for different transport modes, for example stations and bus stops.	Preferred	Phase 1-3 (1-15 years)	£420,000	LIP 2014-2017 Delivery Plan: Targeted Bus Stop Accessibility LIP 2014-2017 Delivery Plan: Targeted Improvements for Pedestrians - Legible London and Accessibility	£300,000 £120,000	Transport for London	
	Bridge Improvements	Borough-wide	Clockhouse Lane Foot and Cycle Bridge;	Necessary	Ongoing	£8 million plus.			LBH TfL	

Infrastructure Area	Type of Infrastructure	District/ School Place Planning Area	Infrastructure Item	Local Plan delivery	Phase	Total Estimated Infrastructure Costs 2015 - 30	Sources of funding	Total Estimated Funding Available	Delivery	Baseline Evidence
			Whitton Road Bridge Improvements (Hounslow Gateway); Thames Path National Trail connections in Dukes Meadows (bridge under Barnes rail bridge) and improvements to footbridges crossing SWT/Piccadilly lines to improve accessibility (e.g. Quaker Lane).							
	Town Centre Public Realm Improvements	Hounslow	Hounslow Town Centre Public Realm.	Preferred	Phase 1 (0-5 years)	£2 million plus.	LIP 2014-2017 Delivery Plan: Hounslow Town Centre Major Scheme	£2,561,000	TfL LBH Development schemes within town centres.	

Infrastructure Area	Type of Infrastructure	District/ School Place Planning Area	Infrastructure Item	Local Plan delivery	Phase	Total Estimated Infrastructure Costs 2015 - 30	Sources of funding	Total Estimated Funding Available	Delivery	Baseline Evidence
							Outer London Fund (OLF)			
		Brentford	Brentford Town Centre Public Realm.	Preferred	Phase 1 (0-5 years)	£1 million plus.				
		Feltham	Feltham Station Interchange and Hounslow Road railway over bridge.	Potential.	Phase 2 (5-10 years)	£5 million plus.				
Green & Blue Infrastructure	Green chains and corridors.	Borough-wide	Greenways/ Quietways – development of a cohesive network of accessible pathways for pedestrians and cyclists linking parks and open spaces across the borough and to neighbouring boroughs	Necessary	Ongoing	C£3-4m for network completion assuming moderate delivery of improved infrastructure on on-road sections	LIP 2014-2017 Delivery Plan: Greenways Programme Developer contributions (S106 and CIL)	£600,000	LBH and Greenway partner agencies, including Canal & River Trust, Environment Agency.	Mayor of London's All London Green Grid SPG. Hounslow Biodiversity Action Plan
	Blue ribbon network	Borough-wide	Enhancements to Hounslow's Blue Ribbon	Necessary	Ongoing	Unknown	Developer contributions (S106 and			Thames River Basin Management

Infrastructure Area	Type of Infrastructure	District/ School Place Planning Area	Infrastructure Item	Local Plan delivery	Phase	Total Estimated Infrastructure Costs 2015 - 30	Sources of funding	Total Estimated Funding Available	Delivery	Baseline Evidence
			Network				CIL)			Plan Thames Estuary 2100 plan
Open Space	Open space improvements	Borough-wide	Maintenance and improvement of existing open spaces.	Necessary	Ongoing	£951,250	Developer contributions (S106 and CIL)	£1,978,951 held for open space improvements.	LBH/ John Laing	Open Space Background Paper. Programme costs of open space maintenance 2012/13 – 2021/22.
Waste & Recycling	Waste facility	Cranford and Heston	Waste facility at Western International Market site.	Critical	Ongoing	Unknown	N/A	N/A	LBH/ SITA Commercial operators.	Emerging West London Waste DPD
Leisure	Libraries and archives	Borough-wide	Refurbishments of existing libraries.	Necessary	Ongoing	£5.7- £6.8 million	N/A	N/A	LBH/ John Laing	Hounslow Libraries Estate Strategy Report, March 2011
	Sports Facilities	Cranford and Heston	Heston Leisure Centre redevelopment	Necessary	Phase 1 (0-5 years)	£18 million	Cross-subsidised by enabling housing development on site, plus	N/A	LBH/ Fusion Lifestyle/ John Laing	PPG 17 Sports Facilities Volume.

Infrastructure Area	Type of Infrastructure	District/ School Place Planning Area	Infrastructure Item	Local Plan delivery	Phase	Total Estimated Infrastructure Costs 2015 - 30	Sources of funding	Total Estimated Funding Available	Delivery	Baseline Evidence
							prudential borrowing against savings to be made when Centre is operational.			
	Play Facilities	Borough-wide	Maintenance and improvement of existing play spaces.	Necessary	Ongoing	£40,296	Capital receipts. Developer contributions (S106 and CIL)	£600,000 up to 2014/15	LBH/ John Laing	Programme costs of play space maintenance 2012/13 – 2025/26. Release of Capital Projects - Medium Term Financial Strategy Capital (2011/12-2014/15).
Energy & Low Carbon	Decentralised energy network	Borough-wide	District heat network	Potential	Ongoing	Unknown	TBC	TBC	TBC	TBC
Heritage Assets	Heritage buildings	Osterley & Spring Grove	Gunnarsbury Park main	Necessary	Phase 1 (0-5)	£2million as match funding	Heritage Lottery Fund		L B Ealing and LBH plus	HLF bid and Conservation

Infrastructure Area	Type of Infrastructure	District/ School Place Planning Area	Infrastructure Item	Local Plan delivery	Phase	Total Estimated Infrastructure Costs 2015 - 30	Sources of funding	Total Estimated Funding Available	Delivery	Baseline Evidence
	(Listed Buildings At Risk in Registered Park settings)		mansion to be repaired and upgraded as a museum.		years)	to HLF / EH / HOLT.	Manor Trust Funding		partners TBC and John Laing	Management Plan updated to 2013.
		Osterley & Spring Grove	Gunnersbury Park small mansion.	Necessary	Phase 1 (0-5 years)	Contribution to enabling works TBC.	Developer contributions (S106 and CIL)		L B Ealing and LBH plus partners TBC.	Conservation Management Plan updated to 2013.
		Osterley & Spring Grove	Gunnersbury Park Listed buildings and structures within the Grade 2star registered parkland.	Necessary	Phase 2 (5-10 years)	Up to £15 million.			L B Ealing and LBH plus partners TBC.	Parks for People bid to HLF and Big Lottery.
		Osterley & Spring Grove	Boston Manor House Grade 1 Listed and attached north wing.	Necessary	Phase 1 (0-5 years)	£ 300K Survey, strategy updating and priority repair work to wing.			LBH and LBH / John Laing.	Conservation Management Plan 2011/12 + feasibility report.
		Osterley & Spring Grove	Boston Manor House Grade 1 Listed and attached north wing.	Necessary	Phase 2 (5-10 years)	Up to £1million contribution to enabling works for beneficial use.			LBH plus partners TBC.	Results from validating strategy + feasibility study.
Flood	Localised flood	Borough-wide	Improvements	Necessary	Phase 1-3	N/A	Developer	N/A	LBH/	Hounslow

Infrastructure Area	Type of Infrastructure	District/ School Place Planning Area	Infrastructure Item	Local Plan delivery	Phase	Total Estimated Infrastructure Costs 2015 - 30	Sources of funding	Total Estimated Funding Available	Delivery	Baseline Evidence
Mitigation	prevention		to flood defences and surface water management.		(0 – 15 years)		contributions (S106 and CIL) Drain London		Environment Agency (EA)	Strategic Flood Risk Assessment Hounslow Surface Water Management Plan Thames Estuary 2100 Plan.
Utilities	Sewage	Chiswick and Isleworth	Section of the Thames Tideway Tunnel.	Critical	Phase 1-2 (0-10 years)	£4.1 billion (for full extent of the Tunnel)	Thames Water	N/A	Thames Water	DEFRA Thames Tunnel business case (November 2011)
	Tele-communications	Borough-wide	Superfast broadband	Necessary	Phase 1 (0-5 years)	Confidential information	Telecoms providers	TBC	Telecoms providers	TBC

Appendix 2: Breakdown of planning obligations secured from 2009/10 to 2012/13

Table 2.1: Financial contributions contained within S106 Agreements signed from 2009/10 – 2012/13

Type of Contribution	2009-10 Total	2010-11 Total	2011-12 Total	2012-13 Total
Accessibility contribution	£0	£0	£0	£50,000.00
Adult Training Education for employment contribution	£0	£0	£0	£200,000.00
Affordable Housing	£0	£3,002,464.53	£1,100,000.00	£429,900.00
Air Quality	£22,400.00	£80,000.00	£80,000.00	£30,000.00
Allotments	£0	£0	£0	£14,400.00
Amenity Space	£11,690.33	£0	£18,168.88	£0
Apprenticeship	£3,000.00	£0	£0	£3,000.00
Car Club	£0	£6,024.00	£0	£0
Childcare	£75,650.00	£16,000.00	£0	£0
Community	£0	£0	£184,577.76	£75,000.00
Construction Training	£75,000.00	£114,223.02	£0	£37,500.00
Cultural/Tourism	£0	£95,000.00	£0	£0
Cycling	£0	£10,000.00	£0	£0
Education	£864,543.32	£1,479,677.00	£3,290,171.23	£1,640,386.56
Employment Training / Education	£301,500.00	£0	£851,371.00	£140,870.00
Environmental Health	£271,750.00	£20,000.00	£0	£0
Environmental Improvements	£281,525.00	£186,506.58	£149,101.41	£600.00
Green Belt Works	£206,967.00	£10,000.00	£21,600.00	£0
Health	£160,992.00	£303,524.00	£867,197.00	£346,235.00
Highways	£103,000.00	£35,000.00	£100,000.00	£357,000.00
Hospitality	£0	£50,000.00	£0	£0
Job Brokering	£146,700.00	£327,834.00	£0	£65,750.00
Noise Monitoring	£0	£0	£20,000.00	£0
Off site amenity space	£4,536.57	£7,500.00	£0	£0
Off site play facilities	£7,200.00	£12,048.18	£0	£0
Open Space and Parks	£38,200.00	£37,000.00	£69,485	£157,500.00

Play space	£3,400.00	£0	£0	£0
Place space	£0	£0	£18,200.00	£0
Private Amenity Space	£2,862.00	£0	£0	£7,800.00
Public Realm	£0	£84,600.00	£0	£387,318.00
Public Transport	£420,127.00	£625,900.00	£978,632.00	£1,950,958.00
Street Lighting	£0	£60,000.00	£0	£0
Street Tree Planting	£0	£40,000.00	£0	£0
Town Centre	£0	£0	£20,000.00	£0
Traffic and Parking	£34,676.00	£297,321.00	£125,000.00	£58,000.00
Various (a clause with two or more types of spend contributions)	£0	£1,004,439.00	£151,832.00	£0
Total	£3,035,719.22	£7,905,061.31	£8,045,336.28	£5,952,217.56

Table 2.2: Financial contributions received from S106 agreements based on monies received in 2009/10 to 2012/13

Type of Contribution	2009-10	2010-11	2011-12	2012-13
	Total	Total	Total	Total
Affordable Housing	£0	£325,693.15	£20,680.00	£1,906,665.43
Air Quality	£3,820.92	£0	£0	£31,246.82
Amenity Space	£73,939.38	£9,666.21	£0	£30,342.46
Athletic Track	£0	£0	£3,130,000.00	£0
Car Club	£0	£6,024.00	£0	£0
Community	£0	£0	£0	£13,929.36
Construction Training	£19,575.32	£0	£21,223.02	£68,104.26
Cultural/Tourism	£0	£0	£13,662.00	£1,816.86
Education	£654,920.57	£1,033,248.67	£497,309.31	£1,165,398.58
Employment training	£0	£196,895.00	£81,399.00	£34,920.63
Environmental Health	£271,750.00	£1,496.00	£20,000.00	£0
Environmental Improvements	£276,979.85	£111,476.41	£169,808.13	£58,952.35
Green Belt Works	£0	£206,967.00	£0	£0
Health	£0	£0	£109,413.00	£783,918.41
Highways	£26,036.33	£95,000.00	£0	£71,880.12
Hounslow EBP	£31,225.16	£32,322.12	£149,316.00	£0

Job Brokerage	£0	£0	£17,084.00	£101,944.51
Off site amenity space	£33,406.86	£8,751.54	£0	£5,129.20
Off site play facilities	£21,436.40	£22,060.46	£0	£0
Open Space and Parks	£13,630.00	£45,981.86	£36,106.52	£92,871.96
Play Space	£0	£0	£44,838.00	£7,644.47
Private Amenity Space	£0	£0	£1,783.73	£7,800.00
Public Realm	£0	£84,600.00		£22,053.04
Public Transport	£234,012.36	£1,026,042.42	£1,148,045.86	£409,278.61
Sports facilities	£0	£0	£392,665.64	£0
Street tree planting	£1,500.00	£0	£0	£0
Traffic and Parking	£75,358.00	£70,817.00	£20,239.29	£39,093.62
Training Initiatives	£55,388.90	£0	£11,634.14	£0
Various (a clause with two or more types of spend contributions)	£315,625.56	£1,024,528.39	£177,525.90	£0
Total	£2,108,605.61	£3,243,205.69	£6,062,733.54	£4,852,990.69

Appendix 3: Proposed charging zones for the Hounslow CIL

