

## **Community Infrastructure Levy**

### Charging Schedule

May 2013

This Charging Schedule has been issued, approved and published in accordance with Part 11 of the Planning Act 2008 and the Community Infrastructure Levy Regulations 2010 (as amended).

Date on which the Charging Schedule was approved: 16 April 2013

Date on which the Charging Schedule takes effect: 1 May 2013

## The Community Infrastructure Levy Charging Schedule

- 1.1 The London Borough of Barnet (“the Council”) as Charging Authority has produced this Charging Schedule for adoption by resolution of Full Council on 16<sup>th</sup> April 2013. This will enable a Community Infrastructure Levy (“CIL”) to be introduced under powers set out in Part 11 of the Planning Act 2008 (“the Act”), the CIL Regulations 2010 as amended (“the Regulations”) and informed by the ‘Community Infrastructure Levy Guidance’ (“the Guidance”). The Charging Schedule has been delivered following public consultation and examination, with all recommendations by the examiner addressed included within this document.
- 1.2 CIL is a standardised non-negotiable levy on new development. It provides a consistent and transparent mechanism to secure financial contributions formerly sought using Planning Obligations tariffs. Revised Planning Obligations policy will be introduced to operate alongside this charging schedule.
- 1.3 The CIL applies to all ‘chargeable development’, defined by Regulations as buildings usually used by people where development delivers 100sqm or greater of gross internal floorspace or leads to the creation of additional dwellings.

**The chargeable amount will be calculated in accordance with Regulation 40 of the Regulations.**

- 1.4 The purpose of the Council’s CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised will be used to pay for infrastructure required to mitigate the impact of development in the Borough.
- 1.5 The definition of infrastructure is set out in section 216(2) of the Act and in Barnet’s Infrastructure Delivery Plan. Barnet will publish its list of infrastructure that could be funded from CIL income in accordance with the requirements of Regulation 123; updates to this list will be provided on the website as required.
- 1.6 On 1 April 2012, the Mayor of London started charging CIL (“Mayoral CIL”) on most development to help provide £300m towards the cost of delivering Crossrail. Chargeable development in Barnet will pay £35 per m<sup>2</sup>, excluding facilities used wholly or mainly for educational / health purposes that have been zero-rated.
- 1.7 The Council has agreed to set its CIL as £135 per square metre on residential and retail development; with all other use classes, including car parking space deemed ancillary to retail or residential development, zero-rated.

<u>Mayoral CIL</u>	<u>Barnet CIL</u>
£0 Education uses (D1)	£135 Residential (C1 - C4, Sui Generis HMOs) *
£0 Health uses (D1)	£135 Retail (A1 - A5) *
£35 All other use classes	£0 All other use classes
	* <i>excluding ancillary car parking</i>

- 1.8 The Council has ensured the approach taken to CIL rates is affordable for most development proposals. It recognises that this approach may secure slightly less overall income than under Planning Obligation tariffs, but sees this change as part of its contribution towards ensuring growth in new housing can continue in Barnet. The justification for the Council’s proposed CIL rate is set out in ‘Charging Schedule Supporting Document’.