Stevenage Revised Community Infrastructure Levy Charging Schedule 2025

SUBMISSION DRAFT

Contents

1.0 Stevenage Borough Council Community Infrastructure Levy (CIL) 2025 2

2.0 What is the Community Infrastructure Levy? 2

3.0 How is CIL charged 2

4.0 How does CIL and S106 work together 3

5.0 CIL income 4

6.0 Collection of CIL monies 4

7.0 Proposed update Levy rates 5

- CIL Charging Zones 8

Appendices

Appendix A – Evidence base 9

1.0 Stevenage Borough Council Community Infrastructure Levy (CIL) 2025

1.1 The Charging Authority:

The Charging Authority is Stevenage Borough Council

1.2 Date of Approval:

This Charging Schedule was approved by the Council on XX XX XXXX.

1.3 Date of Effect:

This Charging Schedule will come into effect on XX XX XXXX.

2.0 What is the Community Infrastructure Levy?

2.1 The Community Infrastructure Levy (CIL) is a charge that a Local Authority can apply to developers who are constructing additional floorspace. The purpose of CIL is to ensure that costs incurred in providing infrastructure to support the development of an area can be funded (wholly or partly) by levying a charge(s) on owners or developers of land when they secure planning permission for development that is subject to the levy.

2.2 CIL was approved by the Council on 29 January 2020 and come into effect in Stevenage on 01 April 2020.

2.3 Any applications granted permission on or after 1 April 2020 may be liable to pay a CIL charge.

3.0 How is CIL charged?

3.1 CIL is charged per square meter of additional floorspace in new development. The charge is calculated based on the type, size and location of the proposed development.

3.2 CIL is payable on development that creates net additional floorspace (based on gross internal area) of 100m2 or more, or development of any size that results in a new house or flat. Some developments may be eligible for relief or exemption from the CIL. The following do not pay the levy:

- Development of less than 100m2 – unless this is a whole house, in which case the levy is payable
- The creation of mezzanine floors within existing buildings (unless it forms part of a wider planning application that seeks to provide other works as well)
- Dwellings built by 'self builders'[1]

[1] Subject to an application for relief being submitted

- Social housing that meets the relief criteria set out in the regulations (subject to an application for relief being submitted)

- Charitable development that meets the relief criteria set out in the regulations (subject to an application for relief being submitted)

- Buildings which people do not normally go into, or go into intermittently for the purpose of inspecting or maintaining fixed plant or machinery

- Structures which are not buildings, such as pylons and wind turbines

- Specified types of development which local authorities have decided should be subject to a 'zero' rate and specified as such in their charging schedules

- Vacant buildings brought back into the same use.

3.3 Please note that strict requirements apply with regard to the timing of the exemption process and you should refer to the regulations for details. In most cases a Commencement Notice must also be served prior to the commencement of development, in order for the exemption to apply.

4.0 How does CIL and S106 work together?

4.1 Currently, financial contributions are collected through Section 106 legal agreements and CIL. CIL is intended to provide infrastructure to support new development more generally and contributions are not tied to the location in which the development takes place, whereas S106 obligations are specifically required to make an individual planning application acceptable.

4.2 Unlike contributions made via S106 Agreements, CIL receipts are not earmarked for particular infrastructure related to the development from which they are raised. Instead, CIL monies are pooled into a fund which can be used for any infrastructure needed to support the development of the borough, or for strategic infrastructure needs elsewhere. The Council is responsible for allocating the money raised through CIL towards infrastructure required to support the development of the borough.

4.3 The Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019) came into force on 1 September 2019. Under these regulations, Infrastructure Funding Statements (IFS) replaced CIL Regulation 123 Lists as the mechanism through which projects are identified for CIL funding. Stevenage Borough Council is required to publish an annual infrastructure funding statement (IFS), which sets out the infrastructure projects or types to be funded wholly or partly by CIL.

5.0 CIL income

5.1 Our CIL income is split in accordance with the regulations in the following way:

- Strategic CIL: 80% will be spent on infrastructure projects that benefit the whole borough.
- Local CIL: 15% of CIL is required to go directly to the communities where the development will take place – as we do not have Parishes, this will be allocated to Ward Members.
- The costs of administering CIL will be funded from the levy (up to 5% of total receipts is permitted for this use).

6.0 Collection of CIL monies

6.1 The responsibility to pay CIL rests with the owner of the land on which the development will be situated. However, others involved in the development can take on the liability for CIL for the development by submitting an Assumption of Liability Notice. Applicants should include this notice when submitting applications, along with a copy of a CIL Additional Information Form[2].

6.2 In line with the CIL regulations, the Council will issue a 'liability notice' as soon as practicable after the day on which a planning permission first permits development. The liability notice informs the applicant/landowner of the amount of CIL that they are required to pay, taking into account any relief or exemption for which the development qualifies.

6.3 Liability to pay CIL is triggered by the commencement of a development. The developer is required to submit a commencement notice at least 24 hours before development is due to start. The Council will then send out a demand notice, which sets out the payment due dates in line with the payment procedure. If a commencement notice is not submitted, further charges may apply and any exemptions to CIL will no longer apply.

6.4 By default the levy must be paid within 60 days, but for schemes with phased outline permission payment will be triggered separately for each phase. The Council has chosen to adopt an Instalments Policy, which allows developers to pay their CIL charges in phased stages, in line with the Regulations 69(b)[3]. Following the review of CIL charges, the Council has updated its instalment policy.

6.5 Where development commences and a liability notice has not been provided; the CIL liability defers to the landowner. If the landowner then fails to pay, the council will issue a default liability notice. If there is persistent non-compliance, the Council can take direct action to recover the amount.

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[2] Where an applicant has not completed an Assumption of Liability Notice as part of their planning application submission, the Council will expect the developer, land owner or other interested parties to assume liability by completing an Assumption of Liability Notice where permission has been granted.

[3] The Community Infrastructure Levy Regulations 2010

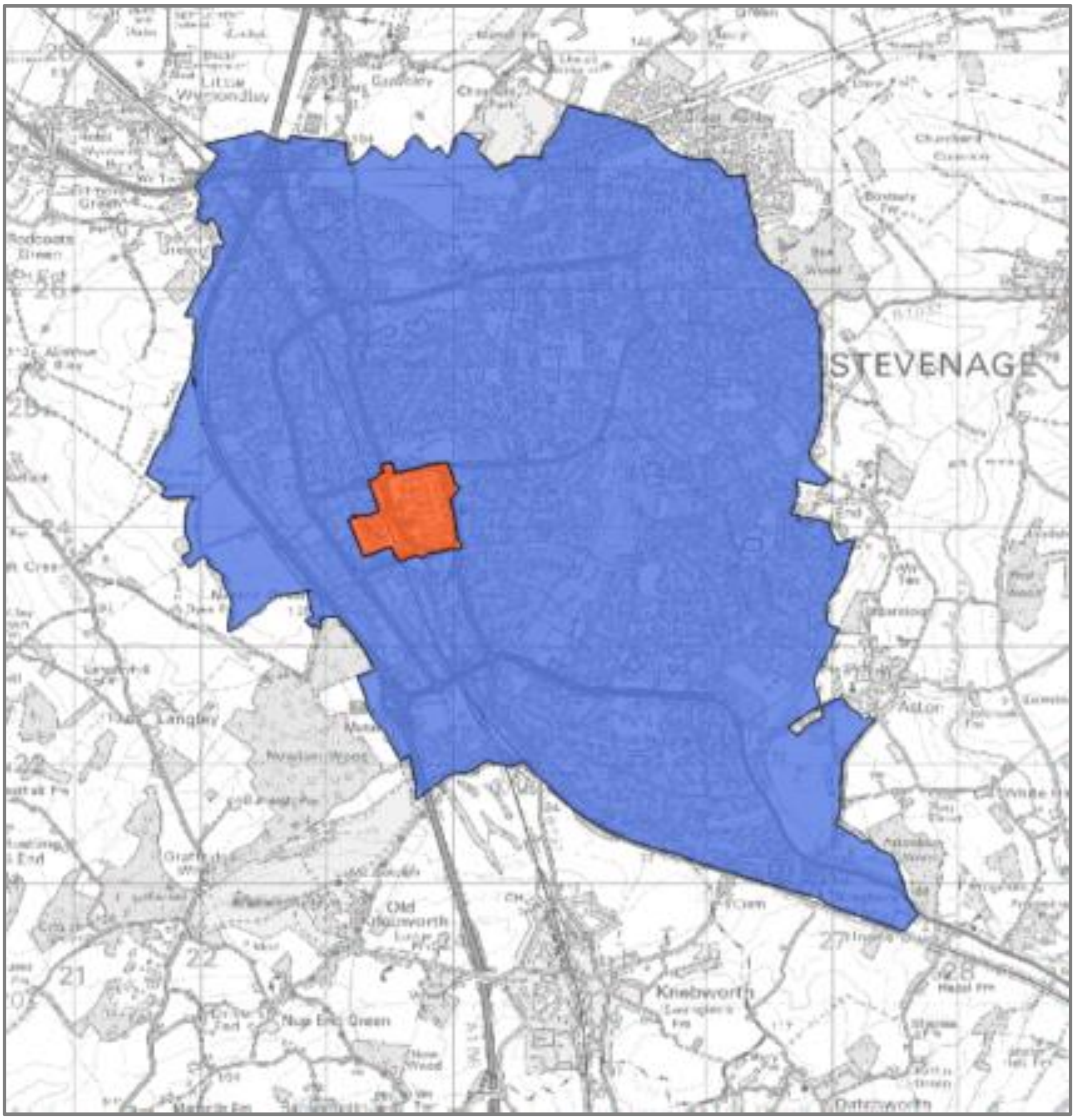
7.0 Proposed Updated Levy Rates

7.1 In line with the evidence outlined in Appendix A, the table below sets out the proposed updated CIL rates for Stevenage Borough expressed as pounds per square metre. The extent of each Charging Zone is set out in the maps on the following pages.

Table 1. Proposed levy rates

Development Type	**CIL Rate**	
	Zone 1: Stevenage Central	**Zone 2: Everywhere else**
Residential		
Market Housing	£50 per m2	£120 per m2
Sheltered Housing	£120 per m2	
Extracare Housing	£50 per m2	
Retail Development	£75 per m2	
Industrial Development	£40 per m2	
All other Development	£0 per m2	

Image 1 CIL Charging Zones



Key:

Zone 1: Stevenage Central

Zone 2: Everywhere else

Image 2 Zone 1: Stevenage Central

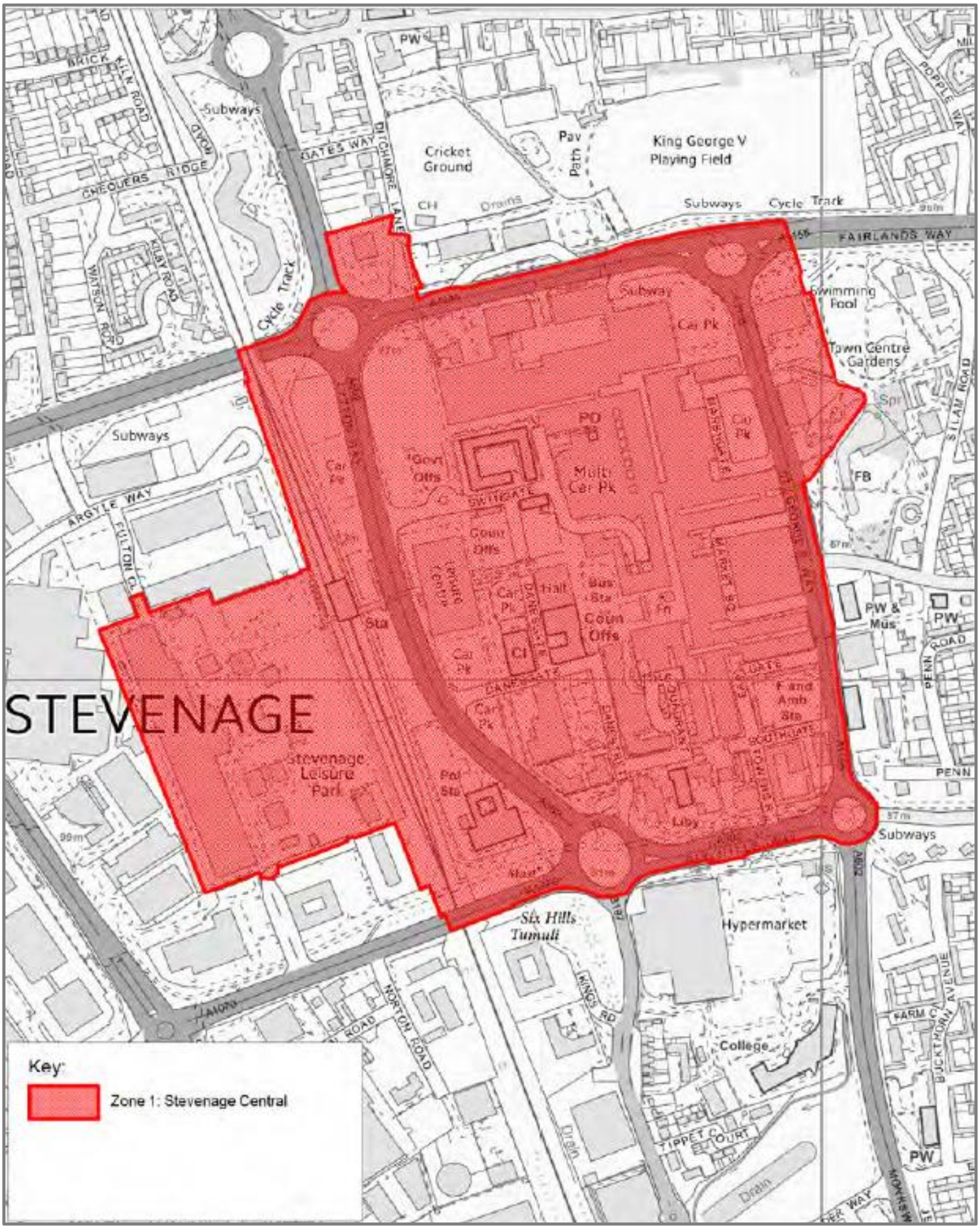
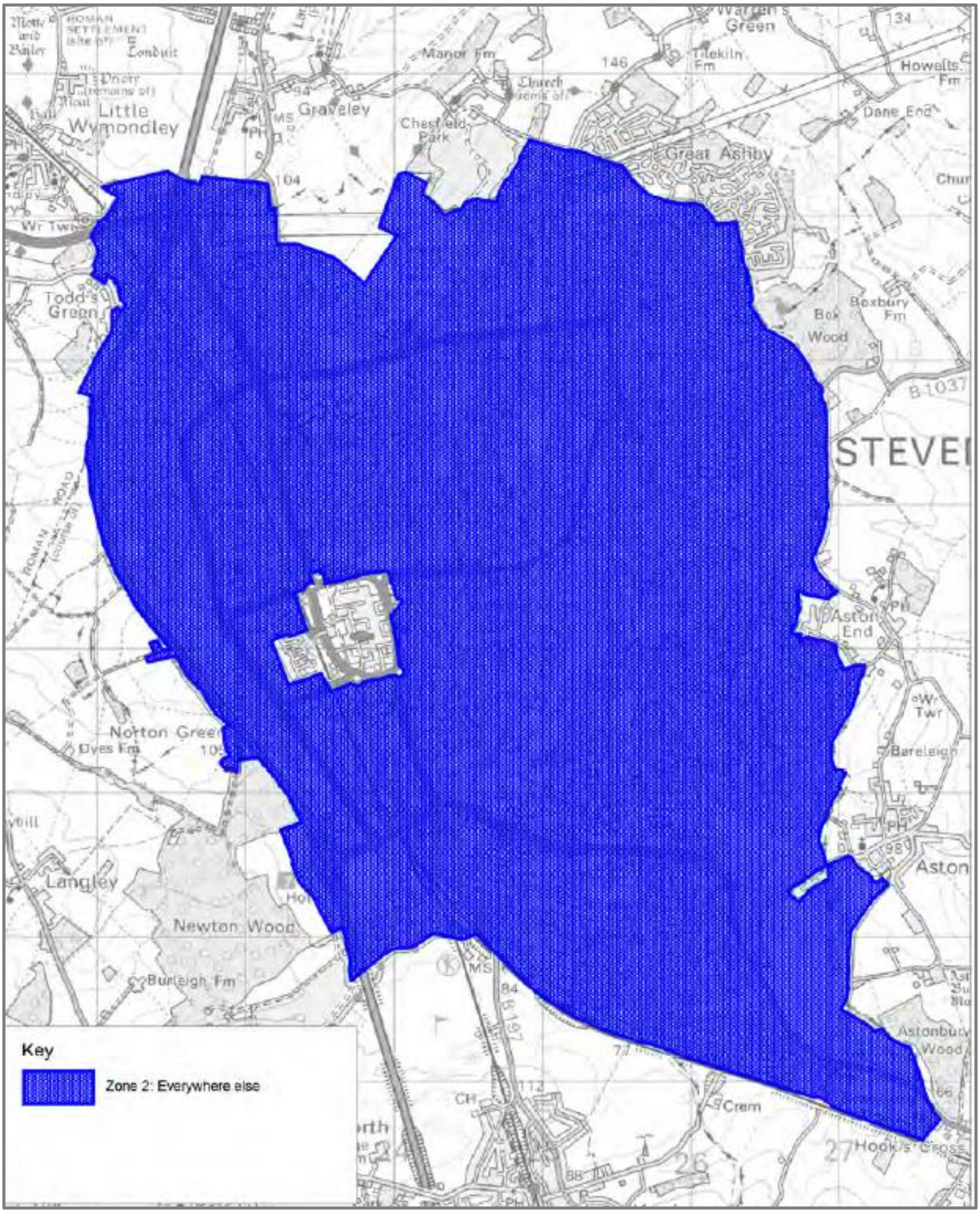


Image 3 Zone 2: Everywhere else


Key
Zone 2: Everywhere else

Appendix A Evidence Base

The production of the Draft Charging Schedule has been informed by key evidence relating to infrastructure needs in the borough and economic viability of development to contribute to infrastructure though payment of CIL.

An updated Whole Plan Viability Study was commissioned to take into account changes in market values and viability within the town. This provides an updated basis for identifying the most appropriate updated levy rates.

Government guidance recommends that the evidence on infrastructure needs should be drawn directly from the infrastructure planning that underpins the Development Plan. The following documents, which were produced to support and inform the Local Plan, provide the evidence base for CIL:

- Stevenage Borough Infrastructure Funding Strategy, Aecom, September 2015.
- Infrastructure Delivery Plan (IDP), SBC (most recent version published December 2024).
- Whole Plan Viability Study including Community Infrastructure Levy, AspinallVerdi, September 2024.

The IDP aims to identify the infrastructure required to support future levels of growth across the town. It covers the period from 2011 - 2031, in line with the Local Plan.

The Infrastructure Delivery Plan covers a wide range of physical and social infrastructure including; transport, utilities, education, health, community facilities, emergency services and green infrastructure requirements. It aims to:

- Identify the current infrastructure provision within the District;
- Identify any existing gaps in infrastructure
- Provide an understanding of the growth that can be supported by the existing infrastructure.
- Identify where and when additional infrastructure may be required
- Outline the costs of such infrastructure
- Identify how that infrastructure might be funded and delivered.

The IDP is a live document, which requires updating frequently to take into account changes and uncertainties in infrastructure requirements. The most recent version was adopted in 2024. It was developed following detailed discussions and consultation with infrastructure providers.

Table 2.

Infrastructure type	Cost (in millions) **Sources of funding**	**Funding Requirement**
Mobility	• DfT Active Travel Funds • Developer Contributions • Town Deal • Capital Funding • LEP • Other Government funding opportunities • Network Rail	• Cycling at least £32 million • Walking at least £1.4 million • Buses £10 million • Rail £40 million • Strategic road network £16 million • Local road network - a funding requirement has yet to be identified
Education	• Developer Contributions • Capital Funding	• Primary Schools £11.8 million • New Secondary School £36.6 million (with Post 16 Provision)
Healthcare	• Developer Contributions • Private Finance • Transfer of Land • Dept of Health Loan	• Primary Care General Practice £ tbc • Acute Services £19.8 million • Secondary Healthcare £2.6 million • Adult Social Care £ tbc
Green and Blue Infrastructure	• Capital Funding • Developer Contributions	• £8 million
Community/leisure	• Developer Contributions	• Community Facilities £40 million • Sports and Leisure Facilities £ tbc • Young People's Centre refurbishment and reconfiguration £3.2 million
Utilities	• Developer Contributions	• Waste Management £500,000

It is important to note that our estimated CIL income (based on the CIL rates proposed will not reach the level required to fund all of the infrastructure required.

Initial calculations show that from our strategic site delivery, our CIL income will bring in c. £14 million over the next 5 years, with c. £17 million to 2031 and c. £20 million to 2035. While this reflects the most recent position, the Infrastructure Funding Statements and Infrastructure Delivery Plans are updated on an annual basis and should be read in conjunction with the Draft Charging Schedule.