

ID/CIL/2

PORTSMOUTH COMMUNITY INFRASTRUCTURE LEVY

EXAMINER'S QUESTIONS FOR THE COUNCIL

07 SEPTEMBER 2011

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1. Is sufficient consideration given to the risk that lower value residential schemes may not be viable if required to pay the levy? How could this issue be addressed without the Council placing undue reliance on making exceptions to the Schedule? Is the fact that the Council refer to the making of exceptions an indication that in some instances the proposed rate may be too high?
2. What is the justification, in terms of viability, for the differential between the £105 and £53 rates for various types of retail development?
3. In terms of the overall costs of a scheme, broadly what would be the impact of CIL in percentage terms for the various land uses?
4. Was consideration given to identifying different rates in different geographical areas of the city and if so why was this option rejected? Have house price differentials been considered in sufficient detail?
5. Is there sufficient evidence to demonstrate that office and industrial development would not be viable if a levy was charged?
6. Has the impact of S106 contributions, including for affordable housing, been properly taken into account?
7. What information is available regarding other funding streams for infrastructure provision? Could the Council clarify why 'Education' is not included in Table 1: CIL Infrastructure Needs?
8. In terms of Table 1 could the Council provide further details regarding the justification for the 25% contribution towards the cost of the Tipner-Horsea bridge link and the 40% contribution to the Tipner junction and park and ride?
9. Has sufficient regard been given to the average 2.5% fall in property values in the city between April 2010 and January 2011? What is the current situation?
10. On what basis is it concluded that the "mid-range value level" is the most relevant for Portsmouth (para. 3.2.4 of Viability Assessment)?
11. Are the unit sizes as set out in Figure 4 of the Viability Assessment justified and appropriate?
12. Do the rates strike an appropriate balance between contributing to infrastructure funding and the potential effect of CIL on the economic viability of development in the city?