

# Manydown Strategic Site

## Additional Transport Costs Briefing Note

### February 2017



#### Introduction

Basingstoke and Deane Borough Council has requested that Three Dragons undertakes additional modelling to determine the viability impact of adding additional transport cost to the development of the Manydown strategic site.

This note follows a full report<sup>1</sup> that has supported the 2016 Preliminary Draft Charging Schedule and a subsequent briefing note<sup>2</sup> that explored the impact of additional Country Park costs.

#### Original Manydown Modelling

The original March 2016 modelling included transport costs advised by Basingstoke and Deane Borough Council of £6.3m, programmed as follows:

- £1.5m by 1st dwelling
- Remaining £4.8m spread over the next five years

These costs were in addition to additional costs for bus services (£2.2m) and for education (£36m). The full profile is in the Annex to this briefing note. The original modelling suggested that a theoretical maximum Manydown CIL of £105/sq m was possible, and that with a buffer (43%) a charge of £60/sq m may be appropriate.

#### Additional Country Park Costs

In June 2016, additional modelling was undertaken to explore the impact of various additional Country Park costs (additional cost scenarios of £2m, £5m and £10m in year 4 of development). Since the earlier briefing note the costs of the Country Park have been fixed at £2m and these additional costs are included within the additional transport scenarios reported on here. The June 2016 briefing note suggested that with £2m Country Park costs, a revised theoretical maximum CIL of £101/sq m was possible, and that with a buffer (43%) a charge of £57/sq m may be appropriate. This scenario with the £2m additional Country Park costs is now the revised base scenario.

#### Additional Transport Costs.

In February 2017 Basingstoke and Deane Borough Council provided a revised estimate of the transport infrastructure costs, based on discussions between Hampshire Highways and the Borough Council. The revised estimates total £9.325m (£3.025m more than previously), programmed as follows:

- £2.0m by 1st dwelling
- Remaining £7.325m spread over the next five years

The table below summarises the modelling of the original, revised and latest viability testing.

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<sup>1</sup> March 2016

<sup>2</sup> June 2016

Manydown Scenario	Residual value/ha	Benchmark land value	Theoretical maximum CIL rate /sq m	CIL/sq m with 43 % buffer
Original base scenario	£617,581	£400,000	<b>£105</b>	<b>£60</b>
Revised base scenario - with £2m Country Park cost	£608,626	£400,000	<b>£101</b>	<b>£57</b>
Revised base scenario - with £2m Country Park cost and £9.325 strategic transport costs	£594,824	£400,000	<b>£94</b>	<b>£54</b>

With the increased transport costs and the Country Park costs, a revised theoretical maximum CIL of £94/sq m is possible, and that with a buffer (43%) a charge of £54/sq m may be appropriate.

The profile in Annex one shows the site characteristics and the infrastructure costs included.

## **Annex 1 Manydown Profile**

Site	Total dwellings	Total self-build	Density	Net site size ha	Self-build proportion of net area ha	Gross site size ha	Net to gross	Housing Delivery Yr 0 = pre-delivery preparation. Yr 1 = 1 <sup>st</sup> year of delivery	Benchmark land value/gross ha	Opening up costs/net ha	Site specific infrastructure Yr 0 = pre-delivery preparation. Yr 1 = 1 <sup>st</sup> year of delivery
Manydown – As modelled in March 2016	3,400	68	30 dph	113.33	2.27	183.56	62%	50 in yr1, 200 in yr 2, 300 in yr3, 320pa thereafter then 310	£400,000	£200,000 25% in 1 <sup>st</sup> year and 25% in 2 <sup>nd</sup> year. Remainder spread year 4 onwards	£58,582,000 (£17,230/dwg) <ul style="list-style-type: none"> <li>• £1.5m strategic transport by 1<sup>st</sup> dwg</li> <li>• Remaining £4.8m strategic transport over next five years</li> <li>• £2.2m bus spread years 1-5</li> <li>• £9.6m education in yr1, £7.6m in yr4, £7.6m in yr7 and £11.2m in yr8</li> </ul> Remainder in line with development
Manydown – As modelled in June 2016	3,400	68	30 dph	113.33	2.27	183.56	62%	50 in yr1, 200 in yr 2, 300 in yr3, 320pa thereafter then 310	£400,000	£200,000 25% in 1 <sup>st</sup> year and 25% in 2 <sup>nd</sup> year. Remainder spread year 4 onwards	£60,582,000 (£17,818/dwg) <ul style="list-style-type: none"> <li>• £1.5m strategic transport by 1<sup>st</sup> dwg</li> <li>• Remaining £4.8m strategic transport over next five years</li> <li>• £2.2m bus spread years 1-5</li> <li>• £9.6m education in yr1, £7.6m in yr4, £7.6m in yr7 and £11.2m in yr8</li> <li>• £2.0m Country Park in yr4</li> </ul> Remainder in line with development
Manydown – As modelled in February 2017	3,400	68	30 dph	113.33	2.27	183.56	62%	50 in yr1, 200 in yr 2, 300 in yr3, 320pa thereafter then 310	£400,000	£200,000 25% in 1 <sup>st</sup> year and 25% in 2 <sup>nd</sup> year. Remainder spread year 4 onwards	£63,607,000 (£18,708/dwg) <ul style="list-style-type: none"> <li>• £2m strategic transport by 1<sup>st</sup> dwg</li> <li>• Remaining £7.325m strategic transport over next five years</li> <li>• £2.2m bus spread years 1-5</li> <li>• £9.6m education in yr1, £7.6m in yr4, £7.6m in yr7 and £11.2m in yr8</li> </ul> Remainder in line with development