

A new vision for developing Wakefield District



Wakefield Council Community Infrastructure Levy (CIL) Charging Schedule





Community Infrastructure Levy Charging Schedule

Approved by Full Council on 20 January 2016

Charges Implemented on 1 April 2016

Under the Planning Act 2008 and
Community Infrastructure Levy Regulations 2010 (as amended)

*Wakefield Council is a charging authority for the purposes of Part 11
Section 206 of the Planning Act 2008 and may therefore charge the
Community Infrastructure Levy in respect of development in the
Wakefield District.*



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The Community Infrastructure Levy Charging Schedule and its supporting documents are available to view and download from the Council's website at: www.wakefield.gov.uk/cil

If you would like to talk to a planning officer working on the Local Plan about any aspect of this document please contact the Spatial Policy Group on (01924) 306417.

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دیکھو سنو

اگر آپ کو اس لیفلٹ کی کاپی آڈیو کیسٹ، بڑی
لکھائی، بریل یا کسی اور زبان میں اس کا ترجمہ
چاہیے تو ہمیں اس نمبر پر فون کریں:

(01924) 306495

Andrew Wallhead Corporate Director
Regeneration and Economic Growth Wakefield Council

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i. Statement of Statutory Compliance

The Community Infrastructure Levy Charging Schedule has been approved and published in accordance with the Community Infrastructure Levy Regulations 2010 (as amended 2011, 2012, 2013, 2014 and 2015) and Part 11 of the Planning Act 2008 (as amended by Part 6 of the Localism Act 2011). In setting the levy rates, Wakefield Council considers it has struck an appropriate balance between;

- a) the desirability of funding from CIL in whole or in part the actual and estimated total cost of infrastructure required to support the development of its area, taking into account other actual and expected sources of funding, and*
- b) the potential effects, taken as a whole, of the imposition of CIL on the economic viability of development across the Wakefield District.*

This Charging Schedule was approved by Wakefield Council on 20 January 2016.

This Charging Schedule will be implemented on 1 April 2016.

1. Introduction

- 1.1 The Community Infrastructure Levy (CIL) is a levy that local authorities can choose to charge on new developments in their area. The money can be used to support development of the area by funding the infrastructure that the Council, local communities and neighbourhoods deem as necessary.
- 1.2 Wakefield Council is a **charging authority** for the purposes of Part 11 Section 206 of the Planning Act 2008 and may, therefore, charge the Community Infrastructure Levy in respect of development in the Wakefield district. This document is the Charging Schedule for the Wakefield Community Infrastructure Levy (CIL). The document sets out the Charging Schedule, the general principles of CIL and its links to Section 106 planning obligations. It has been prepared in accordance with the Planning Act 2008 and the Community Infrastructure Levy Regulations 2010 as amended by the Community Infrastructure Levy (Amendment) Regulations 2011, 2012, 2013, 2014 and 2015.

2. General Principles

- 2.1 The CIL is a discretionary, tariff-based development land tax, which the Council can choose to adopt to support the provision of local infrastructure required as a result of new growth. Once adopted, CIL is fixed, non-negotiable and enforceable. CIL will be charged on new development. It is charged per square metre on net additional gross internal floor-space of development. CIL is not charged on social housing, self-build homes and buildings used for charitable purposes.
- 2.2 The amount payable will be set at the time planning permission is granted and payment will be due at the commencement of development. Larger amounts will be payable in instalments over fixed time periods, in-line with the approved instalment policy.
- 2.3 The process for setting and implementing the Charging Schedule is set out in the CIL Regulations 2010, together with subsequent Amendment Regulations in 2011, 2012, 2013, 2014 and 2015. Under the CIL Regulations new restrictions came into force for existing planning obligations (Section 106 agreements) from April 2015, which significantly restrict infrastructure funding practices and pooling of obligations, dated back to 6 April 2010, whether the council has adopted a CIL charge or not.
- 2.4 The Government advises Local Authorities to introduce a levy as they consider that it:
 - delivers additional funding to carry out a wide range of infrastructure projects that support growth and will benefit the local community;
 - gives Local Authorities the flexibility and freedom to set their own priorities for what the money should be spent on - as well as a predictable funding stream that allows them to plan ahead more effectively;
 - provides developers with much more certainty 'up front' about how much money they will be expected to contribute, which in turn encourages greater confidence and higher levels of inward investment;
 - ensures greater transparency for local people, because they will be able to understand how new development is contributing to their community; and
 - enables local authorities to allocate a share of the levy raised in a neighbourhood to deliver infrastructure the neighbourhood wants.

3. Planning Obligations (Section 106 Agreements) and CIL

- 3.1 The CIL is intended to provide infrastructure to support the development of an area rather than making an individual planning application acceptable in planning terms, which is the purpose of a planning obligation (Section 106 agreement). As such, CIL will not fully replace planning obligations. CIL is considered a complementary measure.
- 3.2 Planning obligations will continue to be the primary mechanism for securing affordable housing through the planning system. In addition, they will still be used to mitigate the direct impact of the development proposed, to make it acceptable in planning terms.

3.3 The CIL Regulations restrict the use of planning obligations to ensure that developments are not charged twice for the same infrastructure type or project (i.e. through both a planning obligation and a CIL charge). The Council is, therefore, required to publish a list of infrastructure it intends to fund via CIL, the Regulation 123 list. It will not be possible to seek planning obligations towards items on the Regulation 123 list. Furthermore, from April 2015 the Council will only be able to pool a maximum of five planning obligations towards a particular infrastructure project or type, dating back to 6 April 2010.

4. Development Liable for CIL

4.1 The following types of development will be liable for CIL, subject to the exemptions set out in Part 2 and Part 6 of the CIL Regulations as amended:

- Development comprising 100 square metres or more of new gross internal floor area.
- Development of less than 100 square metres of new floor space that results in the creation of one or more dwellings.
- The conversion of a building that is no longer in lawful use.

5. Calculating and Charging of CIL

5.1 The local authority must demonstrate that new or improved infrastructure is needed to mitigate the impact of planned development. It must also show that there is a 'gap' in the available funding for the necessary infrastructure that requires the use of CIL.

5.2 In addition, the local authority must demonstrate that, in its informed judgement, the proposed levy rates would not make development proposals unviable across the area as a whole. It is not necessary to show that all developments would be viable, but that the majority of planned developments would not be made unviable by the proposed CIL level. The viability assessment needs to take account of the costs of other planning obligations, including affordable housing. Wakefield has undertaken a comprehensive viability assessment to determine its proposed CIL rates. The CIL viability assessment work is available on the Council's website: www.wakefield.gov.uk/cil

5.3 The Council's proposed CIL rates were examined in public by an independent examiner, and the examination report was received by the Council on 6 November 2015. The examination concluded that the charges were justified by the need for, and cost of, new or improved infrastructure to support the growth set out in the Local Plan and would not threaten the economic viability of development across the district.

5.4 The following sections outline how the council has set an appropriate rate of CIL in light of the available evidence on infrastructure (needs, costs and alternative available funding) and viability.

6. Evidence Documents for CIL

6.1 All the evidence documents are available on the Council's website: www.wakefield.gov.uk/cil

The following supporting evidence documents informed the production of the Preliminary Draft Charging Schedule (PDCS) and were made available for inspection / comment for the PDCS consultation, which took place in June to August 2014:-

- Wakefield CIL - Economic Viability Evidence (DTZ, February 2014).
- Wakefield CIL - Site Specific Testing (DTZ, September 2013).
- Wakefield CIL - Infrastructure Delivery Plan Evidence (DTZ, July 2013).

The following further documents were produced in support of the Draft Charging Schedule:

- Wakefield CIL Viability Addendum (DTZ, December 2014)
This includes further residential viability modelling work, evidence and justification of retail rates.
- Wakefield CIL - Infrastructure Delivery Plan Evidence Update (WMDC, October 2014) (as amended July 2015).
- Draft Regulation 123 List (WMDC, July 2015).
- Council responses to representations on the Preliminary Draft Charging Schedule (WMDC, 2014).
- Council response to representations on the Draft Charging Schedule (WMDC, 2015).

The Council submitted the Draft Charging Schedule for examination along with a Statement of Modification on 9 July 2015. During the examination period further evidence was presented by the Council and considered as part of the examination.

- 6.2** The Infrastructure Delivery Plan (IDP) Evidence work formed an essential part of the Local Development Framework (LDF) evidence, indicating where infrastructure pressures could be preventing new development and economic growth from coming forward. This was updated in 2013 and in 2014 in conjunction with external infrastructure providers and council service areas. It confirmed that there is a gap in the funding available to deliver the infrastructure requirements to support growth, to justify a CIL charge as required by the CIL Regulations.
- 6.3** The IDP Evidence update compares infrastructure requirements against funded or anticipated funded schemes, alternative funding sources and identifies whether CIL would be the appropriate tool to address the funding gap. It provides the best available information at the present time on the funding gap for the infrastructure needed to support planned development in the district. The IDP Evidence is intended to be a living document which will be updated as necessary. The identified funding gap was estimated at £178 million based on the evidence presented at examination.
- 6.4** DTZ was appointed to carry out the key piece of evidence to inform the introduction of CIL in Wakefield, the Economic Viability Evidence. This involved area wide analysis using a selection of hypothetical development schemes confirming that certain types of development could be charged and remain viable. The site specific testing confirmed the results of the area wide testing. The testing took into account the Council's policy requirements in terms of affordable housing etc.
- 6.5** The work identified that a variable rate for residential development across three zones was viable, with a district wide rate for retail warehouses and large supermarkets. This work was retested in response to representations made at the PDCS stage. The assumptions used in the residential viability modelling were revisited and resulted in:-
- a reduction in the medium charge zone;
 - headroom for an increase in the higher charging zone; and
 - an increase in the buffer applied to the maximum CIL rates proposed for residential charges, providing a greater viability cushion.
- This was considered suitable to achieve the required appropriate balance. Further amendments to the proposed rates or assumptions were not made as a result of consultation on the Draft Charging Schedule for reasons set out in the Council's response to that consultation. The Draft Charging Schedule was submitted for examination on 9 July 2015 along with a Statement of Modifications.
- 6.6** The rates for chargeable retail development were not altered, after further consideration of the retail market in Wakefield, and comments received at the PDCS stage.
- 6.7** In reaching the appropriate balance when setting the rates, it was important for the Council to consider the aims of gaining sufficient funding towards the infrastructure needed to support the delivery of growth set out in the adopted Local Plan, without setting the rates at a level that could threaten the viability of development across the district.
- 6.8** At the Draft Charging Schedule stage the rate for residential development in the high charging zone remained at that previously proposed at the PDCS stage, offering a discount of around 30% from the maximum. The rate for residential development in the medium charging zone was reduced in accordance with the additional viability evidence to offer a discount of around 40% from the maximum viable rate that could be charged. The buffer was previously set at 10% in the PDCS. These discounts provide a viability cushion to satisfy the requirements of the CIL Regulations, ensuring that the rates will not threaten the economic viability of development across the district.
- 6.9** The rates set out in the following Charging Schedule have not been changed from the Draft Charging Schedule, as the examiner concluded that the Council has sufficient evidence to support the schedule and can show that the levy is set at a level that will not put the overall development of the area at risk. One modification to the Charging Schedule was required to meet the statutory requirements, which was that the Retail Warehouse definition be amended to refer to 'edge-of-centre and out-of-centre locations'. This is reflected in the following Charging Schedule.

7. The Charging Schedule Rates

7.1 The Council's charging rates are set out in the table below. The Charging Schedule is primarily concerned with the rates rather than the Council's mechanism for allocating the funds.

Development Type	Charging Schedule - Rates (per sq.m)
Residential - High (C3)	£55
Residential - Medium (C3)	£20
Residential - Low (C3)	£0
Office (B1)	£0
Light Industrial (B1)	£0
General Industrial (B2)	£0
Storage and Distribution (B8)	£0
Retail - City Centre location (A1, A2)	£0
Retail - District Centre location (A1, A2)	£0
Retail - Retail Warehouse (A1) *	£89
Retail - Restaurants and Bars (A3/A4)	£0
Retail - Hot food take-away (A5)	£0
Retail - Small supermarket (<2000 sq.m GIA)	£0
Retail - Large supermarket (≥2000 sq.m GIA)	£103
Hotels (C1)	£0
Care Homes (C2)	£0
Cinemas and commercial leisure (D2)	£0
All other uses	£0

* Retail Warehouse definition: large stores in edge-of-centre and out-of-centre locations specialising in the sale of household goods (such as carpets, furniture and electrical goods), clothes, DIY items and other ranges of goods, catering mainly for car-borne customers.

7.2 The residential charging zones are shown on the charging zone map in Appendix 2. An interactive version of the map is also available on the Council's website at: www.wakefield.gov.uk/cilapps

8. The Regulation 123 List

8.1 The Council is required to set out a list of those projects or types of infrastructure that it intends will be, or may be, wholly or partly funded through the CIL. The list does not identify priorities for spending within it, or any apportionment of the CIL funds across the district, and does not signify a commitment from the Council to fund the projects listed through the CIL.

8.2 The list is based on the infrastructure requirements set out in the Local Development Framework and the Council's updated infrastructure planning evidence (IDP). The list has been revised from the CIL Preliminary Draft Charging stage, taking into consideration representations made and updates on funded projects. The Draft Regulation 123 List was available for comment as part of the Draft Charging Schedule consultation. An up to date version of the list is available on the Council's website.

- 8.3** A 'meaningful proportion' of CIL raised in an area (the neighbourhood proportion) must be spent on local infrastructure priorities. The Council will work with local communities and Town and Parish Councils to agree their local spending priorities. The neighbourhood proportion can be spent on items on the Regulation 123 list, but it does not have to be, as long as it addresses the demands that development places on an area.
- 8.4** Once the neighbourhood proportion of the CIL income has been allocated to the relevant neighbourhood in which the development has taken place, the remaining money will be pooled and spent on strategic infrastructure priorities to support growth and economic development in the district. The infrastructure spending priorities will be informed by the Regulation 123 List. The predicted CIL income will not meet the estimated infrastructure funding gap. Therefore, CIL money will be spent on infrastructure priorities in conjunction with other sources of funding.
- 8.5** It is intended that the Council will review the Regulation 123 List, periodically where appropriate. This will be informed by the most up to date infrastructure planning evidence and the monitoring of CIL collection and spend. Any changes to the list will be justified, clear and subject to appropriate local consultation, in line with the CIL Regulations.
- 8.6** CIL Regulation 123 restricts the use of Section 106 obligations to ensure that individual developments are not charged for the same infrastructure through the duplication of developer contributions. A Section 106 contribution cannot be made towards infrastructure projects on the Regulation 123 List.
- 8.7** From 6 April 2015, or on adoption of CIL, whichever is the sooner, the use of Section 106 obligations will be scaled back. Section 106 obligations will still be used to provide affordable housing contributions and matters required to make a development acceptable in planning terms. Section 106 obligations will need to meet the tests in Regulation 122 and 123. From 6 April 2015 no more than five separate obligations can be pooled for an infrastructure project or type of infrastructure, back dated to 6 April 2010.
- 8.8** The Council will publish its list on the website as a separate document. For clarity, the list details what Section 106 obligations will continue to be used for. In particular, for large scale developments there will still be the requirement to provide obligations for matters necessary to make a development acceptable in planning terms, such as open space, etc. The Council will ensure that these obligations meet the statutory tests, and that such requirements will not be funded in conjunction with CIL receipts. Rather the CIL receipts will be used to fund infrastructure projects needed to support the development of the district. Details of how the CIL has been spent will be set out in an annual report so it is clear that CIL and Section 106 receipts post 1 April 2016 have not been spent on the same piece of infrastructure. The Council does not have any tariff based policies or other policies relating to planning obligations in the Local Plan that would require amending following the introduction of CIL.
- 8.9** Section 106 obligations will continue to be used to contribute to the funding of primary education provision for the Wakefield East urban extension Special Policy Area 2, which is identified as being required as part of the allocation to make it sustainable, and as such will meet the statutory tests. The Council will ensure that this provision will not be funded through CIL receipts, and that no more than five separate planning obligations will be secured for the same education project. CIL receipts at the site could then contribute to the other education needs generated by the site such as childcare, secondary and post 16. The total cost of this approach to planning obligations for education on the allocation has been shown to be less per unit than the cost of the education contribution in the existing Section 106 agreement, which was signed prior to the implementation of CIL. The CIL would contribute to education provision across the district through the requirement of new school places / facilities arising from development generally. This has been reflected in the Regulation 123 list. The Council's Children and Young People's Section 106 Policy, which deals with developer contributions for childcare, primary, secondary and post 16 places, will be amended accordingly when CIL is implemented.
- 8.10** An area wide viability appraisal has been used to set the charge rates based on the CIL Regulations and guidance. As such, overleaf the Charging Schedule details the provisions in the CIL Regulations (2010, as amended) available to address unforeseen site specific viability issues. The recommendation of the additional economic viability work (December 2014) was to consider these options to provide greater flexibility in the CIL charging regime.

9. Exemptions and Payment Terms

9.1 The CIL Regulations (as amended 2011, 2012, 2013, 2014 and 2015) and specifically Part 2 and Part 6 exempt the following from paying the CIL:

- Where the gross internal floor area of new buildings or extensions would be less than 100 square metres (unless the development will result in the creation of one or more dwellings / flats).
- Development by registered charities of their own land to be used wholly or mainly for their charitable purposes.
- The conversion of any building previously used as a dwelling house to two or more dwellings.
- Floorspace resulting from a change of use development where part of the building has been in continuous lawful use for at least six months in the three years prior to the development being permitted.
- Development of buildings and structures into which people do not normally go (e.g. pylons, wind turbines, electricity sub stations).
- Buildings into which people go only intermittently for the purpose of maintain or inspecting fixed plant or machinery.
- Residential extensions, annexes, houses and flats which are built by self-builders (where the person who would normally be liable for the charge owns a material interest in the main dwelling and occupies the main dwelling as the sole or main residence).
- Social Housing (that meets the relief criteria set).
- A building for which planning permission was granted for a limited period.
- Vacant buildings brought back into the same use.
- Where the levy liable is calculated less than £50 overall.
- Mezzanine floors inserted into an existing building, are not liable for the levy unless they form part of a wider planning permission that seeks to provide other works as well.
- Specified types of development as laid out in the Charging Schedule which the Council has decided should be subject to a zero charge rate.

Exceptional Circumstances Relief

9.2 The CIL Regulations allow for the Council to provide further relief, at their discretion, to avoid rendering a site with specific and exceptional cost burdens unviable, should circumstances arise. The Council do not have to offer this relief, but if they chose to do so, it must adopt a discretionary relief policy. In line with best practice, should the circumstances arise the Council would issue such a policy document in line with the CIL Regulations once the Charging Schedule has been implemented. It should be noted that the power to offer relief can be deactivated at short notice once a Charging Schedule is in place, in line with the CIL Regulations. Exceptional circumstances should be rare and should not constitute state aid.

Phased Payments of CIL

9.3 The CIL Regulations allow for the Council to make provisions for phased payments, at their discretion. A phased payment approach and / or an instalment policy helps developers with cash flow, assisting in making development more viable, therefore, helping the charging system to be flexible. Phased payments can be permitted where a planning application is subdivided into phases for the purpose of the levy. This is useful for large scale applications. Each phase would be a separate chargeable development and, therefore, liable for payment in line with any instalment policy in force. The principle of phased delivery must be apparent from the planning permission.

Instalment Policy

- 9.4** The Council has chosen to offer an Instalment Policy which allows developers to pay their CIL charge in instalments to provide flexibility in the CIL charging regime. The details are set out in a separate document to the Charging Schedule. The policy has been designed based on realistic CIL liabilities over increasing site sizes. The policy will be made available on the Council's website. The policy is not subject to an examination and can be revised, or withdrawn as appropriate, in-line with the CIL Regulations.

Payments in Kind

- 9.5** The CIL Regulations allow for the Council to accept payments in kind, in the form of land or infrastructure, to be offset against the CIL liability, where agreed by the Council as more desirable instead of monies. This must only be done with the intention of using the land to provide, or facilitate the provision of infrastructure to support the development of the area.
- 9.6** Any agreement to make a payment in-kind must be entered into before commencement of development and land and / or infrastructure provided to the same timescales as cash payments. This may be by way of instalments if applicable and practicable. Land paid in kind may contain existing buildings and structures, and land or infrastructure must be valued by an independent valuer who, in the case of land, will ascertain its open market value, and in the case of infrastructure the cost (including related design cost) to the provider. This will determine how much liability it will off-set. The independent valuer must have suitable qualifications and experience and will be appointed by the claimant with the agreement of the Council. It is expected that the claimant will be responsible for any remuneration required by the independent valuer.
- 9.7** Where land is required within a development to provide built infrastructure to support that specific development, it will be expected that any land transfer will be at no cost to the Council and will not be accepted as a CIL payment in kind. This is because matters necessary to make the development acceptable in planning terms will continue to be addressed through the use of Section 106 planning obligations in accordance with Regulation 73A (7) (b) (ii) and Regulation 122.
- 9.8** The owner of land is liable to pay the CIL, unless another party claims liability. This is in-keeping with the principle that those who benefit financially from planning permission being granted should share some of that gain with the community. That benefit is transferred when the land is sold with planning permission, which also runs with the land.
- 9.9** The levy's charges will become due from the date that a chargeable development is commenced. The definition of commencement of development for the levy's purposes is the same as that used in planning legislation, unless planning permission has been granted after commencement. When planning permission is granted, the Council will issue a liability notice setting out the amount of the levy that will be due for payment when the development is commenced, the payment procedure and the possible consequences of not following this procedure.
- 9.10** In line with best practice, should the circumstances arise, the Council would issue a relevant policy document in line with the CIL Regulations, setting out the conditions in detail, once the Charging Schedule has been implemented. It should be noted that the power to offer payments in kind can be deactivated at short notice once a Charging Schedule is in place, in line with the CIL Regulations. Exceptional circumstances should be rare and should not constitute state aid.

10. Review of the Charging Schedule

- 10.1** Charging authorities may revise their charging schedule in whole or in part. Any revisions must follow the same processes as the preparation, examination, approval and publication of a charging schedule (as specified under the Planning Act 2008, particularly sections 211-214 as amended by the Localism Act 2011, and the levy Regulations).
- 10.2** Government does not prescribe when a review of the rates should take place. However, National Planning Practice Guidance advises that charging authorities should consider linking a review of their charging schedule to any substantive review of the evidence base for the Local Plan. At this time the Council is unable to set a date for the review of the rates, but it is anticipated that this will be linked to a review of the Local Plan. Details of any forthcoming review of the rates will be published on the Council's website, along with appropriate consultation.

Appendix 1

Calculating the Charge (Regulation 40)

Key points in calculating the CIL charge:

- The collecting authority must calculate the amount of CIL payable (“chargeable amount”) in respect of a chargeable development in accordance with the CIL Regulations.
- The chargeable amount is an amount equal to the aggregate of the amounts of CIL chargeable at each of the relevant rates.
- Where that amount is less than £50 the chargeable amount is deemed to be zero.
- The relevant rates are the rates, taken from the relevant Charging Schedules, at which CIL is chargeable in respect of the chargeable development.
- CIL is charged on the net floor area (gross internal area) of development chargeable.

1. The amount of CIL chargeable must be calculated by applying the following formula:

$$\text{CIL Charge} = \frac{\text{R} \times \text{A} \times \text{I}_p}{\text{I}_c}$$

Where:

A = the deemed net area chargeable at rate R, calculated in accordance with the section below;

I_p = the index figure for the year in which planning permission was granted

I_c = the index figure for the year in which the charging schedule containing rate R took effect

R = the relevant chargeable rate

If it is necessary to apply several rate(s) to a chargeable development, the total amount will equal the sum of the amounts of CIL charge calculated at each relevant rate.

The index is the national All-in Tender Price Index published from time to time by the Building Cost Information Service of the Royal Institution of Chartered Surveyors: the figure which should be used for a given year is the figure for 1st November of the preceding year.

If the All-in Tender Price Index ceases to be published, the figure for 1st November for the preceding year in the retail price index.

2. Calculation of net chargeable area, A

A is calculated by:

$$\text{Net Chargeable Area (A)} = G_R - K_R - \frac{\{ G_R \times E \}}{G}$$

Where:

G_R = the gross internal area of the part of the chargeable development chargeable at rate R

G = the gross internal area of the chargeable development

K_R = the aggregate of the gross internal areas of the following:

- (i) retained parts of in-use buildings, and
- (ii) for other relevant buildings, retained parts where the intended use following completion of the chargeable development is a use that is able to be carried on lawfully and permanently without further planning permission in that part on the day before planning permission first permits the chargeable development;

E = the aggregate of the following:

- (i) the gross internal areas of parts of in-use buildings that are to be demolished before completion of the chargeable development, and
- (ii) for the second and subsequent phases of a phased planning permission, the value E_x (as determined under below), unless E_x is negative, provided that no part of any building may be taken into account under both the above.

E_x is calculated by:

$$E_P - (G_P - K_{PR})$$

Where:

E_P = the value of E for the previously commenced phase of the planning permission;

G_P = the value of G for the previously commenced phase of the planning permission; and

K_{PR} = the total of the values of K_R for the previously commenced phase of the planning permission.

Appendix 2

Residential Charging Zone Map



