

A NEW VISION FOR DEVELOPING WAKEFIELD DISTRICT

Community Infrastructure Levy (CIL)
Preliminary Draft Charging Schedule
Background Report



Local Development Framework

Community Infrastructure Levy (CIL)

Preliminary Draft Charging Schedule

Background Report

Information

The background report, the preliminary Draft Charging Schedule (PDCS) and accompanying evidence documents are available to view and download on the Council's website at: www.wakefield.gov.uk/ldf. Copies of the Background Report and PDCS are also available to view at main libraries. If you would like to talk to a planning officer working on the Community Infrastructure Levy please contact the Spatial Policy Group on (01924) 306417 or 306495.

If you would like an extract or summary of the Background Report or the PDCS on cassette, in large type, in braille or any other format, please call the spatial Policy Group on (01924) 306495.

دیکھو سنو

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Introduction

This document is a background report to the first stage in the legal process of introducing a Community Infrastructure Levy (CIL) which is known as the Preliminary Draft Charging Schedule (PDCS).

The purpose of this document is to explain what CIL is; the benefits of CIL for Wakefield, how CIL would work and what CIL money can be spent on. It explains the background work undertaken and evidence gathered to justify introducing a CIL charge in Wakefield. The report also covers the relationship between existing funding from S106 planning obligations and the proposed CIL charge, the limitations of not introducing a CIL charge for Wakefield and sets out the next stages of adopting a CIL charge.

The PDCS itself details the proposed CIL rates for development and includes; a list (Preliminary Draft Regulation 123 List) of projects or types of community facilities / infrastructure that could receive funds through CIL and includes the charging zone map for the district. Infrastructure includes schools, parks, open spaces, community facilities and transport and road improvements.

The final Charging Schedule would sit alongside the Wakefield Local Development Framework (Local Plan), but would not form part of the statutory development plan.

To view the evidence documents for introducing a CIL or take part in the current consultation on the PDCS please visit: www.wakefield.gov.uk/cil

Statement of Statutory Compliance

The Preliminary Draft Charging Schedule (PDCS) has been approved by Council Cabinet to consult on and the PDCS will be published in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and Part 11 of the Planning Act 2008 (as amended). In proposing the levy rates, Wakefield Council considers it has struck an appropriate balance between;

- a) *the desirability of funding infrastructure 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 its area.*

A full Statement of Statutory Compliance will be included within the Draft Charging Schedule and submitted for Examination.

What is CIL?

It is a 'charge' or 'levy' on new buildings and extensions based on net additional development. The levy is payable where the gross internal area of new build exceeds 100 square metres. This limit does not apply to new houses or flats and a charge can be levied on a single house or flat of any size unless it is built by a self-builder.

For local authorities it is a tool to help deliver infrastructure needs to support the growth and development of the district. CIL will only form one of several ways of funding new infrastructure and will not in itself pay for all the new infrastructure needs of the district.

The CIL should not be set at a level that would risk the delivery of development and delivering the sites and scale of development identified in the local plan and should be based on viability evidence. Once CIL is approved, it would form a compulsory charge.

From April 2015, CIL will replace some aspects of the current Section 106 planning obligations, which the report goes into more detail later on. Planning Obligations will continue to be used for affordable housing and other works required which make a specific development site / proposal acceptable in planning terms.

The Preliminary Draft Charging Schedule (PDCS) for Wakefield Council has been prepared in accordance with the Planning Act 2008 and the Community Infrastructure Levy Regulations 2010 (as amended 2011, 2012, 2013 and 2014) and associated Government Guidance.

The PDCS document will be used as the basis for formal consultation from 11th June to 6th August 2014, an 8 week period.

What are the benefits of CIL for Wakefield?

CIL will deliver more infrastructure funding than S106, as it requires contributions from a broader range of developments, including schemes which currently do not pay any S106 contributions. Currently funding is mainly obtained from large scale residential developments and the Wakefield CIL would apply to other development including retail warehouses and supermarkets over a certain size.

CIL is considered to be certain, predictable and more transparent charge compared to S106's and developers can factor it into schemes from an early stage. The Government's intention is that it will eventually be factored into land values (and reduce them accordingly).

It should not slow down the development approval process as much as S106 negotiations can. The CIL charge would be initially calculated at the time a planning application is registered.

Without a CIL, the opportunity for income for local and strategic infrastructure needs will be greatly reduced; the current system for collecting contributions via S106 agreements will be scaled back in April 2015.

It has been subject to viability testing, site and district wide which shows it to be a relatively modest charge and not to impact on the overall viability of development across the district.

The proposed CIL rates compare well to proposed rates of neighbouring authorities Leeds and Selby.

A meaningful proportion of CIL would be under direct local control over spending, with a percentage of CIL in the control of Parish, Town and Community Councils and Neighbourhoods.

There is more flexibility of spending compared to S106s and flexibility in the CIL charging regime to aid viability of schemes and assist developers with cash flows.

What forms of development will be charged?

The CIL will be charged on the gross internal floor space of the net additional development provided, i.e. after the area of any demolished buildings has been deducted. It will be a charge of pounds per square metre (m²) of new development including:

- Development comprising 100 m² or more of new gross internal floor space;
- Development of less than 100 m² 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.

The current exemptions from the CIL charge under the CIL regulations (as amended by the 2014 regulations) are:

- Where the gross internal area of new buildings or extensions to buildings will be less than 100 square metres (unless the development will result in creation of one or more new dwellings / flats, as this type of development is liable for CIL charge, as listed above);
- Residential extensions, annexes, houses and flats which are built by self-builders (where a dwelling is built by the person who would normally be liable for the charge and occupied by that person as their sole or main residence);
- Social Housing that meets the relief criteria (includes communal and ancillary areas);
- Charitable development that meets the relief criteria (development by registered charities of their own land to be used wholly or mainly for their charitable purposes);
- Development of buildings and structures which people do not normally go into (e.g., pylons, wind turbines, electricity sub stations);
- Buildings into which people go only intermittently for the purpose of maintaining or inspecting fixed plant or machinery;
- A building for which planning permission was granted for a limited period;
- The conversion of any building previously used as a dwelling house to two or more dwellings (where affects only the interior of the building);
- Vacant buildings brought back into the same use (as detailed in the 2014 amendments).
- Retail mezzanine floors (of less than 200m² inserted into an existing building, are not liable, unless they form part of a wider planning permission that seeks to provide other works as well).
- Specified types of development as specified in the PDCS which the Council has decided should be subject to a 'zero' rate for example new residential development located within a the proposed low charge zone or office uses.
- Where the levy liable is calculated at less than £50 overall.
- Floor space resulting from change of use development where the building has been in continuous lawful use for at least six continuous months out of the last three years (new vacancy test); the levy will apply only to net additional floor space.

The Draft Consultation Schedule (DCS) document will list all the exemptions set out in the prevailing regulations which exist at that time.

Who will pay CIL and how will it be collected?

The owner of the land is ultimately liable to pay the CIL, unless another party claims liability, i.e. a prospective developer/purchaser. This is in keeping with the principle that those who benefit financially when planning permission is given 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. The CIL charge formula is within the appendix to the PDCS document.

Development carried out using permitted development rights can be liable to pay CIL. This depends on when development commences and whether there is a CIL in place. A developer would not be required to pay a charge where permitted development was commenced before 6 April 2013 or otherwise before a charging schedule was introduced. Where development is commenced after 6 April 2013 and a charging schedule is in place, they would be liable to pay a charge, subject to the works not falling within the exemptions as listed above.

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. Wakefield Council may decide to offer phased payments and this would be established through an 'instalment policy'.

A series of 'notices' are used to control the process. The relevant forms are currently available on the planning portal website. 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 commences, the payment procedure and the possible consequences of not following this procedure. Liability can default to the landowner where the collecting authority has not been able to recover the levy from the party that assumed liability.

Where a planning permission is phased, each phase of the development is treated as if it were a separate chargeable development for levy purposes. This can apply to full applications as well as outline applications.

The Levy can be recalculated in some circumstances where developers apply to amend a condition attached to a planning consent. There may be some transitional cases where the original permission was granted before a levy came into force.

There is also an appeal process and enforcement provisions for CIL. There are different types of appeals ranging from an appeal on the calculations of the chargeable amount, commencement of development, apportionment of liability, etc.

What will CIL be spent on and where?

'Infrastructure' has a very wide definition and includes transport, flood defences, schools, health and social care facilities, parks and green spaces, cultural and sports facilities as well as maintenance and improvement of facilities affected by development. Within the Preliminary Draft Charging Schedule (PDCS) is a draft 'Regulation 123 List', which sets out the type of infrastructure projects that might benefit from CIL revenue raised by the Council. The CIL Regulations specify that CIL cannot be spent on affordable housing, and must only be spent on infrastructure required as a result of new growth.

The PDCS is primarily concerned with the rates the CIL is to be set at, rather than the specific infrastructure items it will contribute towards or how CIL revenue will be distributed. In terms of distributing the spending of the CIL, the Council will need to work closely with its key partners, local communities and infrastructure providers to determine local infrastructure priorities, and balance local infrastructure needs against strategic infrastructure needs.

The CIL Regulations allow authorities to use the levy to support the timely provision of infrastructure, for example, by using the levy to backfill early funding provided by another funding body. The CIL Regulations also allows charging authorities to collaborate and pool their revenue from CIL to support the delivery of 'sub-regional infrastructure', for example, a larger transport project where they are satisfied that this would support the development of their own area.

The CIL Regulations require a 'meaningful proportion' of the funds raised from development in each neighbourhood to be spent on local infrastructure in those areas. Funds raised through the levy would be distributed to Parish, Town or Community Councils. Where there are no Councils, CIL is required to be spent in the local area in consultation with the community. This aims to ensure that where a neighbourhood accepts new development, it receives money for infrastructure to help it manage the impacts from that development, and the local community has control over identifying their infrastructure priorities.

Where development crosses more than one parish council's boundary, each council will receive a proportionate amount of the levy payment based on how much development is located within their area. Neighbourhoods that have an adopted neighbourhood plan will receive 25% of the CIL revenue from that area. Areas without a neighbourhood plan will receive 15% of the revenue, and this will be capped at £100 per existing dwelling in that area.

No decisions have been made yet on the spending or governance mechanisms of CIL. Once there is a greater clarity on the amount of CIL which can be charged, which locations this would apply to, and the amounts which will be collected overall it will be appropriate to develop these mechanisms.

The Council's adopted Site Specific Policies Local Plan and its underpinning infrastructure evidence sets out the infrastructure requirements in relation to newly proposed sites and delivering growth in the district. These have informed the draft Regulation 123 list.

Proposed CIL Rates

Charging authorities are required to set a charge rate which does not threaten the ability to develop sites or threaten the scale of development identified in the adopted Local Plan.

The CIL Regulations enable differential rates to be set for different types of development and in different parts of the district. In order to set CIL rates the Council has considered the evidence on viability of development across the district, accompanied by specific analysis of strategic sites allocated in the local plan. This evidence has been used to strike an appropriate balance between additional investment to support development and the potential effect on the viability of developments. The following sections go into more detail.

The CIL rates proposed have been demonstrated to be economically viable on the majority of sites using evidence on economic viability. The evidence used to set the proposed CIL charge rates is available to view on the Council's website. Council Cabinet have given approval to consult on the PDCS.

The proposed rates and the residential charging zone map are available in the PDCS. In brief, charges are proposed for residential development which varies across the district and charges for retail warehouses and some retail development, on large units equal to or over 2000m² in size.

Infrastructure and Economic Viability Work

Initial work for introducing a CIL commenced in 2011 / 2012 in gathering viability evidence. The preliminary draft charging schedule (PDCS) has been informed by the Wakefield Infrastructure Study and Economic Viability work undertaken. The supporting background documents forming the evidence base for introducing a CIL charge for the district are:

Wakefield CIL - Economic Viability Evidence

Site Specific Testing (DTZ)

Infrastructure Delivery Plan Evidence

In order to introduce CIL the charging authority has to demonstrate there is a shortfall in funding between the expected cost of infrastructure needed to support development over the plan period and the level of funding likely to be forthcoming from mainstream sources of funding. Key infrastructure requirements needed to support the level of planned growth in the district have been identified.

Infrastructure Funding Gap

The initial Infrastructure Study undertaken formed an essential part of the Local Development Framework (LDF) evidence indicating where infrastructure pressures could be preventing new development and economic growth. This work identified the main infrastructure type which could be a barrier to growth in the district as transport. Improved transport accessibility and infrastructure, including highways, public transport, and walking and cycling routes, are needed to support delivery of the main housing growth and regeneration sites.

An Infrastructure Refresh Study has been undertaken and the refresh compares infrastructure requirements against funded or anticipated funded schemes for transport, utilities, communications, flood risk and drainage, waste, green infrastructure, sport /leisure/recreation, community/cultural, education, health and emergency services. It sets out a range of alternative funding sources which the Council could assess to address some of the funding gaps.

The Infrastructure Study Refresh confirms that the Council is facing a '*funding gap*' in meeting its infrastructure requirements to support growth. A review of the evidence, based primarily on information provided by relevant service areas suggests a funding gap of approximately £97 million. This breaks down into the following infrastructure types:

Infrastructure Type	Estimated Project Costs
Transport	£65.4M
Green Infrastructure, Open Space and Public Space	£3.5M
Sports/Leisure/Recreation	£12M
Community and Cultural	£16M

In the Infrastructure Refresh Study '*education infrastructure*' is currently excluded from the projected infrastructure costs for the plan period based on planned growth. Under current Section 106 arrangements, education costs are calculated on an individual basis taking into account available capacity and local need. Given the predicted shortfall in school places over the LDF plan period the overall shortfall of £97 million should be considered conservative and there is a need to ensure CIL revenue contributes to future education infrastructure.

Economic Viability Evidence

Authorities must ensure that proposed levy rates would not threaten the ability to develop viable sites and the scale of development identified in the Council's Local Plan. Area and Site specific testing is key in justifying the introduction of CIL.

In developing CIL work and working up the assumptions to be used for the economic modelling, a workshop session took place early on with developers, on the approach and assumptions for the viability assessment, covering commercial and residential development.

The area wide viability modelling involves the analysis of a selection of hypothetical development schemes, to understand the current viability of different forms of development in the district, including residential, B1 Office, B2 (general industrial), B8 (storage and distribution), small, medium, large retail, high street retail, retail warehouses, commercial leisure, hotels, restaurants and bars, and care homes. It compares the residual land values of a range of hypothetical developments to a range of benchmark land values. If a development incorporating a given level of CIL generates a higher value than the benchmark land value, then it can be judged that the proposed level of CIL would be viable.

The residual land value (RSV) method is used by developers when determining how much to bid for land and involves calculating the value of the completed scheme and deducting development costs (construction, fees, finance and CIL) and developer's profit. The residual amount is the sum left after these costs have been deducted from the value of the development and guides a developer in determining an appropriate offer price for the site. This approach has been adopted for both residential and commercial developments.

Residential Viability

For residential uses the study has used average house property values between April to September 2012 by post code sector and takes into account *site size, development density, house size, revenue, affordable housing, build costs, other fees and contingency costs, land values, and profits*. The results are tested against different scenarios of *build cost assumptions, revenues, housing standards and affordable housing*.

The modelling indicates that certain forms of development could be charged and still be viable at present. Sensitivity analysis indicates that there is potential for a substantial increase in potential charges however, in the short term, care is required to ensure CIL is introduced so it does not undermine development in the district.

For residential development the evidence indicates that viability broadly falls into three distinct value areas - high, medium and low. These three 'zones' are shown in map form in the Preliminary Draft Charging Schedule (PDCS). The evidence, therefore, suggests that charge rates should be different for each zone rather than the Council adopting a district wide charge rate for residential development.

Further to the area wide viability work, site specific work has been undertaken for residential development considering a number of significant strategic development sites in the district and the potential impact of CIL. The site specific viability evidence confirms that there are significant differences between previously developed land and greenfield sites due to high site abnormal costs (mainly contamination and remediation costs). Some sites are not viable even if CIL charge is set at zero. The results of this work corroborate the area wide viability evidence and indicate that the majority of sites can come forward with CIL charges.

Commercial Viability

For retail development, realistic land values have been used and the evidence suggests that viability is broadly similar across the whole district and therefore a district wide charge rate for certain retail land uses should be adopted. The charge would be 'viable' for retail warehouses and large retail units over 2000 square metre in size (supermarkets).

The work undertaken concludes that a charge for employment generating uses, industrial, hotels, care homes, etc. is not sufficiently viable and there would be no charge for these types of new development. There is no nominal base charge proposed.

Impact of CIL

To ensure that CIL rates are reasonable and to retain viability in schemes, in line with Government guidance, it is appropriate to apply a 'buffer' so the levy rate is able to support development when economic circumstances adjust. Wakefield CIL charges proposed in the PDCS include a 10% buffer below the viable rate.

The Viability work suggests that the proposed CIL rates would typically amount to no more than 2.5% of the total value of any new development. CIL has the potential to exceed money from existing s106 contributions, as more development will be liable to pay the charge which will be compulsory. There are other features of the charging regime discussed below that increase flexibility in the system.

The detailed supporting viability evidence reports are available to view on the Council's website.

Section 106 Planning Obligations and relationship with CIL charge

Currently section 106 planning obligations are used for making an individual planning application acceptable in planning terms. They are also known as 'planning agreements' and are generally used for large scale developments where contributions are secured for local transport works, affordable housing, education and open space provision.

Planning obligations will continue to be the primary tool for securing affordable housing through the planning system and to mitigate the direct impact of a development covering site specific works. They will also include some contributions to education, especially for large residential schemes.

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. It will not be possible to seek planning obligations towards items on the infrastructure list (Regulations 123 list).

When a CIL charge is introduced section 106 requirements will be scaled back to those matters directly related to a specific site and are not set out in the Regulation 123 list. Local Authorities will have to ensure that the combined impact of a S106, CIL charge and planning conditions attached to a planning application do not threaten the viability of sites and the scale of development identified in the development plan.

Wakefield's Preliminary Draft Regulation 123 Infrastructure List is contained with the PDCS and forms part of the evidence for the preparation of a charging schedule. The list includes road schemes for the district and public transport schemes for example. The list has been produced based on the infrastructure requirements of the district as set out in the adopted Local Development Framework (LDF) and the Council's infrastructure planning evidence.

In analysing signed S106 from 2009 to 2013 and affordable housing contributions the information details an average of 21% affordables been achieved. The Core Strategy policy (CS 6) recommends 30% of new dwellings on development across the district should be affordable, where the thresholds as defined by the policy are met. The Council's LDF Annual Monitoring Report (2013) reports 161 affordable dwellings were completed in the period 2012/2013, 53 of these were provided through S106 planning agreements.

Whilst the CIL charge would not include monies towards affordable housing, as this would still be secured through S106's, assessing the level of affordable housing being achieved and using this as a variable in the economic model has helped set the CIL charge. The assumption used in the model is based on achieving 30% affordable housing which therefore sets the charge rates lower than if a lower percentage of affordable housing was used.

From April 2015, contributions from S106 will be further restricted and a Council will only be able to collect up to five S106 pooled contributions towards an infrastructure project, dated back to April 2010. It is optional for the Council to introduce CIL however there are obvious implications for not doing so as the main risk is a reduced income from developments taking place in the district towards needed infrastructure of the district.

The majority of an individual CIL payment can be spent in any location and on any scheme that is a priority, so it can be pooled without restriction and investment targeted on strategic priorities and outcomes. However the CIL charge will only make a contribution to the cost of the districts infrastructure requirements and will not pay for all of it. Other funding sources would still be required.

Discretionary Relief, Phased Payments and Payments in Kind

The CIL regulations also allow the above to increase flexibility in the charging regime to ensure proposed CIL charges do not constitute an unreasonable financial burden on developers or put development at significant risk.

Payments in kind can be in the form of land or infrastructure payments in whole or part following the 2014 amendments to the regulations subject to the criteria set. This allows Councils to accept levy payments in kind from developers providing infrastructure or land instead of cash to ensure timely delivery of infrastructure. A charging authority which wishes to allow infrastructure payments in its area must issue a document which gives notice that it is willing to accept infrastructure payments in its area.

To introduce a phased payment, an instalment policy would be required. A phased payment approach helps developers with cash flow and can assist in making more development viable therefore also helping the charging system to be flexible. An authority can introduce a new instalment policy at any time subject to meeting all the requirements of the regulations.

Also where the planning authority is willing to accept it, a planning application can be subdivided into 'phases', especially applicable for large scale applications. This can apply to full, outline and hybrid permissions. Each phase would be a separate chargeable development and therefore liable for payment in line with any instalment policy that may be in force.

In terms of discretionary relief / exceptions policy, this enables the charging authority to avoid rendering sites with specific and exceptional costs burdens unviable should exceptional circumstances arise. The Council would be required to give notice that relief for exceptional circumstances is available in its area. The Government has made it clear that such circumstances will be rare and the Council would need to be satisfied that the relief would not constitute state aid.

The decision whether to include these measures does not need to be made at this stage, however you may want to let us know your views on whether Wakefield should include them in the CIL charging regime and the reasons why during consultation on the PDCS document.

Reporting on CIL

The CIL regulations require the charging authority (Wakefield Council) to prepare a report for each financial year (known as the 'reported year') in which it collects CIL.

The report in brief should include information on the total amount of CIL receipts for that year, total CIL expenditure for that year and summary details of what CIL expenditure has been in that year. This includes details of payments to Parish/Town/Community Councils and areas with neighbourhood plans, payments in kind and also payments of CIL that has not been spent by the end of the reporting year, and such detail from previous years as well as any repayment information.

The charging authority must publish the report on its website no later than 31st December following the end of the reported year.

Monitoring and Review of CIL

The CLG CIL guidance (February 2014) states that 'Charging authorities must keep their charging schedules under review and should ensure that levy charges remain appropriate over time. For example charging schedules should take account of changes in market conditions, and remain relevant to the funding gap for the infrastructure needed to support the development of the area.

When reviewing their charging schedule, charging authorities should take account of the impact of revised levy rates on approved phased developments, as well as future planned development. 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'.

The Annual Monitoring Report (AMR) process which reports on the development plan may be used. The monitoring of CIL however will ensure accountability and enable the local community to see what infrastructure is being funded by the levy.

The regulation 123 list will be reviewed at least once a year as part of the monitoring of CIL collection and spend. Any changes will be justified and subject to appropriate local consultation.

What are the next stages of CIL?

The introduction of a CIL charging regime is subject to consultation and public examination as set out in the regulations. The first stage in the legal process for adopting a CIL is to produce a Preliminary Draft Charging Schedule (PDCS) setting out the proposed rates that will be charged on new development, and this is subject to a period of public consultation, which this background report supports.

The Council is consulting on the PDCS for 8 weeks from June 11th to 6th August 2014 and will consider all comments received and consider any alterations before issuing a Draft Charging Schedule (DCS), subject to further public consultation for a minimum of 6 weeks. It is anticipated that this may take place in November and December 2014. There is an opportunity for the Council to consider any additional matters raised. Finally, the Draft Charging Schedule must be submitted for independent Examination, typically by a Planning Inspector.

The Council will issue a 'statement of representation procedure' to the Draft Charging Schedule (DCS), which is the statutory notice that will explain the length of the consultation periods, how to comment and what level of detail people making representations must provide.

Consultation on the PDCS will take place with the following groups:

- Neighbouring Local Planning Authorities,
- Town, Parish and Community Councils,
- District Councillors and MP's,
- Planning Agents,
- Voluntary Bodies',
- Residents,
- Businesses (including major house builders, retail operators and developers),
- Internal stakeholders.

For the first stage of CIL, the PDCS will be available online with this background report and supporting evidence. A hard copy of the PDCS will be available at the Wakefield One Office and at deposit stations (libraries) across the district. Community Centres across the district will have material advertising the consultation period with information on where to go to find out more and how to comment. A mail shot of letters and emails to the above groups who are registered with an interest to be involved in such work will also take place, as well as the use of other appropriate media sources.

The Examination of the proposed charged rates will involve an assessment of whether a charge is justified by the need for, and cost of, new or improved infrastructure, and whether the charge will have an unacceptable negative impact on the economic viability of development in the district. The forecasted timescale for submission for examination is estimated to be Spring 2015 with estimated adoption by the Council in Autumn 2015, this is not fixed and subject to change.

CIL PDCS Consultation

From the 11th June to 5pm on 6th August 2014 - to view the evidence documents for introducing a CIL in Wakefield or to take part in the consultation please visit: www.wakefield.gov.uk/cil