

Report of Consultation

Community Infrastructure Levy

Draft Charging Schedule

April 2016



1. Introduction

- 1.1 The consultation of the Community Infrastructure Levy (CIL) Draft Charging Schedule (DCS) commenced on 29th January 2016 and ended on 11th March 2016. The Council received responses from only 3 representors which raised 8 separate individual representations. No responses were received from organisations representing the house builders.
- 1.2 Following the preliminary draft charging schedule consultation, the Council and its CIL consultant met with Savills on 23 October 2015. Savills were representing a consortium comprising of Barratt Homes, Llanmoor Homes, Persimmon Homes and Taylor Wimpey. The Council and Savills were able to discuss the representations received as part of the preliminary draft charging schedule stage. A number of changes were agreed during the meeting, with some further analysis being undertaken. As a result, Savills do not feel the need to submit any further comment.

2. Consultation Process

- 2.1 In accordance with Regulation 16 of the CIL Regulations 2010 (as amended), the Council published its DCS and evidence base for consultation. Copies of the consultation documents were made available, along with the details of the consultation period, on the Council's website and were available for inspection at the Council's Information Station and all Newport Libraries. The consultation documents were sent to the consultation bodies in accordance with Regulation 16 and comments were invited. A list of consultation bodies consulted appears in Appendix 2. The consultation form sent out to consultees can be viewed in Appendix 3.
- 2.2 A statutory notice was placed in the South Wales Argus newspaper on 29th January 2016 to publicise the consultation.
- 2.3 The Council has complied with the consultation requirements as set out in Regulation 16 of the CIL Regulations.

3. The Responses

- 3.1 As noted above, responses from 3 representors were received within the consultation timeframe. The representations received and the Council responses can be viewed in Appendix 1.

Appendix 1 – Draft Charging Schedule (DCS) Consultation Responses

Representor	Comments	Council Response
Network Rail	Draft Charging Schedule form submitted. Network Rail are satisfied with the viability evidence and proposed CIL rates.	Support noted.
Network Rail	<p>Network Rail's comments relate to the rail projects referred to in 'Appendix D – Infrastructure Development Plan'.</p> <p>In relation to the proposed Draft Infrastructure List, Item 16 refers to Llanwern Regeneration Rail Halt and Park and Ride. In previous discussions with Newport City Council, Network Rail has emphasised the need for a road overbridge to be delivered as part of any new rail station proposal in order to provide access to the new station and that this would then be directly connected to the opportunity for Network Rail, supported by Newport City Council, to commence the closure of Bishton Crossing level crossing. Network Rail is aware that the provision of a Rail Halt at Caerleon has previously been considered by your Council. The development of any such proposal would require extensive liaison with Network Rail. Mindful of the need for pre-feasibility studies, site surveys and consideration of location options the proposed delivery period of 2013-2018 is not considered practicable.</p>	<p>The road overbridge to be delivered as part of the proposed new Llanwern Rail Halt and Park and Ride will be provided by the developers of the Llanwern Village Site (1,100 allocated units in the LDP). A signed S106 is in place for the funding of this scheme. Therefore is not necessary, and would be unlawful, to include the overbridge in the Regulation 123 List.</p> <p>The comments on a Rail Halt at Caerleon are noted. The timescale in the draft Regulation 123 List has been changed to 2018 – 2023.</p>
Newport City Council – Family Information Service Co-ordinator	<p>Childcare Act Section 22 and 26: Power to require local authority to assess childcare provision</p> <p><i>The childcare Act 2006</i> was passed in parliament in June 2006 and enshrines in law:</p> <ul style="list-style-type: none"> • A parents Legitimate expectation of accessible, high quality childcare for children and their families <p><i>Section 26</i> of the 'Childcare Act 2006' makes clear the role of Local Authorities in assessing childcare provision in their local areas. Within Newport City Council, our aim is to generate an overall picture of Parents' use of and demand for childcare in our local area and plan accordingly to address any</p>	<p>Comments are noted on the Council's statutory duties to ensure appropriate childcare/nursery provision is in place. It is acknowledged that additional growth will create increased demand on childcare provision. Additional Nursery/Childcare will be included on the Draft Regulation 123 List. It is estimated that 1 new build will be required, one complete renovation, and one small renovation. The cumulative costs of</p>

	<p>gaps in provision.</p> <p>This assessment is a necessary first step towards securing sufficient provision, enabling Local Authorities to identify Gaps and establish plans to meet the needs of parents so that they can fulfil their childcare sufficiency duty under section 22. The Childcare Sufficiency Assessment (CSA) fulfils this duty and provides the evidence for the purpose of this proposal.</p> <p>Newport City Council has a duty to plan and develop childcare services in the local area to meet new statutory responsibilities placed on all local authorities in Wales from April 2008 under section 22.</p> <p><i>Section 22:</i> Newport City Council is required to... 'Secure as far as is reasonably practical, sufficient childcare to meet the requirements of parents in their area who require childcare in order to work or to undertake training or education or to prepare for work.'</p> <p>Definition of Childcare</p> <p>For the purpose of this document: Childcare is an income dependant business that is run by a private or voluntary organisation.</p> <p>Childcare can be sessional (morning or afternoons) or full day care Childcare of this nature is predominantly for parents to, study or train, enter employment, retain employment, or increase their hours of employment. Childcare in this context is not associated with or fulfilled by Flying Start part time places for 2 year olds nor is it associated with or fulfilled by the School Nursery Reorganisation Plan that looks to expand nursery classes within existing school buildings.</p> <p>Supply and Demand</p> <p>The status of childcare within the city at present is a mixed picture. Whilst some areas of the city are densely populated with childcare, other wards are left with a shortfall, particularly where there are developments of 2-4 bedroom dwellings and no community venues or vacant buildings to develop childcare place. Detailed evidence of the supply v's demand can be found within the Childcare Sufficiency Assessment.</p> <p>The information below highlights 3 wards in the city that will be seeing a</p>	<p>these three projects are approximately £4m. This estimated cost will be added to the Draft Regulation 123 List.</p>
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significant increase in 2-4 bedroom family dwellings over the next 4 years. Demand for childcare places in these areas already falls short of demand.

Liswerry – Priority Area

- There are currently 12 childcare settings in this ward
- There are 117 term time places
- Holiday places total 107, 30 of which are in a holiday club
- The majority of settings open after 7.30am and close before 6.30pm
- The average cost per hour is £3.73
- There are 0.14 places per child

Llanwern

- There are currently 3 childcare settings in this ward
- There are 69 term time places
- Holiday places total 69 with zero designated holiday clubs
- The majority of settings open after 7.30am and close before 6.30pm
- The average cost per hour is £4.56p
- There are 0.43 places per child

Rogerstone

- There are currently 27 childcare settings in this ward (predominantly childminders)
- There are 286 term time places
- Holiday places total 155 with **zero** designated holiday provision
- The majority of settings open before 9am and close before 6.30pm
- The average cost per hour is £3.57
- There are 0.48 places per child
- Rogerstone has the highest number of childminders (21) but ratio's for childminders are far lower e.g. maximum of 6 children are allowed to be cared for and they are predominantly children over 5 years.
- Demand is still increasing due to commuting, housing developments

and changes to Care Social Service Inspectorate Wales regulations

Anticipated cost of developing childcare

	Priority Area Only (£)	All 3 areas Total (£)
Complete Build	800,000	2,400,000
Complete Renovation or small build e.g. demountable	500,000	1,500,000
Small Renovations to existing buildings	160,000	48,000

We request that childcare provision is added to the CIL Regulation 123 List. Contributions from CIL would be used by the Council to ensure it meets its statutory obligation of providing sufficient childcare across the City. This will involve the issuing of conditional grants to private childcare businesses or small voluntary run childcare settings to develop childcare in the area(s) identified in accordance with State Aid rules.

WYG on behalf of Sainsburys Supermarkets

Introduction

Further to initial representations made in August 2015 on behalf of our clients Sainsbury's Supermarkets Ltd (SSL) regarding the Newport Preliminary Draft CIL Charging Schedule (PDCS), please find outlined below representations made in regard to the current consultation on the Draft CIL Charging Schedule (DCS). The following variations in the proposed retail CIL charges are as follows:

Category	PDCS	DCS
All retail A1 – A3	£100 sqm	n/a
All retail A1 – A3 (excluding food supermarkets)	n/a	£50 sqm

The caution referred to relates to setting rates too close to the margin of viability. The viability assessment in respect of large food retail over 3000sqm indicates potentially viable CIL rates of up to £764 per sqm and up to £423 per sqm for convenience food stores. The proposed rates of £150 per sqm for large food supermarkets and £100 per sqm for small food supermarkets is therefore quite conservative and employs a very

	<table border="1"> <tr> <td data-bbox="488 197 1137 229">Food supermarkets A1 (less than 3000 sqm)</td> <td data-bbox="1137 197 1301 229">n/a</td> <td data-bbox="1301 197 1473 229">£100 sqm</td> </tr> <tr> <td data-bbox="488 229 1137 261">Food supermarkets A1 (3000 sqm or more)</td> <td data-bbox="1137 229 1301 261">n/a</td> <td data-bbox="1301 229 1473 261">£150 sqm</td> </tr> </table>	Food supermarkets A1 (less than 3000 sqm)	n/a	£100 sqm	Food supermarkets A1 (3000 sqm or more)	n/a	£150 sqm		<p>significant viability 'buffer'.</p>
Food supermarkets A1 (less than 3000 sqm)	n/a	£100 sqm							
Food supermarkets A1 (3000 sqm or more)	n/a	£150 sqm							
<p>WYG on behalf of Sainsburys Supermarkets</p>	<p>Definitions No definition is provided to identify stores that constitute 'food supermarkets' in the proposed charging schedule. It is not considered reasonable that a typical "Sainsbury's Local" convenience store (and other similar convenience stores such as Spar, Co-op and Tesco Express) be deemed to constitute a 'food supermarket'. We consider that the distinction between a convenience store</p>	<p>It is abundantly clear how Sainsbury's operate primarily as a food retailer and it is difficult to find a more appropriate definition of the primary use of its convenience stores as food supermarkets albeit ones of small scale.</p>							

It is unfortunate that Newport Council are failing to recognise the further impact that a retail CIL charge will have on retail development in the authority area. The existing difficulty in attracting retail investment has been recently acknowledged by the Council's own Planning Policy team in a letter responding to current proposals for retail development at Cribb's Causeway in Bristol. The Council comments on the potential impact on the recently opened Friars Walk shopping scheme and advises that; 'There is a difficult future for the scheme in terms of attracting retail investors and maintaining them against strong competition from its more established and closest main retail mall competitors at Cwmbran Shopping and St Davids 2 for example'¹. Adding a further disincentive to retail development in the form of a CIL charge will exacerbate the problem. This point is further emphasised by the CIL Viability Assessment (Oct 2015) in regard to supermarkets confirming that; 'We would recommend some caution in respect of large scale food retail rates. Whilst the study has made a reasoned assessment of land values, transactional evidence is low due to lack of activity in the sector. As specific retail projects emerge it is likely that landowners will expect significant premiums in order to release sites, which may reduce viability levels significantly and this should be taken into consideration in rate setting' (paragraph 5.8). We urge the Council to seriously consider these representations and those previously made to ensure the attractiveness of the authority is not further hindered in regard to retail development.

¹
Representations made to South Gloucestershire Council on planning application PT/14/4894/O (The Mall, Cribbs Causeway)

	<p>and supermarket should be made clear. It is suggested that convenience stores should be included within the ‘all retail A1-A3’ definition (notwithstanding our concern regarding the absence of evidence to group these different uses together, as set out below) as outlined below (suggested new text in bold).</p> <table border="1" data-bbox="488 395 1514 501"> <tr> <td data-bbox="488 395 1377 501">All retail A1-A3 (including convenience stores and excluding food supermarkets)</td> <td data-bbox="1377 395 1514 501">£50 sqm</td> </tr> </table> <p>The charging schedule wording should ensure the difference between convenience stores and food supermarkets is clear. Convenience stores can be identified by the following attributes:</p> <ul style="list-style-type: none"> • A convenience store will not be subject to restricted hours of operation under the Sunday Trading Act (less than 280 sqm net sales); • They form locations where ‘top-up’ shopping is generally undertaken, not weekly shops; • The majority of customers will usually access the store on foot, there will be limited/no dedicated car parking, and deliveries are often undertaken on street rather than via a dedicated servicing area. <p>Importantly in regard to the NCS Viability Assessment (Oct 2015), the differentiation between ‘convenience store’ (i.e. 300 sqm) and ‘supermarket’ (i.e. 1,000 sqm and above) forms a key assumption set out in the commercial section of the viability modelling appraisal².</p> <p>² Newport CIL Commercial CIL Retail Scale Appraisals October 2015</p>	All retail A1-A3 (including convenience stores and excluding food supermarkets)	£50 sqm	<p>It is unclear if the respondent is arguing that convenience stores of the type referred to are not primarily retailers of foodstuffs – in which case the assertion is not accepted.</p> <p>There is no evidence put forward as to why ‘convenience’ stores as defined by the respondent should be treated differently from other food stores under 3000sqm in terms of the level of CIL charges that they can viably accommodate.</p>
All retail A1-A3 (including convenience stores and excluding food supermarkets)	£50 sqm			
WYG on behalf of Sainsburys Supermarkets	<p>Viability Evidence</p> <p><u>Grouping A1-A3</u></p> <p>Within our previous representations it was noted that the grouping of A1, A2</p>	<p>The viability evidence put forward to justify differential charges to different categories and scales of retailing, as permitted by the CIL regulations, is quite</p>		

	<p>and A3 uses as ‘general retail’ failed to appreciate the trading differences and viability differences of these distinct uses and importantly failed to examine these uses individually in the evidence base. In the Report of Consultation for the PDCS,</p> <p>Newport Council noted that WYG provided no evidence to justify a differential scale threshold. It is important to note that the onus is on the Council to substantiate their proposed charging schedule through their viability evidence, not for representors. This is supported by Part 3 Section 14 (1) of the CIL Regulations 2010 which states that: “In setting rates (including differential rates) in a charging schedule, a charging authority must aim to strike what appears to the charging authority to be an appropriate balance between – (a) the desirability of funding from CIL (in whole or in part) and the actual and expected 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.” [WYG Emphasis added]. It is clear this has not been achieved in the further viability work undertaken since the previous consultation and therefore our earlier objection still stands.</p> <p>In short, no viability evidence exists for A2 or A3 uses as the viability evidence, such that it is, relies on food retail and general retail, not professional and financial operations (Class A2) or food and drink uses(Class A3). Furthermore, the Council have done nothing to address our criticism of it regarding its failure to strike an appropriate balance between CIL funding from retail development and the cost of infrastructure. This is because it remains the case that the Council have taken no account of CIL funding from retail to fund infrastructure development. Needlessly attributing a CIL charge to retail development with no assessment of the likely benefit of doing so clearly fails the requirements of Part 3 Section 14 (1) of the CIL Regulations 2010 and is not supported by an appropriate viability assessment.</p>	<p>clear. The respondent has submitted no counter evidence to support its alternative position.</p> <p>There is no requirement to justify the specific infrastructure requirements generated by any specific category of development (ie retail) as the respondent implies.</p>
WYG on behalf of Sainsburys Supermarkets	<p>Threshold</p> <p>In addition to those comments set out above in regard to the viability appraisal, Newport have provided no evidence to examine the impact of the CIL charge</p>	<p>It is not considered there is any requirement to assess this type of development at a micro rather than macro level under the terms of the</p>

	<p>on small scale extensions and ancillary retail floorspace such as Click and Collect facilities or on-line deliveries pods (above 100 sqm). This gap remains a significant concern for the future prosperity of the existing supermarket and convenience store provision within the authority to compete with neighbouring areas and keep up with modern customer requirements.</p> <p>We have previously made this point in representation to the PDCS. In the Report of Consultation for the PDCS, Newport Council once again noted that WYG provided no evidence to justify a differential scale threshold. Once again, we point out that the onus is on the Council to substantiate their proposed charging schedule through their viability evidence, not for representors. All relevant scenarios must be appropriately reviewed and potential for the implementation of a threshold reasonably considered before the adoption of any charging schedule. Currently, there is an absence of evidence to support the adoption of a blanket charge on all A1 (to A3) developments.</p> <p>In the Report of Consultation for the PDCS, Newport Council also note that “It is considered that extensions would be viable which would then increase business capacity and building value but cost no more in terms of land acquisition.” This fails to recognise that some forms of extension may not increase business capacity at all. For example, provision of a ‘back of house’ extension to facilitate home delivery loading would not add to business capacity as the loading process may already take place at another store or in the main service yard of the store in question. If such development would incur a CIL charge yet not increase business capacity, it is difficult to see how it could be held to be viable. It appears the Council have an incomplete understanding of the implications of its DCS and consequently has not been able to strike the appropriate balance, as required by the Regulations.</p>	<p>statutory guidance. In any event, in view of the very large margin between potential CIL rate viability and the rates that are actually proposed, it is not considered the scenario the respondent refers to would have any significant impact on the ability of food retail development to viably incorporate the proposed CIL charges as a whole.</p> <p>Moreover, it seems inconceivable that having established a functional trading retail outlet, that an extension would be contemplated unless it increased the trading capacity of the unit. Presumably the only reason to introduce home delivery is to increase the customer base.</p>
WYG on behalf of Sainsburys Supermarkets	<p>Methodology In addition to the above, we question the estimated construction costs per sqm which assumes the same rate across all groups including convenience stores, large supermarkets and superstores (£885 per sqm).</p> <p>Conclusions We hope that Newport Council ensure appropriate consideration to the implications that such a charge will have on retailing activity in their authority</p>	The Council is satisfied that the cost rates adopted reasonably reflect the costs likely to be incurred across the retail development categories referred to.

	and welcome responses to address our comments.	
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	Thank you for your consideration,	
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Appendix B – List of Consultees

Recipient	Email address
Elected Members	Outlook Address Book 'Members' group
Community Council	Bishton - j.idavies@tiscali.co.uk Coedkernew- heather.boswell@btinternet.com; Goldcliff - goldcliffcc@gmail.com; Graig - clerk@graiGCC.co.uk; Llanvaches - l.g.morgan01@btinternet.com Llawern - Mike@Llanwern.com Langstone - Heather Jones <clerk@langstonecommunitycouncil.org.uk> Marshfield - Gerald Thomas (marshfieldcommunitycouncil@googlemail.com);; Michaelstone Y Fedw - catherine@graiGview.co.uk Nash - patbartlett@onetel.com Penhow - morgan1485@tiscali.co.uk; Rogerstone - rogerstonecc@gmail.com; Redwick - carol.preece@talktalk.net Wentlooge - wentloogecc@live.co.uk; clark@ponthircommunitycouncil.gov.uk
Neighbouring Local Authorities	Cardiff - JClemence@cardiff.gov.uk; Caerphilly - kyter@caerphilly.gov.uk; Torfaen - robert.murray@torfaen.gov.uk; Monmouthshire - markhand@monmouthshire.gov.uk;
Welsh Government	Planning Division - Planning.Division@Wales.GSI.Gov.UK; Candice (SF - Housing&Regen-Planning) Coombs (Candice.Coombs@Wales.GSI.Gov.UK); Property Section - paul.evans4@wales.gsi.gov.uk;
Local Planning Agents	info@afa-architects.co.uk; Mail@asbriplanning.co.uk; dtbdesign@btinternet.com; Jeff.murray@cfw-architects.co.uk; chriswaterworth@cwarchitects.co.uk;

	<p>nigel@designmanagementpartnership.com; derekprosserassoc@gmail.com; info@kwdorrington.co.uk; dtbdesign@btinternet.com; ben.lewis@gvagrimley.co.uk; suehopton@tiscali.co.uk; Lt.architects@btconnect.com; crowth@lineone.net; mark@maisondesign.biz; brian@musker-sumner.co.uk; Fred.jones@fairlake.co.uk; Mark.farrar@powelldobson.com; steve@smalimited.co.uk; richard@rpduk.com; andrewthraves@btconnect.com; mlyarch@hotmail.com; tgent@savills.com; nsc@ukcharities.com; Simon Barry (simonbarry@boyerplanning.co.uk); carolyn.jonesplanning@gmail.com; andy.muir@btconnect.com; geraint@gjplanning.co.uk; arfon@mangoplanning.com; cardiff@wyg.com; info@dppukltd.com; ballD@rpsgroup.com; aweeks@savills.com pjwilliams@savills.com hdavies@nlplanning.com</p>
Home Builders Federation	Mark Harris <mark.harris@hbf.co.uk>
Newport Chamber of Commerce	info@newportchamberoftrade.org.uk;

Business Improvement District	Email sent to laura.smith@themeans.co.uk to send to members of BID
Retailers	Sainsbury's - peter.waldren@wyg.com Tesco - arfon.hughes@dpplp.com Morrisons - planning@peacockandsmith.co.uk Asda - rpsca@rpsgroup.com Lidl - bridgend.property@lidl.co.uk ;
Civic Societies	Caerleon- mike singleton <mike.d.singleton@gmail.com> ;
Newport Norse	Donald.Waters@newportnorse.co.uk ; Lyndon.Watkins@newportnorse.co.uk ;
Utility Companies and Infrastructure Providers	Ofwat - mailbox@ofwat.gsi.gov.uk ; Dwr Cymru - rhidian.clement@dwrcymru.com ;; Western Power - awood@westernpower.co.uk ; National Grid - julian.austin@amec.com Network Rail - townplanningwestern@networkrail.co.uk ; Stagecoach - richard.davies@stagecoachbus.com ; Sustrans - sustranscymru@sustrans.org.uk ; Tidal Lagoon Power - Catrin.jones@tidallagoonpower.com
NHS	general.enquiries@wales.nhs.uk ; publichealth.environment@wales.nhs.uk ; Andrew.Walker2@wales.nhs.uk ;
Environmental Groups	RSPB - mike.webb@rspb.org.uk ; GWT- sjones@gwentwildlife.org ; NRW - Gemma.Beynon@cyfoethnaturiolcymru.gov.uk
Police	alo@gwent.pnn.police.uk ;
Crown Estate	andrew.nutt@thecrownestate.co.uk ;
Federation of Master Builders	IfanGlyn@fmb.org.uk ;
Sports Council	planning@sportwales.org.uk ; gordon.clark@scw.org.uk ;
Port	cgreen@abports.co.uk
Community Land	lucie@communitylandadvice.org.uk ;

Advisory Service	
Commercial Property Agents	<p> oyoung@alderking.com; tom.rees@hansteen.co.uk; info@coark.com; christopher.newport@davisandsons.net; info@dtz.com; lorraine.nolan@fletchermorgan.co.uk; jfuntek@geraldev.com; john.townsend@gva.co.uk; jane@EJHales.co.uk; info@hmy.co.uk; info@hutchings-thomas.co.uk; smatheson@lsh.co.uk; enquiries@m4pc.co.uk; jperry@middletonperry.co.uk; web@nuttallparker.com; newport@newlandrennie.com; info@parryscommercial.co.uk; david@emanuel-jones.co.uk; surveys@williamgrahamandco.co.uk; kathryn.williams@eu.jll.com; cardiff@knightfrank.com; jackie@linnellspc.co.uk; dave@eizie.net info@centreforbusiness.co.uk; </p>
Council Officers	<p> Highways - Carl Jones <Carl.Jones@newport.gov.uk>; Education - Amanda B Davies <AmandaB.Davies@newport.gov.uk>; Leisure - Mike McGow <Mike.Mcgow@newport.gov.uk>; Regeneration - Rob Frowen <Rob.Frowen@newport.gov.uk>; Environmental Health - Michelle Tett <michelle.tett@newport.gov.uk>; Jonathan Keen <Jonathan.Keen@newport.gov.uk>; Drainage and Flood Risk - Matthew Jones <Matthew.Jones@newport.gov.uk>; Housing - Sally Davies <Sally.Davies@newport.gov.uk>; Beverly Owen </p>

	beverly.owen@newport.gov.uk Libraries & Museums - Mike Lewis mike.lewis@newport.gov.uk DM Planning – Steve Williams StephenJ.Williams@newport.gov.uk Tracey Brooks tracey.brooks@newport.gov.uk Joanne Davidson joanne.davidson@newport.gov.uk Waste – Malcolm Lane Malcolm.lane@newport.gov.uk Green Services – Jo Gossage < joanne.gossage@newport.gov.uk > Tourism - Lynne.richards@newport.gov.uk
P Hitchings B and B owners Caerleon	pendragonbandb@btinternet.com
Caerleon Tourism Forum	Peterhitchings393@btinternet.com jepalmer@vpalmer.freemove.co.uk davidmprice@tiscali.co.uk
National Assembly	William.graham@wales.gov.uk Daniel.mason@wales.gov.uk

Appendix C – Preliminary Draft Charging Schedule Consultation Form

COMMUNITY INFRASTRUCTURE LEVY Draft Charging Schedule



Office Use Only

Repr No _____

Date Rec'd _____

Ack _____

Est _____

Use this form to submit representations on the Draft Charging Schedule.

This form must be returned by 5pm on Friday 11 March 2016

By post to: Planning Policy
Newport City Council
Civic Centre
Newport
South Wales
NP20 4UR

Or emailed to: ldp_consultation@newport.gov.uk (an editable version in Word is available on request)

Alternatively, this form may be filled in interactively at: www.newport.gov.uk/haveyoursay
Please note that representations cannot be treated as confidential.

Newport City Council is in the process of preparing a Community Infrastructure Levy (CIL) Charging Schedule. A Draft Charging Schedule (DCS) has been prepared which sets out the proposed charging rates for Newport. This document is available for public consultation from Friday 29 January to Friday 11 March 2016. Please use this form to respond to the consultation using additional sheets as necessary. Further copies of the form can be obtained from the Planning Policy Team, downloaded from the Council's website or you can copy this form. You are encouraged to provide as much explanation as possible and, where appropriate, attach any available evidence to support your position.

All information relating to the Community Infrastructure Levy can be found at: www.newport.gov.uk/haveyoursay

Contact Details

Name _____

Position _____
(if applicable)

Organisation _____
(if applicable)

Address _____

Postcode _____

Tel _____

Fax _____

E-mail _____

Agent details if used

Name _____

Position _____

Organisation _____

Address _____

Postcode _____

Tel _____

Fax _____

E-mail _____

1. Viability Evidence

1.1 The proposed DCS is based on the findings of the Newport CIL Viability Assessment. Do you agree that the assumptions and methodology set out in this assessment are robust and that it represents an appropriate basis for determining the level of CIL that would be viable in the City Council administrative area? *(please tick as appropriate)*

YES NO

If you have answered no, please provide further explanation and relevant evidence to support your views.

Please continue on a separate sheet if necessary

2. Proposed CIL rates: Residential Development

2.1 Do you agree with the CIL rates proposed for residential development as set out on page 2 of the DCS? *(please tick as appropriate)*

YES NO

If you have answered no, please provide further explanation and relevant evidence to support your views.

Please continue on a separate sheet if necessary

2.2 Do you agree with how the geographical charging zones have been defined for residential development? *(please tick as appropriate)*

YES NO

If you have answered no, please provide further explanation and relevant evidence to support your views.

Please continue on a separate sheet if necessary

3. Proposed CIL rates: Commercial Development

3.1 Do you agree with the proposed CIL rates across the City Council administrative area for A1-A3 retail uses? *(please tick as appropriate)*

YES NO

If you have answered no, please provide further explanation and relevant evidence to support your views.

Please continue on a separate sheet if necessary

4. Proposed CIL rates: All other Development

4.1 Do you agree with the proposal to apply a zero CIL rate to all other uses? *(please tick as appropriate)*

YES NO

If you have answered no, please provide further explanation and relevant evidence to support your views.

Please continue on a separate sheet if necessary

5. Proposed CIL rates: General

5.1 Do you agree that the proposed CIL rates strike an appropriate balance between the desirability of funding necessary infrastructure and the potential effects of the levy on the economic viability of development across Newport?

YES NO

If you have answered no, please provide further explanation and relevant evidence to support your views.

Please continue on a separate sheet if necessary

6. Further Comments

6.1 Do you have any further comments on the DCS or supporting documents?

Please provide further explanation and where relevant evidence to support your views.

Please continue on a separate sheet if necessary

Do you want your comments to be considered by 'written representations' or do you want to speak at the Public Examination?

Please tick one of the following:

I do not want to speak at a hearing session and am happy for my written comments to be considered by the Inspector.

I want to speak at the examination.

Signed: Date:

The form must be returned by 5pm on Friday 11 March 2016

By post to: Planning Policy, Newport City Council, Newport, South Wales, NP20 4UR

Or email to: ldp.consultation@newport.gov.uk