



Community Infrastructure Levy Draft Charging Schedule - Draft Charging Schedule consultation

Instructions

- Write as **clearly** as you can— these forms might be scanned
- Write your answers in the same language as this form

What is your full name?

Matthew Chadwick

Name of organisation if appropriate (leave blank if not relevant) (optional)

JPPC Chartered Town Planners

What is your email address? (optional)

planning@jppc.co.uk

Postal address (optional)

If you are responding on behalf of client please add their name here (optional)

Would you like to be heard by the examiner? (optional)

No

Would your client like to be heard by the examiner? (optional)

- Yes
 No

Would you like to be notified of the following matters? (optional)

- that the Draft Charging Schedule has been submitted for examination;
- the publication of the recommendations of the examiner and the reasons for those recommendations; and
- the approval of the charging schedule by the charging authority (West Oxfordshire District Council)

Yes

Would your client like to be notified of the following matters? (optional)

- that the Draft Charging Schedule has been submitted for examination;
- the publication of the recommendations of the examiner and the reasons for those recommendations; and
- the approval of the charging schedule by the charging authority (West Oxfordshire District Council)

- Yes
 No

If we need to notify your client directly of the matters please add their email address here (optional)

If we need to notify your client directly of the matters please add their postal address here (optional)

Use this space to give us your feedback on the West Oxfordshire Draft Charging Schedule (optional)

- We would suggest that the proposed instalments for development with a CIL liability of less than £100,000 be delayed until at least 180 days of commencement. Cash flow is often a significant issue for small and medium sized builders.
 - Commencement of development may involve only a minor amount of work and that may be to demolish existing buildings and carry out further works on investigation for contamination or archaeology which are significantly costly actions with no prospect of returns possible.
 - Having experience of working with CIL in other Districts we are aware that it can be an administrative burden to applicants and the Council. Whilst exemptions are available from CIL for self build dwellings and residential extensions and annexes this often results in significant amounts of paperwork for little or no benefit to the Council. We would suggest that all new self build dwellings (this could be controlled through a condition) and all residential extension/annexes and outbuildings serving existing dwellings have a nil charge rate applied to them. This would provide them with nil CIL liability and would mean that 'exemptions' will not need to be processed. It will reduce the burden on both the Council and applicants.
 - We would request the dwellings with the occupancy controlled through conditions are legal agreement (for example farm workers dwellings, holiday let accommodation) be set at a nil rate for CIL. These properties do not have the same resale price as conventional dwellings and this could impact on their delivery.
 - We consider it would be advantageous to provide a nil rate charge for primary retail, convenience based supermarkets and superstores, and retail warehouses in the defined town centre areas to help make these areas more attractive to regenerate the town centres. It is unclear how the Council will differentiate between primary retail and convenience based supermarkets/retail warehousing.
 - A clear glossary of all terms should be provided within the charging statement to reduce areas of which could be open to interpretation. For example we note that flats have a reduced rate however it is unclear if this will apply to maisonettes. Likewise uses such as 'large format retail' need to be appropriately defined.
 - Elderly persons housing should also have a 'nil rate'. The occupiers of these types of accommodation do not have the same impact on infrastructure and there is a significant under-supply across the country, with a growing demand due to the aging population.
-