

Community Infrastructure Levy Consultation 2023

QUESTION SUMMARIES

DATA TRENDS

INDIVIDUAL RESPONSES

All Pages –

Respondent #49 –

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COMPLETE

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IP Address:

[REDACTED]

Page 1: Survey Information

Q1

Do you confirm that you have read and understood the privacy notice? You must select 'Yes' in order to take the survey.

Yes

Page 2: Register for consultation

Q2

Your name:

M J Harrison

Contact details:

Address

[REDACTED]

Address 2

[REDACTED]

City/town

[REDACTED]

Post code

[REDACTED]

Email address

[REDACTED]

Q4

Do you wish to notified of future updates to CIL by the council? If yes we will use contact details provided above

Yes

Q5

Do you wish to participate in the CIL examination? If yes we will use contact details provided above

No

Page 3: Your response

Q6

1a. The Community Infrastructure Levy (CIL) Viability Study informed the production of the proposed rates in the draft CIL Charging Schedule. Do you have any comments on the content of the CIL Viability Study?

Haxby Town Council and Wigginton Parish Council are working on a joint Neighbourhood Plan. The SS11/ST9 development is entirely within Haxby, but many of its impacts will also be felt in Wigginton, e.g., the Health Centre and the Moor Lane/The Village junction are in Wigginton. In the event of the Neighbourhood Plan being implemented, would all of the 25% of the Community Infrastructure Levy be paid to Haxby Town Council, with Wigginton expenditure being funded out of City of York Council's 75%, or would the 25% levy be apportioned between Haxby Town Council and Wigginton Parish Council? The question is hypothetical at present, with the proposed nil rate CIL for SS11/ST9, since 25% of zero is still zero, but the outcome of the independent examination could result in different rates to those in the draft schedule.

Q8

2a. Do the proposed levy rates set out in the draft CIL Charging Schedule appropriately reflect the conclusions of the CIL Viability Study?

Respondent skipped this question

Q10

3a. Do the proposed levy rates set out in the draft CIL Charging Schedule provide an appropriate balance between securing infrastructure investment and supporting the financial viability of new development in the area?

Respondent skipped this question

Q12

4a. CIL rates should not be set at a level which could render new development financially unviable. To ensure the financial viability of new development in the area, and to take into account variations in land prices and development costs throughout the authority's area, the draft CIL Charging Schedule proposes variable rates for different kinds of development. Do you have any comments on the proposed CIL rates?

The CIL Consultation Information Booklet states: 'The sites which are zero rated are those where there are higher on-site requirements...' These are not detailed but a greenfield site such as SS11/ST9 would have low on-site requirements.

Q14

5a. Should any types of development be charged a different CIL rate, and if so, why? Where alternative rates are proposed, please provide evidence to demonstrate why a proposed rate should be changed.

Respondent skipped this question

Page 4: Your response

Q16

6a. To support the financial viability of new development in the area, the draft CIL Charging Schedule includes an Instalments Policy which allows specified levels of levy charges to be paid in instalments over a set period of time. Do you have any comments on the draft Instalments Policy?

Respondent skipped this question

Q18

7a. Part 6 of the CIL Regulations (as amended) allows the Council to give discretionary relief for certain types of development from paying the levy. The Council has not identified any types of development which may require this beyond the compulsory relief and exemptions outlined in the Regulations. Is there a need to provide discretionary relief from the levy to any types of development, and if so, why?

Respondent skipped this question

Q20

8a. Do you have any other comments on the draft CIL Charging Schedule?

The CIL Consultation Information Booklet states: 'The sites which are zero rated are those where there are higher on-site requirements...' These are not detailed but a greenfield site such as SS11/ST9 would have low on-site requirements.

Q22

9a. Do you have any other comments on the CIL evidence base?

Respondent skipped this question

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