

# Greater Norwich Development Partnership Board

## Agenda

### Date

Thursday 19 July 2012

### Members of the Greater Norwich Development Partnership Board

#### Representing Broadland District Council

Cllr Stuart Clancy  
Cllr Andrew Proctor  
Cllr Shaun Vincent

#### Representing Norwich City Council

Cllr Brenda Arthur  
Cllr Bert Bremner  
Cllr Alan Waters

#### Representing South Norfolk Council

Cllr Derek Blake  
Cllr Colin Foulger  
Cllr John Fuller

#### Representing Norfolk County Council

Cllr Derrick Murphy  
Cllr Graham Plant  
Cllr Ann Steward

#### Representing Broads Authority

Alan Mallett

#### Representing Homes & Communities Agency

Claire Hupton

#### Representing New Anglia Local Enterprise Partnership

Andy Wood

#### Officers

Roger Burroughs	Broadland District Council
Phil Kirby	Broadland District Council
Andrea Long	Broads Authority
Sandra Eastaugh	GND Partnership Manager
Chris Starkie	New Anglia Local Enterprise Partnership
Richard Doleman	Norfolk County Council
Mike Jackson	Norfolk County Council
Phil Morris	Norfolk County Council
Mike Burrell	Norwich City Council
Jerry Massey	Norwich City Council
Graham Nelson	Norwich City Council
Tim Horspole	South Norfolk Council
Andy Radford	South Norfolk Council

### Time

2pm

### Place

Sprowston Diamond Centre  
School Lane  
Sprowston  
NR7 8TR

### Contact

Sara Utting tel (01603) 430428

Broadland District Council  
Thorpe Lodge  
1 Yarmouth Road  
Thorpe St Andrew  
Norwich NR7 0DU

Fax: (01603) 430411  
E-mail: [sara.utting@broadland.gov.uk](mailto:sara.utting@broadland.gov.uk)

# **A G E N D A**

**Page No**

- 1 To receive declarations of interest under Procedural Rule no 8**
- 2 Apologies for absence**
- 3 Minutes of meeting held on 24 May 2012** **1 - 4**
- 4 Matters arising therefrom (if any)**
- 5 Joint Core Strategy for Broadland, Norwich and South Norfolk** **to follow**  
  
To consider the pre-submission publication following the legal challenge to the JCS
- 6 Community Infrastructure Levy (CIL) – Submission of Documentation and Information to the Examiner** **5 - 117**  
  
To consider a report on the Regulation 19 (pre-submission) publication of the draft charging schedules for Broadland, Norwich and South Norfolk and next steps to submission
- 7 Date of Next Meeting**  
  
To note the date of the next meeting: Thursday 20 September 2012 at 2pm

# Greater Norwich Development Partnership Board

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Minutes of a meeting of the **Greater Norwich Development Partnership Board** at Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich on **Thursday 24 May 2012** at **2pm** when there were present:

Cllr Andrew Proctor – Chairman

Cllr Brenda Arthur  
Cllr Bert Bremner  
Cllr Alan Waters  
Cllr Derek Blake  
Cllr John Fuller  
Cllr Graham Plant  
Alan Mallett

## Representing

Norwich City Council  
Norwich City Council  
Norwich City Council  
South Norfolk Council  
South Norfolk Council  
Norfolk County Council  
Broads Authority

## Officers

Phil Kirby  
Andrea Long  
Sandra Eastaugh  
Mike Jackson  
Jerry Massey  
Graham Nelson  
Gwyn Jones  
Tim Horspole  
Andy Radford  
Sara Utting, Senior Committee Officer (Clerk)

Broadland District Council  
Broads Authority  
GND Partnership Manager  
Norfolk County Council  
Norwich City Council  
Norwich City Council  
Norwich City Council  
South Norfolk Council  
South Norfolk Council  
Broadland District Council

Ben Binns, Programme Manager of the Centre for Built Environment, Adapt Low Carbon Group, UEA attended for Minute no: 21.

## 18 APOLOGIES FOR ABSENCE

Apologies for absence were received from Cllr Stuart Clancy (BDC); Cllr Derek Murphy (Norfolk CC); Chris Starkie (New Anglia LEP); Cllr Ann Steward (Norfolk CC); Cllr Shaun Vincent (BDC) and Andy Wood (New Anglia LEP).

## 19 MINUTES

The Minutes of the meeting held on 15 March 2012 were confirmed and signed by the Chairman as a correct record.

## 20 JOINT CORE STRATEGY - UPDATE

Phil Kirby presented the report on the process to address the requirements of the High Court Order, including a provisional timetable. The issues to note were:

- The Order specified that the parts of the Joint Core Strategy (JCS) concerned with the distribution of housing and related development within the Broadland part of the NPA should be remitted and treated as if they had been taken up to pre-submission publication. Therefore, they still had weight as a material consideration in the determination of planning applications but at a lower level.
- All other elements of the JCS remained adopted.

Work had commenced on the work to restore the JCS, as detailed in the report. In brief, this consisted of conducting a Sustainability Appraisal of the remitted text, taking into particular account the strategic growth in the north east growth triangle and the reasonable alternatives (if any) to such growth. The timetable was indicative only and had been drafted with the shortest possible timescales.

Having considered the sustainability appraisal work, the partner Councils must publish the remitted parts of the JCS and the other documents required at pre-submission stage, which included a sustainability appraisal report. In the event of any changes, a new round of plan making would be required. Interested parties would have the opportunity to make representations on the draft text and the Sustainability Appraisal response.

Mr Mallett expressed his concern at the implications of planning applications in the interim period, due to the delay, and how these possibly could result in “undesirable” development, particularly in the area of the Broads Authority. Phil Kirby responded that the difference in weighting only applied to the affected parts of the text which had been remitted (ie the Broadland part of the Norwich Policy Area). Broadland’s Cabinet had recently recommended an interim policy statement to address such circumstances (to be adopted by the Council in June) and therefore, this would best address the situation Mr Mallett had raised under the circumstances.

In response to a question on the significance of the areas of dispute between the GNDP and claimant not being accepted by the Judge, Phil Kirby advised that there were two points which had been disputed – one related to the enlargement of the Broadland Business Park (and this had **not** been included within the remitted text) and the second related to the housing numbers within the Broadland part of the NPA. These remained the same as far as the overall strategy was concerned: the issue subject of remission was the spatial distribution of the housing within the Broadland part of the NPA.

### **AGREED:**

to note and endorse the approach.

### 21 PASSIVHAUS / ADAP+ PROJECT

The Board received a presentation by Ben Binns on the adap+ project (a copy of which was available on the GNDP website). The target was for all new homes to reduce their CO<sub>2</sub>, with the 2013 legislation requiring all buildings meet the Part L standards. Passivhaus was a methodology for construction which involved super insulation of homes creating a “thermos flask” type effect. Currently, there was resistance from builders as it meant they had to build slightly differently than they were used to. However, there were positives through reduced costs and energy and also job creation. An example of a Passivhaus project was the Wimbish scheme by Hastoe Housing consisting of 14 social housing units, which had achieved a 90% reduction in their heating bills.

The UEA were undertaking their own Passivhaus building with local materials, eg Thatch, Chalk and Hemp. It was anticipated the UEA building would be the most sustainable building in the world.

In response to a question on retro-fitting existing properties, it was noted that this could be achieved but it was much better suited to new build at the moment.

Regarding cost differential compared to an ordinary style house, it was noted that the costs for the Hastoe Housing project were 16% higher but for the UEA building, it was expected to be delivered at the same cost. Broadland Housing Association was proposing a development of 240 flats which should be on a parity with normal build costs.

In response to a question on Code for Sustainable Homes (CSH) Code Levels, Mr Binns advised that, in effect, the buildings were at CSH 4.5. This was due to the fact that the Code related to not just energy but other elements, such as water and bio-diversity.

Mr Binns stressed that there were opportunities for local supply chains to be set up to deliver the products such as windows. These were currently imported and with some encouragement, new local businesses could be developed which would present opportunities to supply to Norfolk and the UK markets.

In conclusion, the Board thanked Mr Binns for his interesting presentation and in doing so, welcomed the business opportunities it had highlighted.

### **22 FINANCIAL ADVISOR SUPPORT**

Andy Radford provided a brief verbal update on the financial advisor support since the last meeting. It was noted that modeling work had been done and a significant amount of work was in progress.

### **23 COMMUNITY INFRASTRUCTURE LEVY (CIL) – CONSULTATION UPDATE AND NEXT STEPS**

Graham Nelson provided a verbal update on the progress with the draft charging schedules for Broadland, Norwich and South Norfolk Councils.

It was noted that each respective Council had considered their draft charging schedules between February and March. A total of 35 responses had been received to the consultation published on the GNDP website and the analysis of these was ongoing and would be presented to the Board's next meeting. Attention was drawn to the parallel with the JCS – which needed to be in place before the CIL could be operated. The GNDP had sought legal advice on the implications for the CIL of the delay with the JCS which concluded that the introduction of the CIL could be continued and the Planning Inspectorate had confirmed they would be satisfied with that approach.

Each partner Council's Cabinet and Council would be asked to agree the introduction of CIL during mid-July for submission by the end of July, examination in September and adoption as early as November. It would be mid 2013 at the earliest before any revenue was actually received.

The Board noted the progress made and the importance of CIL to the delivery of infrastructure.

### **24 GROWING PLACES FUND**

Due to the non-availability of both the New Anglia LEP representatives, this item was deferred until the next meeting.

### **25 DATE OF NEXT MEETING**

#### **AGREED:**

to note the date of the next meeting at 21 June 2012 at 2pm (to be held at County Hall).

*The meeting closed at 2.40pm*

## **GNDP BOARD – 19 JULY 2012**

### **ITEM 6 – REPORT ON COMMUNITY INFRASTRUCTURE LEVY FOR BROADLAND, NORWICH AND SOUTH NORFOLK: SUBMISSION OF DOCUMENTATION AND INFORMATION TO THE EXAMINER**

This report has 8 appendices:

- (1) Statement of Representations received at Regulation 16 Publication (pages 14 – 41)
- (2) Statement of Modifications for Broadland, Norwich and South Norfolk (42 – 65)
- (3) Infrastructure requirement in advance of an adopted Core Strategy in the Broadland Part of the Norwich Policy Area (66 - 72)
- (4) Supplementary evidence on the Build Costs of Flats in Norwich City (73 – 75)
- (5) Community Infrastructure Levy Draft Charging Schedule for Broadland (76 – 87)
- (6) Community Infrastructure Levy Draft Charging Schedule for Norwich (88 - 99)
- (7) Community Infrastructure Levy Draft Charging Schedule for South Norfolk (100 -111)
- (8) Statement of Compliance (112 – 117)

Community Infrastructure Levy for Broadland,  
Norwich and South Norfolk  
Submission of documentation and information to the Examiner

**Report by GNDP Directors**

**Summary**

This report outlines the comments on the Regulation 16 Publication of the Draft Charging Schedules for Broadland, Norwich and South Norfolk from 6 February – 5 March 2012 and recommends a course of action to submit the Draft Charging Schedules and supporting documents to the Examiner.

**Recommendation/ Action required**

The Board is asked to:

1. Note the following material:
  - a) the report 'Statement of Representations Received Following Publication of the Draft Charging Schedules for Broadland, Norwich and South Norfolk (Appendix 1)
  - b) the Statement of Modifications for the Community Infrastructure Levy Draft Charging Schedule for Broadland District Council, the Statement of Modifications for the Community Infrastructure Levy Draft Charging Schedule for Norwich City Council and the Statement of Modifications for the Community Infrastructure Levy Draft Charging Schedule for South Norfolk Council (Appendix 2)
  - c) the evidence paper Infrastructure requirement in advance of an adopted Core Strategy in the Broadland Part of the Norwich Policy Area (Appendix 3)
  - d) the supplementary evidence on the Build Costs of Flats in Norwich City (Appendix 4)
  - e) the Community Infrastructure Levy Draft Charging Schedule for Broadland (Appendix 5)
  - f) the Community Infrastructure Levy Draft Charging Schedule for Norwich (Appendix 6)
  - g) the Community Infrastructure Levy Draft Charging Schedule for South Norfolk (Appendix 7)
  - h) the copies of all representations made in accordance with Regulation 17 (available at the meeting and in Members' Rooms and on the GNDP website [www.gndp.org.uk/our-work/cil](http://www.gndp.org.uk/our-work/cil))
  - i) the Statement of Compliance (Appendix 8)
2. Recommend to the Broadland, Norwich and South Norfolk Councils, that they:



- a) agree a minor change to the CIL charging schedule for Norwich so that the £100 per sq m rate of CIL applies to flats of 5 storeys and above and publish the evidence supporting this change.
- b) publish the Statements of Modifications and evidence in accordance with Regulation 19 of the Community Infrastructure Levy Regulations 2010 (as amended) and submit these (and necessary submission documents as set out in paragraph 4.1 of this report) for examination by an independent examiner.
- b) continue to work together towards the indicative timetable set out in paragraph 4.6 of this report.
- c) agree that any minor changes to any of the documents to ensure consistency and clarity be delegated to the Director representative on the GNDP Board following discussion with the relevant portfolio holder.

## 1. Background

1.1 The constituent authorities of the GNDP agreed to publish preliminary draft charging schedules in late 2011 as a first step towards the adoption of a Community Infrastructure Levy covering the Councils of Broadland, Norwich and South Norfolk (excluding the area of the Broads Authority which is a separate charging authority), as charging authorities under the CIL legislation. The outcome of the consultation exercise was reported to the partner authorities inviting them to proceed to the next stage. The meeting dates were:

- Broadland District Council: 5 January, 2012
- Norwich City Council: 31 January 2012
- South Norfolk Council: 23 January 2012

The report was also considered by the cabinet of Norfolk County Council Cabinet at its meeting on 3 January 2012

1.2 Having considered the report and its supporting documents, the partner authorities agreed to proceed by publishing draft charging schedules under Regulation 16 of the Community Infrastructure Levy Regulations (as amended) and inviting representations under Regulation 17.

1.3 At that stage, all Councils delegated any further minor changes to ensure clarity or consistency to the director representative on the Greater Norwich Development Partnership in consultation with the relevant portfolio holder. The only minor changes resulting from this were a clarification of how the threshold for the charge for large convenience goods stores would be applied, and the addition of a small section of text illustrating the process for calculating the charge.

## 2. Regulation 16 Publication

2.1 The publication of the draft charging schedules and supporting documentation took place in February and March and representations under Regulation 17 representations were invited from 6 February to 5 March 2012.

2.2 35 responses were received. The key issues to emerge from the consultation were:

- The approach to residential charging zones
- The charging rates for residential development
- The charging rates for non-residential uses

- Infrastructure provision
- 2.3 A Statement of Representations received, including a summary of the issues raised has been prepared and is included in Appendix 1.
- 2.4 The Statement is supported by a more detailed report that includes the full representations and the charging authority officer/ GVA response. This document can be found on the GNDP website, [www.gndp.org.uk](http://www.gndp.org.uk).
- 2.5 Regulation 19 of the Community Infrastructure Levy Regulations 2010 (as amended) permits the Charging Authorities to modify the charging schedules.
- 2.6 Following representations a small number of modifications are suggested to the draft charging schedules.

### 1. Flatted development

Concern was expressed during the consultation by one respondent (Savills on behalf of Easton Land Owners consortium) about the threshold for the application of the level of CIL for flatted development. A rate of £100 per sq m had been proposed for flats of 6 storeys and above. The respondent suggested that the rate should apply to flats over 4 storeys as they claimed that the build costs were significantly higher. They suggest that the build costs are higher once a steel or concrete frame is required and the inclusion of lifts.

GNDP commissioned some further work by Norfolk Property Services (NPS) to review the build cost data relating to flats (Appendix 4).

There is some supporting evidence that development of 5 storeys and above cost more than lower numbers of storeys

### 2. Modifications to the Charging Zone maps

In their representation, the Broads Authority suggested altering the maps to make its area clearer. The maps have been altered by adding shading and a notation to the key to make the Broads Authority area clearer.

### 3. Clarification of text in the draft charging schedules

Following representations by Building Partnerships, 2 minor wording changes are proposed, firstly to clarify that the category specified as “all other types of development” does include classes B1, B2 and B8 and secondly in paragraph 5.1 clarify that indexation relates to “for the year in which planning permission was granted” and “for the year in which the charging schedule took effect”. This is noted for clarity in the Statements of Modifications.

- 2.7 These changes are summarised in the below table, extracted from the Statements of Modifications. The first of these changes (in relation to flatted development) applies to the Draft Charging Schedule for Norwich City Council only.

Section	Modification	Reason
4.	Table detailing CIL rates ‘Flats in blocks of 6 storeys and above’ Threshold reduced to ‘Flats in blocks of 5 storeys and above’	Additional viability evidence / representations on the Draft Charging Schedule
Paragraph 5.1	Change calculation from  CIL Rate x Chargeable Floor Area x BCIS Tender Price Index (at Date of Planning Permission) ----- BCIS Tender Price Index (at Date	To conform with Regulation

	<p style="text-align: center;">of Charging Schedule)</p> <p style="text-align: center;">to</p> $\frac{\text{CIL Rate} \times \text{Chargeable Floor Area} \times \text{BCIS Tender Price Index (for the year which planning permission was granted)}}{\text{BCIS Tender Price Index (for the year which the charging schedule took effect)}}$	
Appendix one	Broads Authority area shaded and added to the key	To add clarity to the charging zones maps following representations on the Draft Charging Schedule
4.	Table detailing CIL rates 'All other developments covered by the CIL regulations (including shared-user/ decked garages)' to 'All other developments covered by the CIL regulations (including shared-user/ decked garages and B1, B2, B8 and C1 uses')	To add clarity following representations on the Draft Charging Schedule

- 2.9 Some minor changes are also recommended to the document Community Infrastructure Levy: Background and Context before the documents are formally submitted, but this document is not subject to formal examination and has been produced to aid understanding of the CIL schedules.
- 2.10 The regulation requires the Statements of Modifications and supporting evidence to be published and sent to each of the persons invited to make a representation under Regulation 15 (the Preliminary Draft Charging Schedule Stage). Consultees have four weeks to respond to these and ask to be heard at the examination.
3. Joint Core Strategy Legal Challenge
- 3.1 The Joint Core Strategy for Broadland, Norwich and South Norfolk (JCS) was adopted in March 2011. A legal challenge to the adoption of the JCS was received on 3 May 2011 from Stephen Heard, Chairman of Stop Norwich Urbanisation. High Court Judge Mr Justice Ouseley made his judgment on 24 February 2012 and published his final order on 25 April 2012. A separate report to the GNDP Board details the work completed to address the Legal Challenge and the current position with the JCS.
- 3.2 In order to adopt a CIL a Charging Authority must have an adopted Local Plan in place, which in the case of Broadland District Council, Norwich City Council and South Norfolk Council is the Joint Core Strategy. The Joint Core Strategy (JCS) is adopted with the exception of policies relating to the distribution of housing growth in the Norwich Policy Area part of Broadland.
- 3.3 To assist the Examiner undertaking the independent examination of the CIL an evidence paper has produced, attached at Appendix 3, which demonstrates that the rates of CIL proposed are not dependent of the adoption of the parts of the JCS remitted. The partnership is intending to submit CIL before formal adoption of the

remitted parts of the JCS. The current timetable has submission of CIL and pre-submission publication of the remitted parts of the JCS occurring simultaneously.

3.4 The Partnership has received legal advice and advice from the Planning Inspectorate and is satisfied that it can proceed with submission of CIL as proposed and on the current timetable.

#### 4. Next steps

4.1 If members agree to proceed, the next step in the process is to publish the Statement of Modifications and supporting evidence and, following this, to submit the Draft Charging Schedules for Broadland, Norwich and South Norfolk and supporting documentation for a joint examination in public by an Independent Examiner under Regulation 22 of the Community Infrastructure Levy Regulations 2010 (as amended). The Submission documents are:

- Community Infrastructure Levy Draft Charging Schedule for Broadland (Appendix 5)
- Statement of Modifications for Broadland (included as part of Appendix 2)
- Community Infrastructure Levy Draft Charging Schedule for Norwich (Appendix 6)
- Statement of Modifications for Norwich (included as part of Appendix 2)
- Community Infrastructure Levy Draft Charging Schedule for South Norfolk (Appendix 6)
- Statement of Modifications for South Norfolk (included as part of Appendix 7)
- Statement of Representations received at Regulation 16 Publication (included as Appendix 1)
- Copies of all representations made in accordance with Regulation 17 (available at the meeting and in Members' Rooms and on the GNDP website [www.gndp.org.uk/our-work/cil](http://www.gndp.org.uk/our-work/cil))
- Statement of Compliance (Appendix 8)

4.2 The current Local Investment Plan and Programme (LIPP) will be submitted as a background document to support the independent Examination. A number of factual updates have been identified; a schedule of these updates will be submitted with the LIPP.

4.3 The Planning Inspectorate (PINS) have been appointed to undertake a joint Examination in Public for the Community Infrastructure Levy for Broadland, Norwich and South Norfolk. PINS will appoint an Examiner following Submission.

4.4 The Regulations require the Submission documents to be made available at the places where they were made available previously, i.e. the District and County Council offices, the Broads Authority office and libraries in the area. Documents must also be made available on the GNDP website and on the Charging Authority websites.

4.5 The Charging Authorities must also give notice to any person who requested to be notified of submission.

4.6 The indicative timetable for the next steps is outlined below:

Councils consider publishing the Statements of Modifications and Submission	
2 August	Broadland District Council

25 July	Norwich City Council
To be confirmed	South Norfolk Council
6 August	Publish Statement of Modifications
10 August	Submission

- 4.7 The process to adopting a CIL also requires the appointment of a Programme Officer.
- 4.8 The Planning Inspectorate advise that if the above timetable can be adhered to, the examination of CIL might be able to take place in September 2012. Subject to this it is expected that adoption could be achieved in early December 2012.

## 5. Appendices

- 5.1
1. Statement of Representations received at Regulation 16 Publication
  2. Statement of Modifications for Broadland, Norwich and South Norfolk
  3. Infrastructure requirement in advance of an adopted Core Strategy in the Broadland Part of the Norwich Policy Area
  4. Supplementary evidence on the Build Costs of Flats in Norwich City
  5. Community Infrastructure Levy Draft Charging Schedule for Broadland
  6. Community Infrastructure Levy Draft Charging Schedule for Norwich
  7. Community Infrastructure Levy Draft Charging Schedule for South Norfolk
  8. Statement of Compliance

## 6. Resource Implications

- 6.1 **Finance:** CIL has the potential to make a significant contribution to the funding of infrastructure to deliver the Joint Core Strategy for Broadland, Norwich and South Norfolk. It will not however meet all of the costs, and should not be seen as a substitute for mainstream funding where available. There will be costs associated with the examination, including the employment of a programme officer, but future CIL income can be used to cover the costs of the initial setting up of the CIL process, up to a maximum of 5%.
- 6.2 **Staff:** There are no immediate staff implications but there will be future issues relating to management of income and delivery of infrastructure once CIL is adopted. The examination will be undertaken within existing staff resources.
- 6.3 **Property:** No direct implications of this report, although CIL will be payable on any relevant development undertaken by the Council at the rates in the adopted charging schedules, and the prospect of CIL will be taken into account in the value of any Council land sold.
- 6.4 **IT:** The constituent authorities of the GNDP are implementing additions to existing Development Management systems

## 7. Other Implications

- 7.1 **Legal Implications :** The outcome of the legal challenge to the JCS is clearly a factor which needs to be considered. Legal advice obtained lead to the conclusion that the judgment is not a barrier to submission of CIL charging schedules for all of the authorities.

Once adopted, CIL will largely supersede section 106 obligations as a means of funding infrastructure. The process is intended to be more transparent, and to ensure that all relevant developments contribute.

7.2 **Human Rights:** None at this stage

7.3 **Equality Impact Assessment (EqIA):** is not required at this stage

7.4 **Communications:** At this stage, the communication implications principally concern compliance with the requirements for submission as set out in the regulations. It will also be necessary to alert those interested in carrying out development of the prospect of CIL. This is likely to be most effectively done through publicity being available in planning departments, and on the planning section of web sites.

7.5 **Health and safety implications:** None at this stage

7.6 **Any other implications:** Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there are no other implications to take into account.

8. Section 17 – Crime and Disorder Act

8.1 There are no immediate implications

9. Risk Implications/Assessment

9.1 There are no immediate implications.

## Recommendations

The Board is asked to:

1. Note the following material:
  - a) the report 'Statement of Representations Received Following Publication of the Draft Charging Schedules for Broadland, Norwich and South Norfolk (Appendix 1)
  - b) the Statement of Modifications for the Community Infrastructure Levy Draft Charging Schedule for Broadland District Council, the Statement of Modifications for the Community Infrastructure Levy Draft Charging Schedule for Norwich City Council and the Statement of Modifications for the Community Infrastructure Levy Draft Charging Schedule for South Norfolk Council (Appendix 2)
  - c) the evidence paper Infrastructure Planning in advance of an examination to resolve the Joint Core Strategy for Broadland, Norwich and South Norfolk remitted text (Appendix 3)
  - d) the supplementary evidence on the Build Costs of Flats in Norwich City (Appendix 4)
  - e) the Community Infrastructure Levy Draft Charging Schedule for Broadland (Appendix 5)
  - f) the Community Infrastructure Levy Draft Charging Schedule for Norwich (Appendix 6)
  - g) the Community Infrastructure Levy Draft Charging Schedule for South Norfolk (Appendix 7)
  - h) the copies of all representations made in accordance with Regulation 17

(available at the meeting and in Members' Rooms and on the GNDP website [www.gndp.org.uk/our-work/cil](http://www.gndp.org.uk/our-work/cil))

i) the Statement of Compliance (Appendix 8)

2. Recommend to the Broadland, Norwich and South Norfolk Councils, that they:

- a) agree a minor change to the CIL charging schedule for Norwich so that the £100 per sq m rate of CIL applies to flats of 5 storeys and above and publish the evidence supporting this change.
- b) publish the Statements of Modifications and evidence in accordance with Regulation 19 of the Community Infrastructure Levy Regulations 2010 (as amended) and submit these (and necessary submission documents as set out in paragraph 4.1 of this report) for examination by an independent examiner.
- b) continue to work together towards the indicative timetable set out in paragraph 4.6 of this report.
- c) agree that any minor changes to any of the documents to ensure consistency and clarity be delegated to the Director representative on the GNDP Board following discussion with the relevant portfolio holder.

## Background Papers

1. Community Infrastructure Levy Background and Context v3: Submission stage
2. Local Investment Plan and Programme for Broadland, Norwich and South Norfolk v4.1 and schedule.
3. Report of responses received in accordance with Regulation 17 with Officer comment
4. All evidence used at previous stages in developing the proposed submission documents which is available on the GNDP website at <http://www.gndp.org.uk/our-work/cil/cil-evidence-base/>

## Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

<b>Name</b>	<b>Telephone Number</b>	<b>Email address</b>
Roger Burroughs	01603 430558	<a href="mailto:Roger.burroughs@broadland.gov.uk">Roger.burroughs@broadland.gov.uk</a>
Gwyn Jones	01603 212364	<a href="mailto:gwynjones@norwich.gov.uk">gwynjones@norwich.gov.uk</a>
Tim Horspole	01603 533806	<a href="mailto:thorspole@s-norfolk.gov.uk">thorspole@s-norfolk.gov.uk</a>
Phil Morris	01603 222730	<a href="mailto:Phil.morris@norfolk.gov.uk">Phil.morris@norfolk.gov.uk</a>

# **APPENDIX**

# **1**



Greater Norwich Development Partnership

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**Statement of Representations Received Following Publication of the  
Draft Charging Schedules for Broadland, Norwich and South Norfolk**

Summary of Main Issues  
May 2012

## **Contents**

1. Executive summary

2. Introduction

3. Summary of Main Issues

Appendix 1 Regulation 16 Notification, including Public Notice, consultation letters and reminder advert

Appendix 2 Draft Charging Schedule Publication Representations form and guidance notes

## **1. Executive Summary**

1.1 The Greater Norwich Development Partnership published Community Infrastructure Levy Draft Charging Schedules for Broadland, Norwich and South Norfolk, under Regulation 16 of the Community Infrastructure Regulations 2010 (as amended), and invited representations under Regulation 17 for a four week period from 6 February 2012 -5 March 2012. This document sets out the methods of consultation and provides a summary of the main points raised in the comments received.

1.2 The key issues to emerge from the consultation are:

- The approach to residential charging zones
- The charging rates for residential development
- The charging rates for non-residential uses
- Infrastructure provision

## **2. Introduction**

2.1 The Partnership was keen to receive as many comments as possible and promoted consultation by:

- Sending the publication materials to all neighbouring authorities and Parish and Town Councils and local community groups in the three district council areas. Further copies were also sent to the Department for Communities and Local Government.
- A new webpage on the GNDP website, [www.gndp.org.uk](http://www.gndp.org.uk), which included download copies of the consultation material and the evidence base as well as further background documents. The page was linked from the website homepage and also from the District and County council webpages.
- Public notices in the EDP and Evening News on 6 February and reminder adverts on 20 February.
- Public notices in the Beccles & Bungay Journal, Diss Mercury, Great Yarmouth Mercury, Lowestoft Journal, North Norfolk News, Norwich Advertiser, Wymondham and Attleborough Mercury on 3 February and reminder adverts on 17 February.
- Over 4000 letters and e-mails to organisations, businesses; housing providers and individuals on the three district councils' Local Development Framework consultation database. Correspondence included a link to the website and a contact telephone number.

2.2 Appendix 1 includes copies of the consultation letters, publication notices and reminders and the consultation webpage.

2.3 A total of 35 responses were received. A list of respondents can be found in the table below. Copies of all representations are available on the GNDP website, [www.gndp.org.uk](http://www.gndp.org.uk).

<b>Name</b>	<b>Ref</b>
<b>Service Providers/ statutory agencies</b>	
Anglian Water	DCS012
Environment Agency	DCS010
Highways Agency	DCS005
Natural England	DCS034
Water Management Alliance	DCS003
<b>Neighbouring Authorities</b>	
Broads Authority	DCS019
Capita Symonds on behalf of Breckland Council	DCS007
<b>Parish and Town Councils</b>	
Blofield Parish Council	DCS016
Brundall Parish Council	DCS006
Chedgrave Parish Council	DCS013
Hainford Parish Council	DCS002
Loddon Parish Council	DCS001
Stratton Strawless Parish Council	DCS008
Thurton Parish Council	DCS015
<b>Community organisations</b>	
Stop Norwich Urbanisation	DCS017
Templemere Residents Association	DCS023
<b>Agents/ Developers/ Landowners</b>	
Barrett Eastern Counties (Bidwells, on behalf of)	DCS026
Building Partnerships	DCS021
Hethersett Land Ltd (Bidwells, on behalf of)	DCS014
McCarthy and Stone Retirement Lifestyles Ltd (The Planning Bureau Ltd)	DCS025
Morston Assets	DCS035
Norfolk Chamber of Commerce (Bidwells, on behalf of)	DCS028
Timewell Properties (Bidwells, on behalf of)	DCS020
United Business & Leisure	DCS030
University of East Anglia (Bidwells, on behalf of)	DCS018
WM Morrisons Supermarkets plc (Peacock and Smith, on behalf of)	DCS024

<b>Name</b>	<b>Ref</b>
Welbeck Strategic Land (Barton Willmore, on behalf of)	DCS027
Asda Stores (Thomas Eggar LLP, on behalf of)	DCS033
Easton Landowners, Norfolk Homes, Endurance Estates (Savills, on behalf of)	DCS032
(Sainsburys Supermarkets (Indigo Planning, on behalf of)	DCS031
<b>Interest groups</b>	
CPRE	DCS022
NNTAG	DCS029
Sport England	DCS011
The Theatres Trust	DCS009
<b>Residents</b>	
Jill Wheatley	DCS004

### 3. Summary of issues raised and response

- 3.1 A document 'Report of responses received in accordance with regulation 17, with officer comments on the issues raised' has been prepared. This document contains the full responses to the consultation and the charging authority officer response to those comments. Where comments were directly related to the viability evidence 'Viability Advice on a CIL/ Tariff for Broadland, Norwich and South Norfolk' (GVA, 2010) and 'CIL Charging Zones Schedule (GVA, 2011), GVA was asked to respond.
- 3.2 This document is available on the GNDP website, [www.gndp.org.uk](http://www.gndp.org.uk).
- 3.3 The table below summarises the key issues raised and the charging authority officer response.

<b>Issue</b>	<b>Response</b>
<b>The boundary of the charging zones</b>	
Some respondents raised concerns about the zone A and B boundary and suggested that in some zone B areas the charge should be higher	The two zones are related to viability across the area and there are variations within the zones. The representations did not produce evidence to support their argument.
<b>The viability of residential development</b>	
Some criticisms of GVA evidence in relation to the viability of residential	The CIL Viability Report, by GVA, is based on evidence provided by the Land Registry and supplemented by evidence from the local

<b>Issue</b>	<b>Response</b>
development i.e. that the CIL schedule is not supported by background documents containing appropriate and robust assumptions and evidence and concern that the proposed rates could seriously risk the overall development of the Greater Norwich Area (particularly the Inner Area (Zone A)).	development community. Many of the assumptions used to refine and understand the viability were provided to the GNDD by a local developer as part of their model.
<b>The viability of commercial development</b>	
Comments that the CIL rate for retail developments below 2,000 sqm is too low in comparison to those above the threshold and that this unreasonably favours smaller scale retail developments	The higher rate for larger scale convenience goods stores is justified by GVA in their evidence. The threshold of 2000 sq m has been further justified through additional evidence produced as part of the Regulation 16 consultation. This is justified on the basis of sales figures for larger format stores. GVA suggest a much higher rate of CIL could be viable. Most retail in the area will be liable for the lower rate of CIL.
<b>Payments in Kind and Staged Payments</b>	
The approach for managing <b>payments in kind</b> and <b>staged payments</b> as set out was supported by a number of representations	<p>The approach to <b>payments in kind</b> was supported by a number of representations and was seen as a sound approach to dealing with this form of provision.</p> <p>The approach to <b>stage payments</b> was supported by a number of representations. This approach was seen to have a positive impact on development viability and aid developer cash flow, enhancing the delivery of the proposed housing growth in the Joint Core Strategy area.</p>
<b>Parish Council portion of CIL income</b>	
A number of Parish Councils thought a greater proportion of the CIL levy	In late 2011, the Government consulted on detailed changes to the CIL regulations to take account of the Localism Act. This consultation

<b>Issue</b>	<b>Response</b>
should go to the Parish Council and they should have a greater say on how the CIL money is spent.	process indicated that a minimum amount to be passed to local communities was likely to be established nationally. Parish Councils will discretion over spending of the CIL passed to them, within the scope of the regulations.
<b>GVA evidence base</b>	
Some criticisms of GVA evidence in relation to 'Limited Sales Evidence'.	While there is limited sales evidence across the country, GVA used the most comprehensive evidence base available, broken down to house type in order to try and accurately reflect the housing market. GVA did not just rely on sales evidence but also on the view of local estate agents and developers to determine values across the GNDP area.
Comments relating to GVA Study's assumption on the values of land	The land values used by GVA were based on discussions with local agents.
<b>The provision of infrastructure</b>	
Some respondents expressed concerns regarding how CIL might be spent. There were suggestions that CIL infrastructure costs should be split between developments. Some thought the charging schedule should also include an indication of income to give clarity to developers on what level of CIL will be available to deliver the infrastructure that is identified with the Infrastructure Framework.	The CIL regulations require the CIL charging schedule to be based on viability. CIL income will not cover the full cost of infrastructure requirements. The expenditure of CIL is not a matter for consideration through the Charging Schedule process, nor a matter for the examination. Spending of CIL will be determined through the LIPP process and more detailed investment plans looking ahead approx 5 years. This will be agreed subsequently by GNDP and constituent local authorities. It is unnecessary to attempt to apportion CIL to individual items in the Infrastructure Framework or include it in the Charging Schedule.





## Regulation 16 Notification

- Letter of notification, including Statement of Representations Procedure, sent to identified interested parties and all businesses in Broadland District by post, and to all Norwich City and South Norfolk business contacts by email.
- Letter of notification, sent to approx 260 Statutory bodies and Parish Councils
- Copy of public notice and dates when published
- Copy of reminder advert and dates when published
- Screen shots of news release and consultation page as published on the GNDP website for the duration of the publication period

1 February 2012

## Publication of the Community Infrastructure Levy Draft Charging Schedules for Broadland, Norwich and South Norfolk

### Community Infrastructure Levy Regulations 2010 (as amended)

I am writing to inform you that the GNDP will be publishing Community Infrastructure Levy Draft Charging Schedules for Broadland, Norwich and South Norfolk, under Regulation 16 of the Community Infrastructure Regulations 2010 (as amended), and representations under Regulation 17 are invited.

A Statement of Representations Procedure that sets out the process for making representations is enclosed with this letter. The Draft Charging Schedules and other supporting documentation are available for inspection on the GNDP website, [www.gndp.org.uk](http://www.gndp.org.uk) and at a number of locations. A statement detailing where and when viewing is possible is also enclosed with this letter.

Representations can be made from **Monday 6 February 2012 to 5pm on Monday 5 March 2012**. Comments received after the closing date will not be accepted.

A Comments Form and Guidance notes are available on the GNDP website [www.gndp.org.uk](http://www.gndp.org.uk). These guidance notes give more detailed information about making your comments.

Please read the Statement of Representations and the Guidance Notes before completing the comments form. Comments can be submitted by email to [cil@gndp.org.uk](mailto:cil@gndp.org.uk) using the form available online at [www.gndp.org.uk](http://www.gndp.org.uk) or they can be submitted by post to GNDP, PO Box 3466, Norwich, NR7 7NX. Copies of the form are also available by phoning 01603 430144.

Comments may also be delivered in person to a member of the Council's reception staff at your local district council office:

- Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU
- Norwich City Council, City Hall, St Peter's Street, Norwich, NR2 1NH
- South Norfolk Council, South Norfolk House, Swan Lane, Long Stratton, NR15 2XE

Although publication is a preliminary stage to the Submission of the Community Infrastructure Levy Draft Charging Schedules to the Secretary of State, please note that a decision on whether to proceed to submission will only be taken after Broadland District Council, Norwich City Council and South Norfolk Council have considered the representations received.

An indicative timetable for the introduction of a Community Infrastructure Levy is outlined below:

Draft Charging Schedule Publication	6 February 2012 – 5 March 2012
Submission	26 March 2012*
Examination	March 2012 – June 2012
Adoption	September 2012*

*\*Subject to approval from Councils*

To find out more about the process please contact the GNDP office tel: 01603 430144 or email [cil@gndp.org.uk](mailto:cil@gndp.org.uk). More information and copies of all the documentation can be found online at [www.gndp.org.uk](http://www.gndp.org.uk).

Yours faithfully,



Sandra Eastaugh  
Greater Norwich Development Partnership Manager

**Note:**

You have received this letter as you have been identified as an interested party or have previously responded to a similar consultation. Please let us know if you do not wish to receive any further communications of this nature.

**Statement of Representations Procedure**

**Planning Act 2008 Section 212**

**The Community Infrastructure Levy Regulations 2010 (as amended) Regulation 16 and 17**

Broadland District Council, Norwich City Council and South Norfolk Council, working with Norfolk County Council as the Greater Norwich Development Partnership (GNDP), give notice of the publication, on **Monday 6 February 2012**, of the Community Infrastructure Levy (CIL) Draft Charging Schedules for Broadland, Norwich and South Norfolk.

The CIL Draft Charging Schedules set out the charges that will be applied for new development within the districts of Broadland, Norwich and South Norfolk and detail how the charge will be calculated. The Draft Charging Schedules are being published and comments invited, before their Submission for Independent Examination.

This Statement of Representations Procedure is published in accordance with Regulation 16 of the Community Infrastructure Levy Regulations 2010 (as amended) and specifies:

- a. that representations of the Draft Charging Schedules for Broadland, Norwich and South Norfolk must be made in the period **6 February 2012 – 5pm, 5 March 2012**
- b. that representations may be made by way of electronic communications, or in writing
- c. that representations made in writing must be sent to Greater Norwich Development Partnership, PO Box 3466, Norwich, NR7 0DU.
- d. that persons making representations may request the right to be heard by the independent examiner and
- e. that representations may be accompanied by a request to be notified at a specified address of any of the following:
  - i. That the Draft Charging Schedule has been submitted to the Examiner in accordance with Section 212 of the Planning Act 2008
  - ii. The publication of the recommendations of the Examiner and the reasons for those recommendations
  - iii. The approval of the Charging Schedule by the Charging Authority

**How to Submit Comments**

**By email:** cil@gndp.org.uk

Representations forms can be submitted by email and will be accepted if sent before the closing date and time, 5pm 5 March 2012. Please use the Word version of the representations form which is available on the GNDP's website **www.gndp.org.uk**. Please do not submit your form as scanned documents. You will receive email confirmation that your representations have been received and after allowing us time to process the forms, they will appear on the website [www.gndp.org.uk](http://www.gndp.org.uk).

**Hard Copy:** by post or delivered in person

If you are sending your representations form by post please allow sufficient time for delivery. Forms received after the closing date will not be accepted.

Forms may be delivered in person to a member of the Council's reception staff at your local district council office:

- Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Norwich NR7 0DU
- Norwich City Council, City Hall, St Peter's Street, Norwich, NR2 1NH
- South Norfolk Council, South Norfolk House, ~~25~~ Swan Lane, Long Stratton, NR15 2XE

**Statement of where and when the documents can be inspected**

The period for comments on the Draft Charging Schedules for Broadland, Norwich and South Norfolk runs for four weeks from **6 February 2012 to 5pm on 5 March 2012**.

The documents available for inspection are:

- Draft Charging Schedule for Broadland District Council
- Draft Charging Schedule for Norwich City Council
- Draft Charging Schedule for South Norfolk Council
- Supporting documents including the evidence base
- a statement of the representations procedure
- a representations form and guidance notes

The documents are available online, to view or download, at **[www.gndp.org.uk](http://www.gndp.org.uk)**.

They can also be viewed, during the four-week publication period, at the following locations:

**Broadland District Council** (Monday – Friday 8.30am to 5.00pm)

Thorpe Lodge,  
1, Yarmouth Road,  
Thorpe St Andrew,  
Norwich,  
NR7 0DU

**Norwich City Council** (Monday – Friday 9.00am to 5.00pm)

City Hall,  
St Peter's street,  
Norwich,  
NR2 1NH

**South Norfolk Council** (Monday – Thursday 8.45am to 5.00pm, Friday 8.45am – 4.15pm)

South Norfolk House,  
Swan Lane,  
Long Stratton,  
Norfolk  
NR15 2XE

Copies of the publication material can also be inspected at all libraries in the three districts. These libraries, details of which can be found at [www.norfolk.gov.uk](http://www.norfolk.gov.uk), which will also hold electronic copies of all other supporting documents, as these documents are too large and numerous to display at all venues in paper form.

Alternatively, hard copies of the Draft Charging Schedules and the representations form and guidance note can be obtained from the GNDP tel: 01603 430144, or by emailing [cil@gndp.org.uk](mailto:cil@gndp.org.uk).

1 February 2012

**Publication of the Community Infrastructure Draft Charging Schedules for  
Broadland, Norwich and South Norfolk  
Community Infrastructure Levy Regulations 2010 (as amended)**

I am writing to inform you that the GNDP will be publishing Community Infrastructure Levy Draft Charging Schedules for Broadland, Norwich and South Norfolk, under Regulation 16 of the Community Infrastructure Regulations 2010 (as amended), and representations under Regulation 17 are invited.

Enclosed with this letter is:

- The Draft Charging Schedules for Broadland, Norwich, and South Norfolk
- Community Infrastructure Background and Context
- A Statement of Representations Procedure, that sets out the process for making representations and
- A Comments Form and Guidance notes. These guidance notes give more detailed information about making your comments.

Representations can be made from **Monday 6 February 2012 to 5pm on Monday 5 March 2012**. Comments received after the closing date will not be accepted.

Please read the Statement of Representations and the Guidance Notes before completing the comments form. Comments can be submitted by email to [cil@gndp.org.uk](mailto:cil@gndp.org.uk) using the form available online at [www.gndp.org.uk](http://www.gndp.org.uk) or they can be submitted by post to GNDP, PO Box 3466, Norwich, NR7 7NX. Copies of the form are also available by phoning 01603 430144.

Comments may also be delivered in person to a member of the Council's reception staff at your local district council office:

- Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Norwich NR7 0DU
- Norwich City Council, City Hall, St Peter's Street, Norwich, NR2 1NH
- South Norfolk Council, South Norfolk House, Swan Lane, Long Stratton, NR15 2XE

The Draft Charging Schedules and other supporting documentation are available for inspection on the GNDP website, [www.gndp.org.uk](http://www.gndp.org.uk) and at a number of locations. A statement detailing where and when viewing is possible is also enclosed with this letter.

E: [info@gndp.org.uk](mailto:info@gndp.org.uk) W: [www.gndp.org.uk](http://www.gndp.org.uk)

Jobs, homes, prosperity for local people

Although publication is a preliminary stage to the Submission of the Community Infrastructure Levy Draft Charging Schedules to the Secretary of State, please note that a decision on whether to proceed to submission will only be taken after Broadland District Council, Norwich City Council and South Norfolk Council have considered the representations received.

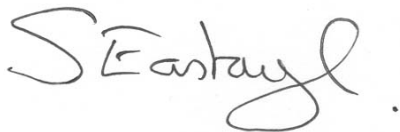
An indicative timetable for the introduction of a Community Infrastructure Levy is outlined below:

Draft Charging Schedule Publication	6 February 2012 – 5 March 2012
Submission	26 March 2012*
Examination	March 2012 – June 2012
Adoption	September 2012*

*\*Subject to approval from Councils*

To find out more about the process please contact the GNDP office tel: 01603 430144 or email [cil@gndp.org.uk](mailto:cil@gndp.org.uk). More information and copies of all the documentation can be found online at [www.gndp.org.uk](http://www.gndp.org.uk).

Yours faithfully,



Sandra Eastaugh  
Greater Norwich Development Partnership Manager

## CIL Draft Charging Schedule Publication 6 February 2012 – 5 March 2012

### Public Notice

Published on Friday 3 February 2012 in the following papers:

Great Yarmouth Mercury  
Beccles Bungay Mercury  
North Norfolk News  
Norwich Advertiser  
Wymondham Mercury  
Diss Mercury

And on Monday 6 February 2012 in the following papers:

Eastern Daily Press  
Norwich Evening News

Planning Act 2008 Section 212  
The Community Infrastructure Levy Regulations 2010 (Regulation 14 and 17)  
Broadland District Council, Norwich City Council and South Norfolk Council, working with Norfolk County Council as the Greater Norwich Development Partnership

**Notice of Publication of Documents for Inspection:**  
Community Infrastructure Levy (CIL) Draft Charging Schedules for Broadland, Norwich and South Norfolk

Broadland District Council, Norwich City Council and South Norfolk Council, working with Norfolk County Council as the Greater Norwich Development Partnership, give notice of the publication, on **Monday 6th February 2012**, of the Community Infrastructure Levy (CIL) Draft Charging Schedules for Broadland, Norwich and South Norfolk.

**Subject matter**

The CIL Draft Charging Schedules set out the charges that will be applied for new development within the districts of Broadland, Norwich and South Norfolk, and details how the charge will be calculated. The Draft Charging Schedules are being published and comments invited, before their submission for Independent Examination.

**Area covered**

The Draft Charging Schedules cover the area of the three local planning authorities, except for those parts for which the Broads Authority is the local planning authority.

**Period within which representations must be made**

Representations can be made over a four week period, beginning **Monday 6th February 2012**. Representations must be made no later than 5pm on **Monday 5th March 2012**.

**Making a representation**

Representations should be made on the representation form and submitted either in writing or electronically in the following ways:

**Email:** Fill in the electronic representation form, which is available to download at [www.gndp.org.uk](http://www.gndp.org.uk), and send it as an attachment to an email to [cil@gndp.org.uk](mailto:cil@gndp.org.uk). Alternatively you may email your comments to this address, clearly stating your full contact details and the question which your comments relate to.

**By post:** Fill in a copy of the representation form (available by telephoning 01603 436129, or to download at [www.gndp.org.uk](http://www.gndp.org.uk)) and return it to: Greater Norwich Development Partnership, PO Box 3466, Norwich NR7 7NX.

**Availability of documents:**

The Draft Charging Schedules for Broadland, Norwich and South Norfolk, their evidence base and a Statement of Representations Procedure will be available for public inspection at the locations listed below during normal office hours:

- Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich, NR7 0DU (Monday - Friday 9.30am to 5.00pm)
- Norwich City Council, City Hall, St Peter's Street, Norwich, NR2 1NH (Monday - Friday 9.00am to 5.00pm)
- South Norfolk Council, South Norfolk House, Swan Lane, Long Stratton, Norfolk, NR15 2XE (Mon - Thurs 8.45am to 5.00pm, Fri 8.45am to 4.15pm)

The documents will also be available at libraries (details available at [www.norfolk.gov.uk](http://www.norfolk.gov.uk)), at the Broads Authority offices and at the Norfolk County Council offices at County Hall. They are also available on the GNDP's website at [www.gndp.org.uk](http://www.gndp.org.uk).


Persons making a representation may request the right to be heard by the Examiner. If you would like to be heard by the Examiner please state this clearly on your representation.

**Request to be notified**

Representations may be accompanied by a request to be notified at a specified address of any of the following:

- that the Draft Charging Schedules have been submitted to the Examiner in accordance with Section 212 of the Planning Act 2008,
- the publication of the recommendations of the Examiner and the reasons for those recommendations, and
- the approval of the Charging Schedules by the charging authority.

Jobs, homes, prosperity for local people





## Reminder Advert

Published on Friday 17 February 2012 in the following papers:

Great Yarmouth Mercury  
Beccles Bungay Mercury  
North Norfolk News  
Norwich Advertiser  
Wymondham Mercury  
Diss Mercury

And on Monday 20 February 2012 in the following papers:

Eastern Daily Press  
Norwich Evening News

**Greater Norwich Development Partnership**      **Community Infrastructure Levy**  
**Draft Charging Schedule Publication**  
Deadline for comments —  
5pm on Monday 5 March 2012

The Greater Norwich Development Partnership recently published Draft Charging Schedules, containing the proposed Community Infrastructure Levy rates, for Broadland, Norwich and South Norfolk, and invited representations on these documents.

There is still time to comment. Representations will be accepted until **5pm on Monday 5 March 2012**.

The consultation documents, and supporting evidence, are available online at [www.gndp.org.uk](http://www.gndp.org.uk) or can be viewed at the council offices detailed below:

Broadland District Council: Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich NR7 0DU

Norwich City Council: City Hall, St Peter's Street, Norwich, NR2 1NH

South Norfolk Council: South Norfolk House, Swan Lane, Long Stratton, NR15 2XE

For more information please contact the GNDP office:  
Tel: **01603 430144**  
Email: [cil@gndp.org.uk](mailto:cil@gndp.org.uk)

  **NORWICH** City Council    **South Norfolk** COUNCIL    **Norfolk** County Council

**Greater Norwich Development Partnership**

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**Last chance to comment on infrastructure levy** [Previous](#)

**Monday, 06 February 2012**

Final consultation starts today (February 6) on new-style charges designed to help fund improvements to the infrastructure required to support major new homes and jobs growth in Greater Norwich.

The three planning authorities of the Greater Norwich Development Partnership are publishing draft charging schedules for the new Community Infrastructure Levy which local authorities can charge developers to provide extra resources for investment in projects such as new roads, parks, sports and community facilities.

The partnership, made up of Norwich, Broadland and South Norfolk councils together with Norfolk County Council and the Broads Authority, has adopted a Joint Core Strategy that will see 37,000 homes and 25,000 new jobs delivered by 2025.

The partnership consulted widely on levels for the levy in the autumn, and is now giving interested parties such as house builders and parish councils until March 5 to comment on whether the Draft Charging Schedules are legally compliant.

Their comments will be submitted to an independent examiner appointed by the Planning Inspectorate, who will hold a public hearing into the charges in May. If approved, the charges will be adopted by the three councils in September.

The three constituent authorities want to set the levy at £115 per square metre for residential properties in Norwich and the parts of Broadland and South Norfolk closest to the city (Zone A) and £75 in the more rural parts of Broadland and South Norfolk (Zone B) that are covered by the Joint Core Strategy.

In Norwich, the levy on blocks of flats of six storeys or more would be £100 per square metre.

Developers planning large convenience stores would pay £135 per square metre and smaller shops £25 per square metre.

The GNDP estimate income will be about £220m over time, with some of the money being passed to town and parish councils to decide how it is spent locally. In Norwich community organisations will be asked for their views on how funds should be spent.

GNDP chairman Andrew Proctor said: "Without key infrastructure we can not hope to create the thriving communities which people want to live in and this levy will go a long way to achieving that vision."

"It gives local authorities extra resources to invest in these facilities and also gives developers greater certainty and clarity about their role and contribution."




**- Ends -**

For further media information please contact Paul Durrant, Press Officer, Broadland District Council, on 01603 430535 or at [paul.durrant@broadland.gov.uk](mailto:paul.durrant@broadland.gov.uk).

**Pin-point project**

**Latest news**

**Joint Core Strategy Legal Challenge: Order published**  
 Following the High Court Judgment handed down on 24 February 2012, Mr Justice Ouseley published his order on 25 April 2012.  
[Read more](#)




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Where am I? Home Our Work Our Challenges **Community Infrastructure Levy (CIL)** Draft Charging Schedule Publication

**Joint Core Strategy**  
**Community Infrastructure Levy (CIL)**

- CIL Evidence Base
- CIL Background Documents
- Draft Charging Schedule Publication**
- Draft Charging Schedule Publication Responses
- Preliminary Draft Charging Schedule consultation
- Preliminary Draft Charging Schedule Consultation Responses
- Delivery
- Design Review
- Projects
- Economic Strategy

**Draft Charging Schedule Publication**  
**6 February 2012 – 5 March 2012**

In accordance with Section 212 of the Planning Act 2008 and Regulations 16 and 17 of the Community Infrastructure Levy Regulations 2010 (as amended), the Partnership published the Community Infrastructure Levy (CIL) Draft Charging Schedules for Broadland, Norwich and South Norfolk from Monday 5 February 2012 until 5pm on Monday 5 March 2012.

The published documents can be viewed below.

DCS 1	Draft Charging Schedule For Broadland Size 2.51 MB <a href="#">Download</a>
DCS 2	Draft Charging Schedule For Norwich Size 2.5 MB <a href="#">Download</a>
DCS 3	Draft Charging Schedule For South Norfolk Size 2.54 MB <a href="#">Download</a>
DCS 4	Community Infrastructure Levy - Background And Context (Updated) Size 2.96 MB <a href="#">Download</a>




All representations received are available to view [here](#).

The development of the Community Infrastructure Levy has been supported by an evidence base which is available to view [here](#). A number of background papers also inform the process and these can be viewed [here](#).

**Pin-point project**

**Latest news**

**Joint Core Strategy Legal Challenge: Order published**  
 Following the High Court judgment handed down on 24 February 2012, Mr Justice Ouseley published his order on 25 April 2012.  
[Read more](#)




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## Community Infrastructure Levy Regulations 2010 (amended)

Draft Charging Schedules for Broadland, Norwich and South Norfolk  
Regulation 16 Publication, 6 February 2012 – 5 March 2012

## Representations Form and Guidance Notes



**NORWICH**  
City Council



**Norfolk** County Council

## **Community Infrastructure Levy Regulations 2010 (amended)**

### **Draft Charging Schedule Publication (Regulation 16)**

**6 February 2012 – 5pm 5 March 2012**

## **Guidance notes**

These guidance notes are intended to guide people through the process of submitting comments at the Draft Charging Schedule stage (Regulation 16: Publication stage). The notes provide an overview of this stage and provide a brief guide to the information to include with comments and the ways in which they can be submitted. Also provided is information on how to contact the GNDP, and other sources, for more information. Detailed information about making a representation is in a separate document 'Statement of Representations'. The Representations Form can be found at the end of these guidance notes.

### **The Community Infrastructure Levy**

The Community Infrastructure Levy (CIL) is part of the new system that sets out how local authorities in England and Wales can secure funding from new developments in their area. The money will be used to fund infrastructure to support development that the council, local community and neighbourhoods want – for example, new or safer road schemes, public transport and walking and cycling schemes, park improvements or a community hall.

The system is very simple. It applies to most new buildings and charges are fixed based on the size, type and location of the new development.

The three councils of Broadland, Norwich and South Norfolk have chosen to work together as the Greater Norwich Development Partnership (GNDP) and adopt a co-ordinated approach to the implementation of CIL. In order to comply with regulations, three separate Draft Charging Schedules have been published for comment.

### **The Draft Charging Schedules**

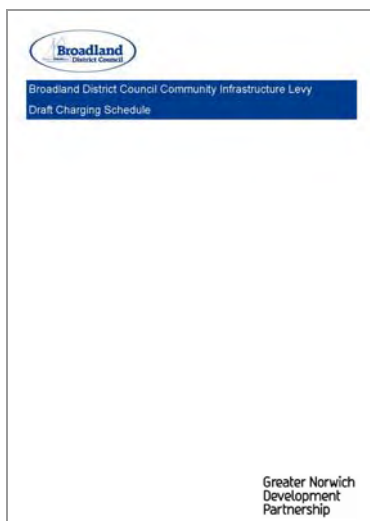
The three Draft Charging Schedules are almost identical and they share the same evidence base. There are two key differences:

- Geographical charging zones: Norwich is entirely in Zone A and Broadland and South Norfolk include areas in both Zone A and Zone B.
- The Norwich City Council Draft Charging Schedule has an additional rate for blocks of flats 6 storeys or more.

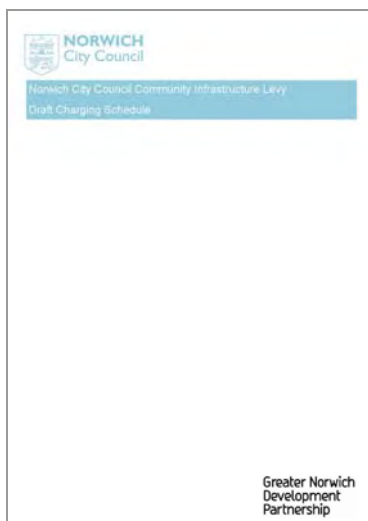
There has already been a preliminary consultation phase and this took place from 3 October 2011 to 14 November 2011. Publication of the Draft Charging Schedules marks a move forward to the final draft phase. At this stage Broadland District Council, Norwich City Council and South Norfolk Council believe that the Draft Charging Schedules are ready to be submitted and therefore the Greater Norwich Development Partnership is publishing them in order to gather comments on whether they are legally compliant. The comments are used by the independent examiner in their consideration of each charging schedule. The comments made at this stage are collated, summarised and submitted with the Draft Charging Schedules. The Councils can make changes before submitting the schedules but are not obliged to.

Draft Charging Schedules for Broadland, Norwich and South Norfolk:  
Representations Form and Guidance Notes

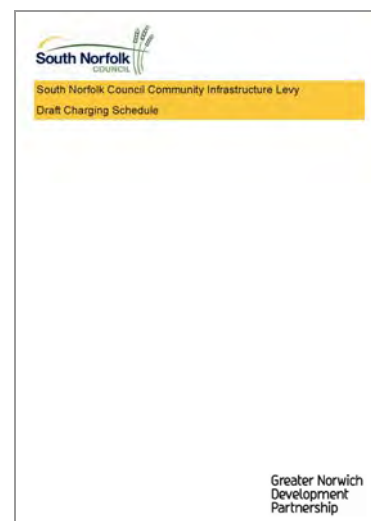
The Broadland District Council Draft Charging Schedule looks like this:



The Norwich City Council Draft Charging Schedule looks like this:



The South Norfolk Council Draft Charging Schedule looks like this:



## Evidence

As part of this consultation a number of documents providing supporting evidence have been published:

Reference	Title
EV 1	Viability Advice on CIL/ Tariff for Broadland, Norwich and South Norfolk
EV 2	CIL Charging Zones Study Main Report (GVA, August 2011)
EV 3	Green Infrastructure and Recreational Open Space Topic Paper
EV 4	CIL Viability Advice: The Impact of Garages on the Sale of New Build
EV 5	Supplementary viability evidence relating to flats in Norwich City
EV 6	Supplementary evidence on Residential Viability
EV 7	Supplementary evidence on the viability of large scale convenience goods based retail development
EV 8.1	Preliminary Draft Charging Schedules for Broadland, Norwich and South Norfolk
EV 8.2	Community Infrastructure Levy: Background and Context v1
EV 8.3	Regulation 15 Preliminary Draft Charging Schedule - Report of Consultation
EV 8.4	Regulation 15 Preliminary Draft Charging Schedule – Consultation responses
EV 8.5	Regulation 15 Preliminary Draft Charging Schedule - Audit of responses and Officer Comments

## Background documentation

There is also earlier background information supporting this consultation:

BG 1	Joint Core Strategy for Broadland, Norwich and South Norfolk: Adopted March 2011
BG 2	Local Investment Plan and Programme (LIPP) v4.1 December 2011
BG 3	Housing Market Assessment Update (Greater Norwich Housing Partnership, Sept 2011)
BG 4	CIL advice note for applicants
BG 5	CIL Developer Focus Group Meetings
BG 6	CIL Developer Forum 10 May 2011
BG 7	Planning Officers Society CIL and Infrastructure Planning Advice Note October 2011
BG 8	Preliminary Draft Charging Schedule - Notice of Consultation
BG 9	CIL Front Runners - PINS Frontloading Visit
BG 10	Update letters to consultees pre-publication

All these documents are available on the GNDP website, at [www.gndp.org.uk](http://www.gndp.org.uk). They can also be viewed at each of the district council offices.

The 'Publication' documents will also be available at libraries, at the Broads Authority offices and at the Norfolk County Council offices at County Hall.

The Department of Communities and Local Government has produced a helpful guide to the Community Infrastructure Levy that can be found on their website:

<http://www.communities.gov.uk/publications/planningandbuilding/cilsummary>

## Making a representation

It doesn't matter where you live, where your business is based or where your Parish Council or Community Group is located, you can comment on any or all of the Draft Charging Schedules. You can:

- Use one form to comment on the Draft Charging Schedule for one district.
- Use one form to give the same comment on two or all three Draft Charging Schedules
- Use more than one form to give different comments for each district's Draft Charging Schedule that you are commenting on

To comply with the Regulations a Statement of Representations has been produced and this document contains the detail about how you should make your representation. **Please read this document before you submit your form.**

If you would like to make comments please consider carefully what it is that you will be commenting on. The Greater Norwich Development Partnership website, [www.gndp.org.uk](http://www.gndp.org.uk), provides a list of representations received on the Preliminary Draft Charging Schedules and the Councils' responses to these comments. The Draft



Charging Schedules have been written taking into account these comments and it is not necessary for them to be repeated.

**Any comments you make will be public and published on the GNDP website.**

At the Examination in Public stage, the independent examiner will consider:

- whether the charging schedules are informed by / consistent with appropriate economic viability and infrastructure evidence?
- whether the rates strike an appropriate balance between the desirability of funding infrastructure from CIL and the potential effects on the economic viability of development across the District?
- whether the Charging Authorities have complied with the procedural requirements set out in the 2008 Act and 2010 Regulations (as amended)?

It should be noted it is acceptable to use different approaches and methodologies in developing a charging schedule, including testing of viability. The decision on where the levy is set to ensure an appropriate balance has been met is a matter for the charging authorities, namely Broadland District Council, Norwich City Council and South Norfolk Council, as long as it is shown to be within the margins set by viability.

If you think you would like to make further comments please note the following:

**Do you think changes should be made?**

If you think the Draft Charging Schedules could be changed to address your comments please say precisely how you think the Schedules should be changed. You should support your comment with evidence showing why the schedule(s) should be changed.

Comments should succinctly cover all the information, evidence and supporting information necessary to support or justify the comment and the suggested change. You should assume that there will not be an opportunity to add further information, although the examiner may request additional information from you, based on the matters and issues he/she identifies for examination.

### **Further Communications**

Please indicate on the comment form whether you wish to:

- a. request to be heard by the independent examiner;
- b. request to be notified at a specified address of any of the following –
  - i. that the Draft Charging Schedule has been submitted to the examiner in accordance with Section 212 of Planning Act 2008,
  - ii. the publication of the recommendations of the Examiner and the reasons for those recommendations, and
  - iii. the approval of the Charging Schedule by the Charging Authority.

The Examiner will determine the most appropriate procedure to adopt to hear those who wish to attend for the oral part of the examination.

### **Supporting Documents**

You can support your comment with documents, for example where they contain evidence that supports a change you are suggesting. Please do not submit documents that are publicly available or that are subject to copyright as copies are

needed for the examination process. However, these documents will need to be clearly referenced.

If you are submitting comments please list any documents that you are sending to support your comment.

### **How to Submit Comments**

**By email:** cil@gndp.org.uk

Comments can be submitted by email and will be accepted if sent before the closing date and time, 5pm 5 March 2012. Please use the Word version of the Representations Form which is available on the Partnership's website. Please do not submit your form as a scanned document. You will receive email confirmation that your form has been received and after allowing us time to process your form it will appear on the website **www.gndp.org.uk**.

**Hard Copy:** by post, fax or delivered in person

If you are sending your form by post please allow sufficient time for delivery. Forms received after the closing date will not be accepted.

Forms may be delivered in person to a member of the Council's reception staff at your local district council office:

- Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Norwich NR7 0DU
- Norwich City Council, City Hall, St Peter's Street, Norwich, NR2 1NH
- South Norfolk Council, South Norfolk House, Swan Lane, Long Stratton, NR15 2XE

### **Further information**

Further information on the preparation, publication and examination of documents is provided in the Planning Act 2008, the Community Infrastructure Levy Regulations 2010 (as amended) and in the DCLG Community Infrastructure Levy Guidance available on the Planning Advisory Service website.



The preparation of the Community Infrastructure Levy is a public process and your full representation will be made public for this purpose.	<i>For office use only:</i>
	<i>Date received:</i>
	<i>Rep no:</i>

# Greater Norwich Development Partnership

## Community Infrastructure Levy Draft Charging Schedules for Broadland, Norwich and South Norfolk

### Representations Form

Please return to:

By email: cil@gndp.org.uk  
By post: Greater Norwich Development Partnership  
PO Box 3466  
Norwich  
NR7 0DU

**All comments must be received by 5pm on Monday 5 March 2012**

**Please read the Statement of Representations Procedure and Guidance Notes before you complete this form.**

#### 1. Personal details:

*\*If an agent is appointed, please complete only the Title and Name boxes in column 1 below, but complete the full contact details of the agent in column 2.*

Title

First name

Last name

Job title

Organisation

Address

Postcode

Telephone no.

Email address

#### 2. Agents details (if applicable)

**Q1.** Do you consider the Council(s) has followed a correct approach in developing the Draft Charging Schedule as required by the Community Infrastructure Levy Regulations 2010 (as amended)?

Yes  No

**I would like my representation to be considered for (please tick all that apply):**

Broadland District Council's Draft Charging Schedule.....

Norwich City Council's Draft Charging Schedule.....

South Norfolk Council's Draft Charging Schedule.....

If no:

a. Did you raise this issue at the Preliminary Draft Charging Schedule Consultation Stage?

Yes  No

b. Please give details of what change(s) you consider are necessary, having regard to the legal requirements for a charging schedule and, if not raised previously, why not. You will need to say why you think this change will make the Draft Charging Schedule legally compliant. It will be very helpful if you could also put forward your suggested revised wording of any text. Please note your comment should briefly cover all the information, evidence and supporting information necessary to support or justify the representation and the suggested change as, after this stage, further submissions will only be possible at the request of the examiner, based on the matters and issues he/she identifies for examination. Please be as precise as possible. Only information that relates to the representation will be accepted.

*Please add your comments here*



### Notification requests

In line with the Statement of Representations procedure, please indicate if you wish to be:

- heard by the Examiner
- notified that the Draft Charging Schedule has been submitted to the Examiner in accordance with Section 212 of the Planning Act 2008
- notified of the publication of the recommendations of the Examiner and the reasons for those recommendations
- notified of the approval of the Charging Schedule by the Charging Authority(s)

### Signature:

Signature:	Date:
------------	-------

NB: A signature is not required on forms returned electronically

Please email to [cil@gndp.org.uk](mailto:cil@gndp.org.uk) or post to Greater Norwich Development Partnership, PO Box 3466, Norwich, NR7 0DU

# **APPENDIX**

# **2**

## Statement of Modifications to the Community Infrastructure Levy Draft Charging Schedule for Broadland District Council

### Scope of Statement of Modifications

This Statement of Modifications sets out the modifications which Broadland District Council has made to its Draft Charging Schedule since it was published in February 2012 in accordance with Regulation 16 of the Community Infrastructure Levy Regulations 2010 (as amended by the Community Infrastructure Levy Regulations 2011).

### Submission of Draft Charging Schedules for Examination

The Council is submitting its Draft Charging Schedule for Examination on 30 July 2012. This Statement of Modifications has been duly sent to all consultation bodies invited to make representations under Regulation 15 of the Community Infrastructure Levy Regulations 2010 (as amended by the Community Infrastructure Regulations 2011). Further information in relation to the examination is available on the Greater Norwich Development Partnership (GNDP) website ([www.gndp.org.uk/our-work/CIL](http://www.gndp.org.uk/our-work/CIL)).

### Requests to be heard

Any person may request to be heard by the Examiner in relation to the modifications as set out in this Statement of Modifications. Requests to be heard must include the details of the modifications on which the person wishes to be heard (by reference to the Statement of Modifications). Additional detail is also sought in relation to whether those requesting to be heard support or oppose the modifications and why. The GNDP will submit a copy of each request it receives to the Examiner. Requests to be heard by the Examiner must be made in writing within 4 weeks of submission (by Friday 7 September 2012) to:

Greater Norwich Development Partnership  
PO Box 3466  
Norwich  
NR7 7NX

Or by email to:

[cil@gndp.org.uk](mailto:cil@gndp.org.uk)

### Modifications to Draft Charging Schedule:

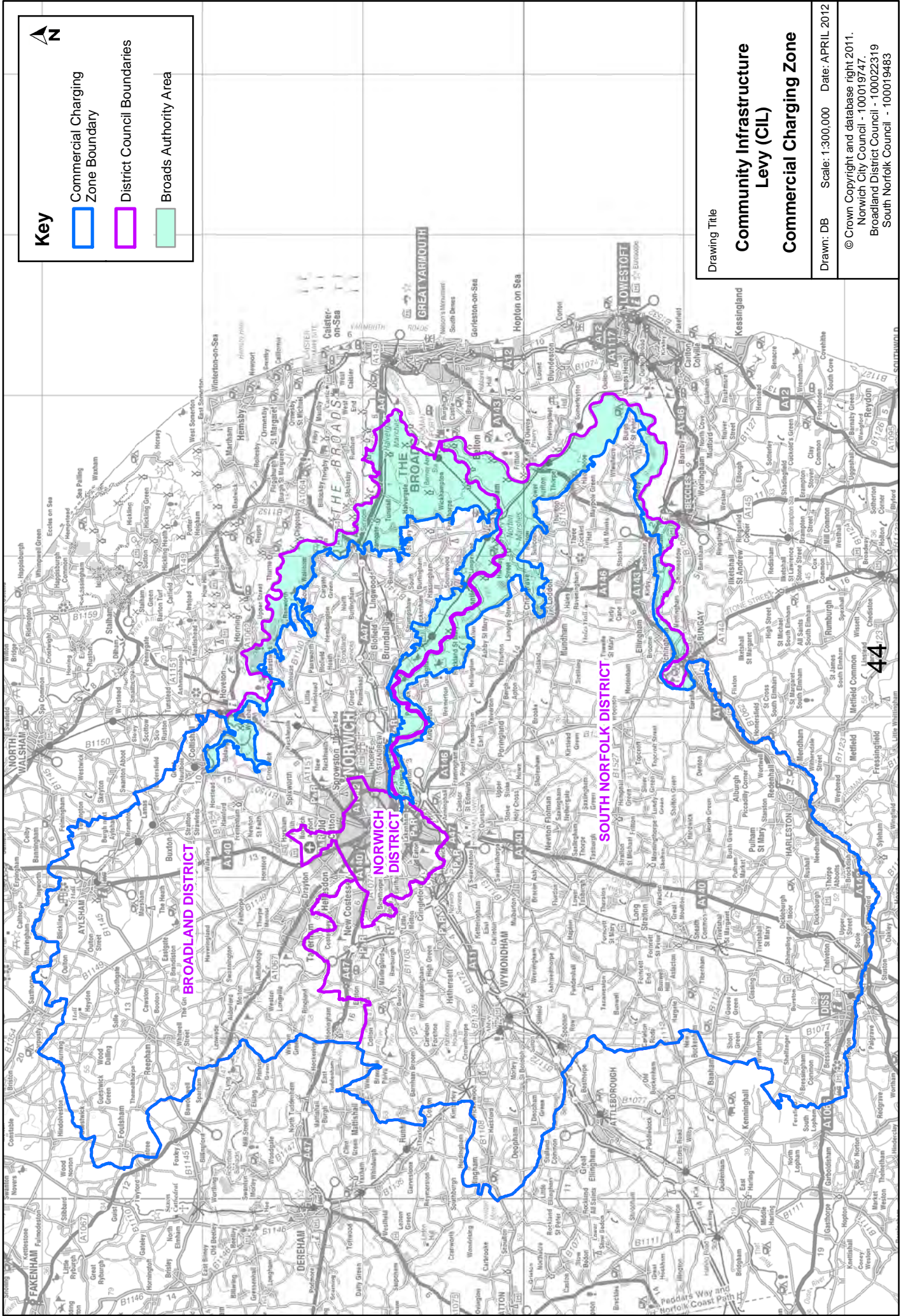
Section	Modification	Reason
Paragraph 5.1	<p>Change calculation from</p> $\frac{\text{CIL Rate} \times \text{Chargeable Floor Area} \times \text{BCIS Tender Price Index (at Date of Planning Permission)}}{\text{BCIS Tender Price Index (at Date of Charging Schedule)}}$ <p>to</p> $\text{CIL Rate} \times \text{Chargeable Floor}$	To conform with Regulation

<b>Section</b>	<b>Modification</b>	<b>Reason</b>
	Area x BCIS Tender Price Index (for the year which planning permission was granted) <hr/> BCIS Tender Price Index (for the year which the charging schedule took effect)	
Appendix one	Broads Authority area shaded and added to the key. (see attached maps)	To add clarity to the charging zones maps following representations on the Draft Charging Schedule

In addition to the above modification, there is a further point to be noted. Whilst this should be considered a correction, for clarity and certainty it is noted within this Statement of Modifications.

<b>Section</b>	<b>Modification</b>	<b>Reason</b>
4.	Table detailing CIL rates 'All other developments covered by the CIL regulations (including shared-user/ decked garages)' to 'All other developments covered by the CIL regulations (including shared-user/ decked garages and B1, B2, B8 and C1 uses')	To add clarity following representations on the Draft Charging Schedule

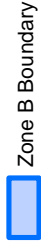








**Key**

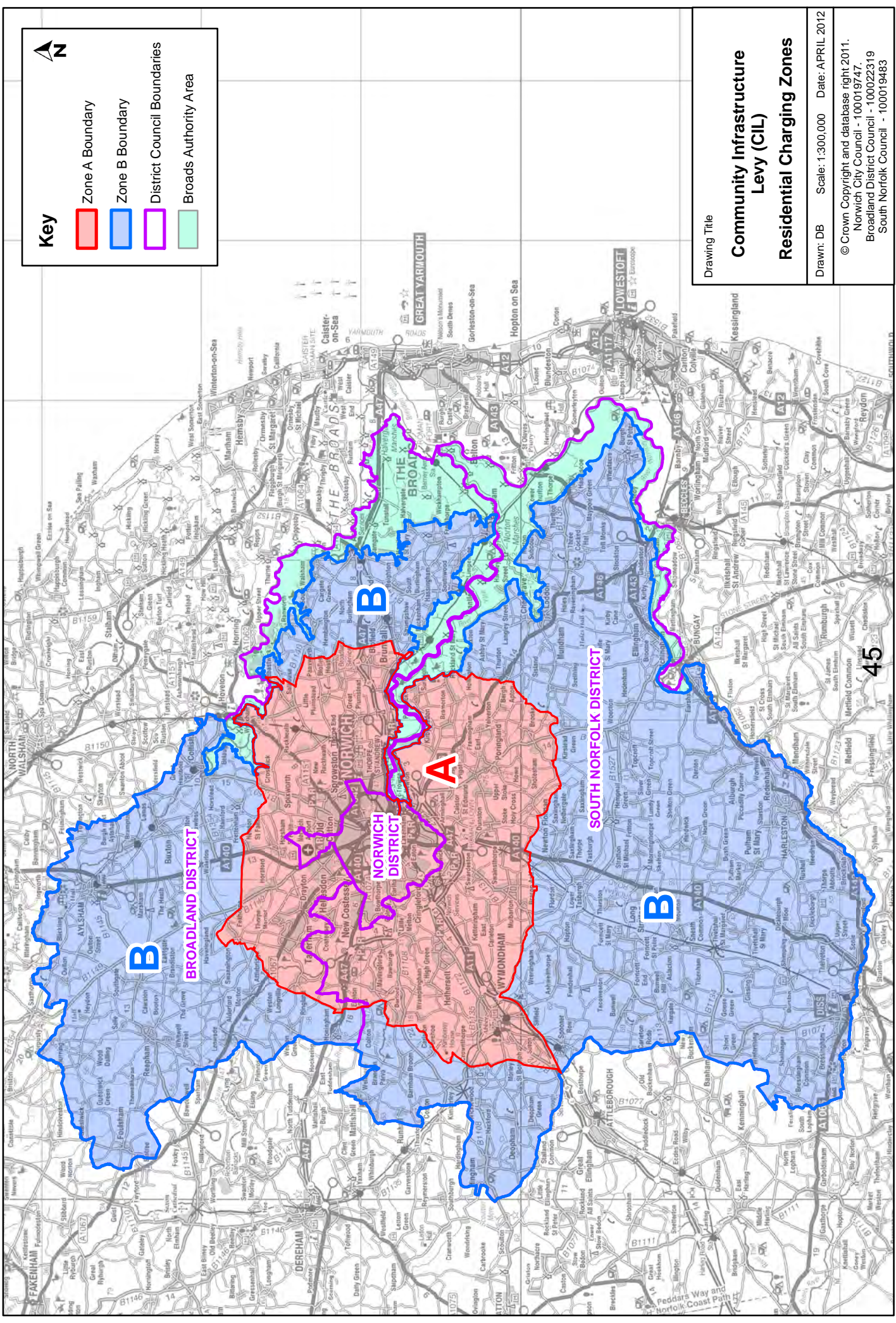


Zone A Boundary

Zone B Boundary

District Council Boundaries

Broads Authority Area



Drawing Title

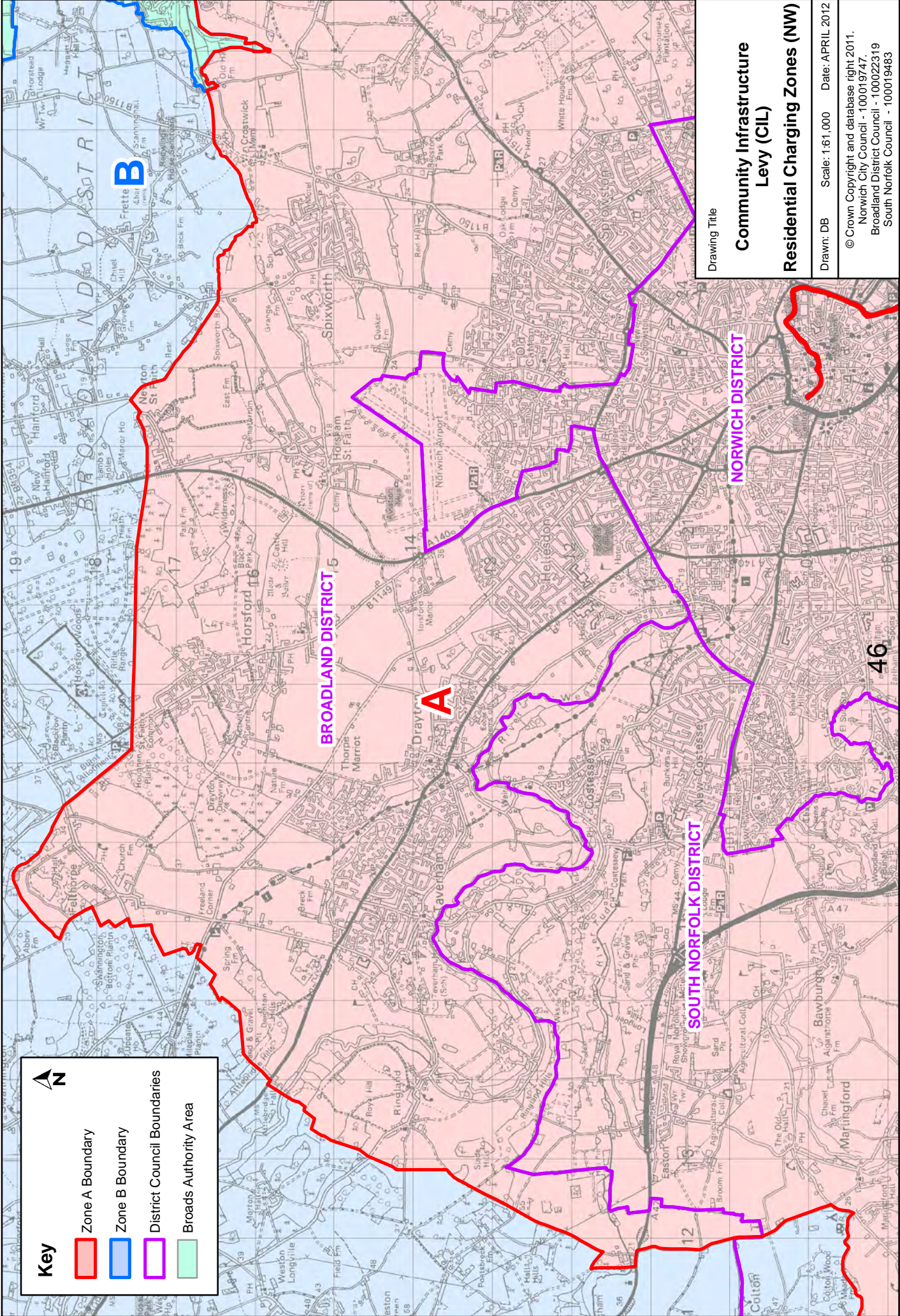
**Community Infrastructure Levy (CIL)**

**Residential Charging Zones**

Drawn: DB Scale: 1:300,000 Date: APRIL 2012

© Crown Copyright and database right 2011.  
Norwich City Council - 100019747  
Broadland District Council - 100022319  
South Norfolk Council - 100019483





**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries
- Broads Authority Area

Drawing Title

## Community Infrastructure Levy (CIL)

### Residential Charging Zones (NW)

Drawn: DB    Scale: 1:61,000    Date: APRIL 2012

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 Norwich City Council - 100019747  
 Broadland District Council - 100022319  
 South Norfolk Council - 100019483

NORWICH DISTRICT

BROADLAND DISTRICT

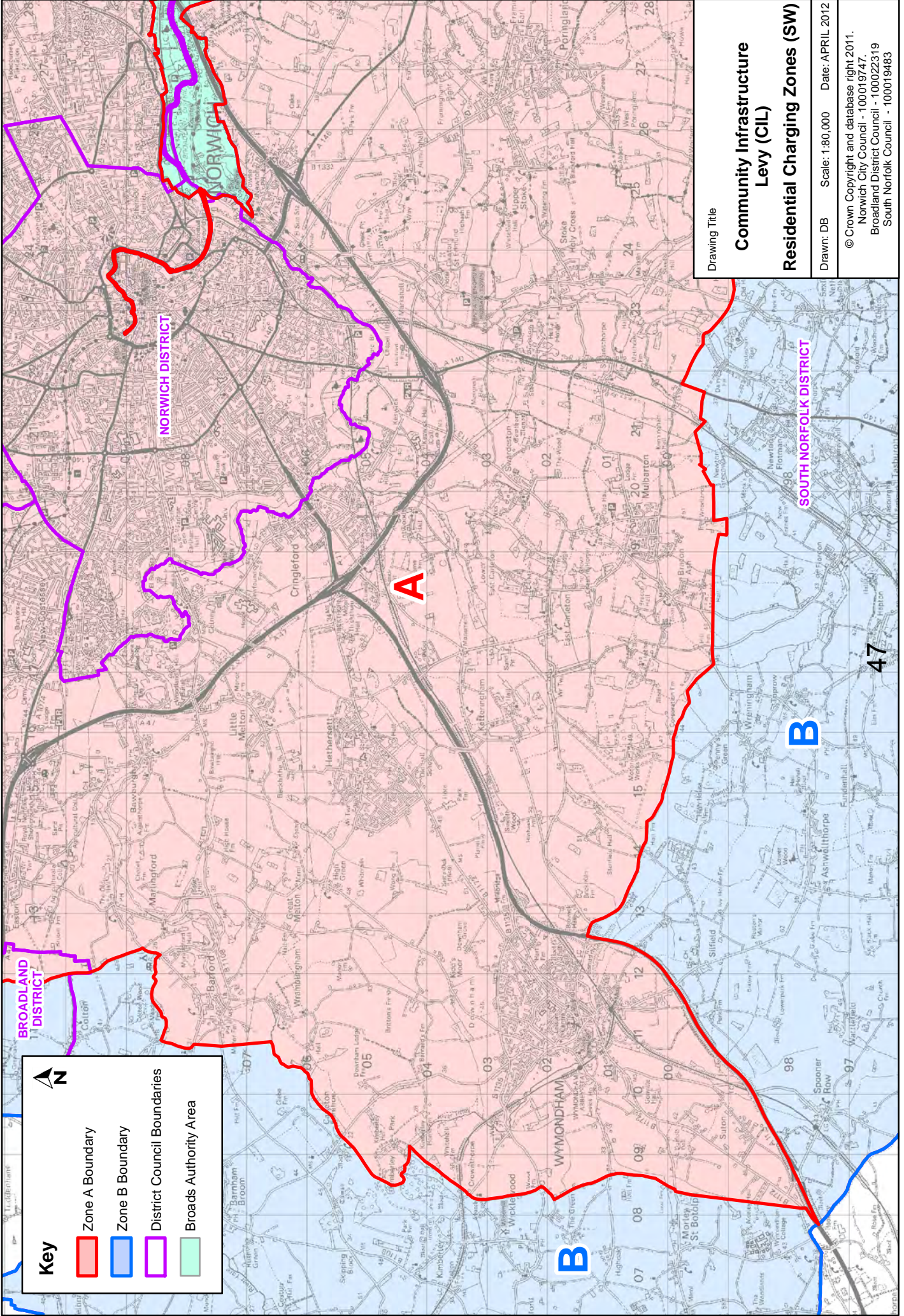
SOUTH NORFOLK DISTRICT

46

B

A





**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries
- Broads Authority Area

Drawing Title

## Community Infrastructure Levy (CIL)

### Residential Charging Zones (SW)

Drawn: DB    Scale: 1:80,000    Date: APRIL 2012

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 Broadland District Council - 100022319  
 South Norfolk Council - 100019483

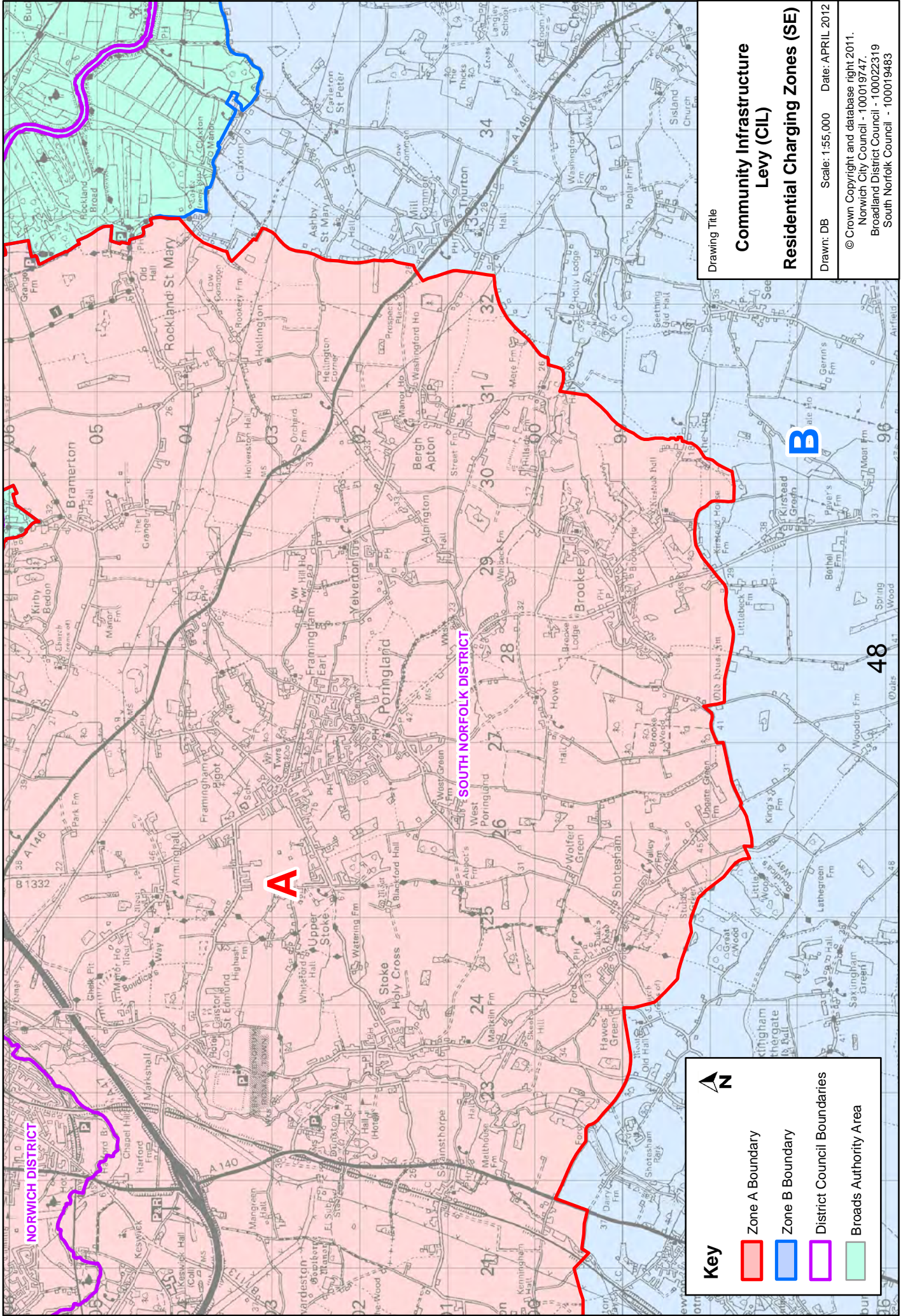
47

A

B

B





Drawing Title

## Community Infrastructure Levy (CIL) Residential Charging Zones (SE)

Drawn: DB    Scale: 1:55,000    Date: APRIL 2012

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Broadland District Council - 100022319  
South Norfolk Council - 100019483

**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries
- Broads Authority Area



48

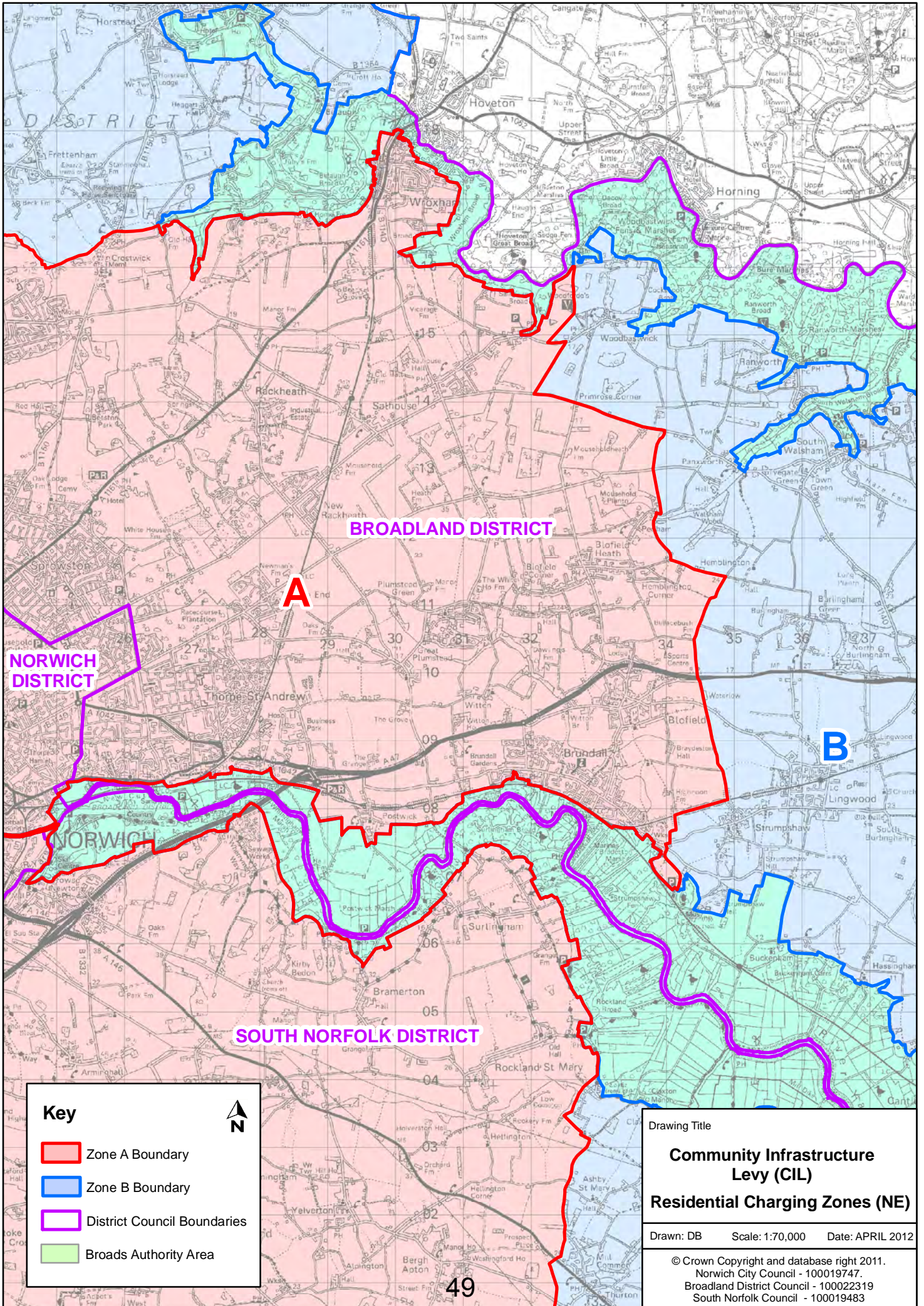
A

B

SOUTH NORFOLK DISTRICT

NORWICH DISTRICT





**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries
- Broads Authority Area

**N**

Drawing Title

**Community Infrastructure Levy (CIL)**

**Residential Charging Zones (NE)**

Drawn: DB    Scale: 1:70,000    Date: APRIL 2012

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 Broadland District Council - 100022319  
 South Norfolk Council - 100019483



# Statement of Modifications to the Community Infrastructure Levy Draft Charging Schedule for Norwich City Council

## Scope of Statement of Modifications

This Statement of Modifications sets out the modifications which Norwich City Council has made to its Draft Charging Schedule since it was published in February 2012 in accordance with Regulation 16 of the Community Infrastructure Levy Regulations 2010 (as amended by the Community Infrastructure Levy Regulations 2011).

## Submission of Draft Charging Schedules for Examination

The Council is submitting its Draft Charging Schedule for Examination on 30 July 2012. This Statement of Modifications has been duly sent to all consultation bodies invited to make representations under Regulation 15 of the Community Infrastructure Levy Regulations 2010 (as amended by the Community Infrastructure Regulations 2011). Further information in relation to the examination is available on the Greater Norwich Development Partnership (GNDP) website ([www.gndp.org.uk/our-work/CIL](http://www.gndp.org.uk/our-work/CIL)).

## Requests to be heard

Any person may request to be heard by the Examiner in relation to the modifications as set out in this Statement of Modifications. Requests to be heard must include the details of the modifications on which the person wishes to be heard (by reference to the Statement of Modifications). Additional detail is also sought in relation to whether those requesting to be heard support or oppose the modifications and why. The GNDP will submit a copy of each request it receives to the Examiner. Requests to be heard by the Examiner must be made in writing within 4 weeks of submission (by Friday 7 September 2012) to:

Greater Norwich Development Partnership  
PO Box 3466  
Norwich  
NR7 7NX

Or by email to:

[cil@gndp.org.uk](mailto:cil@gndp.org.uk)

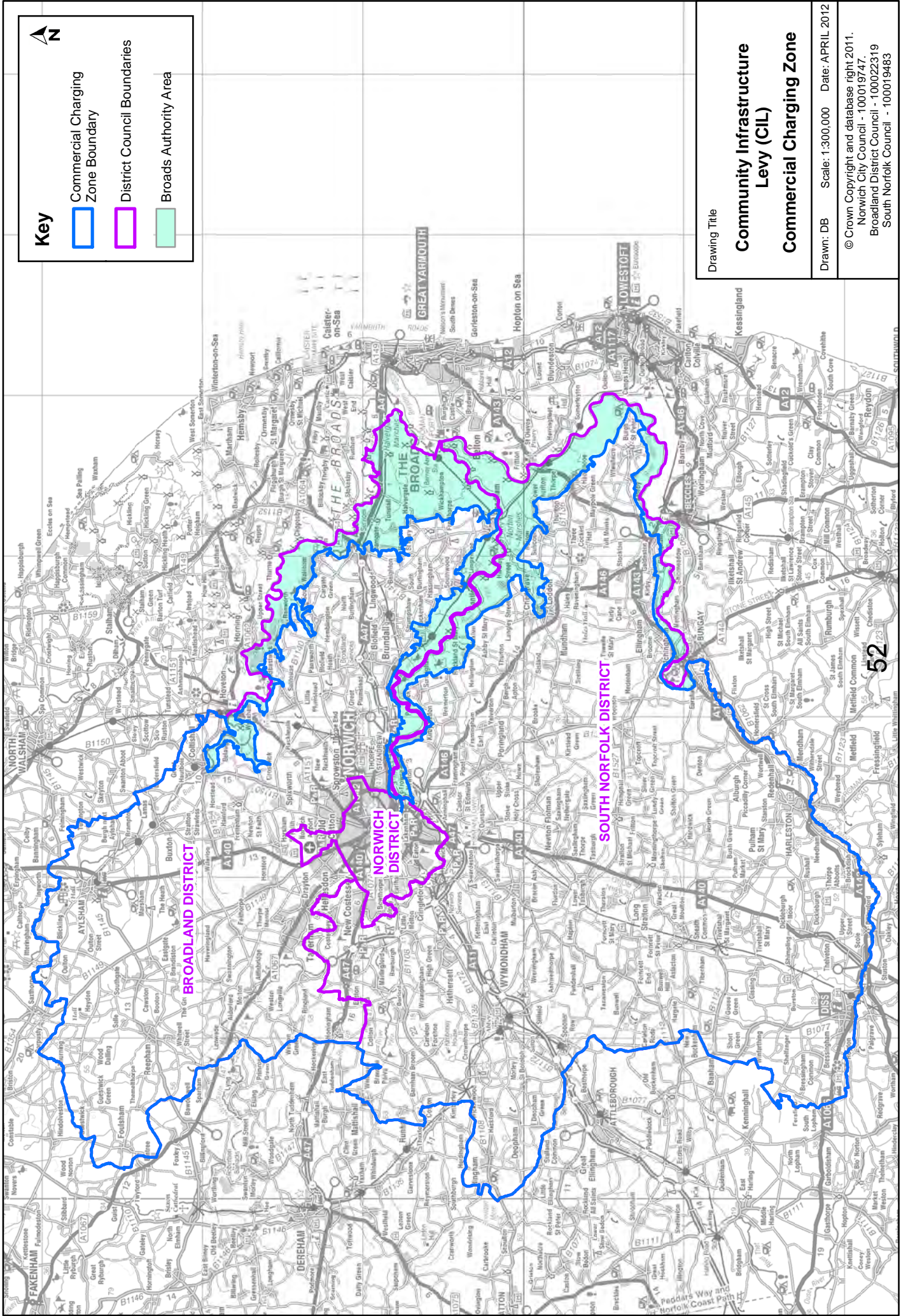
## Modifications to Draft Charging Schedule:

Section	Modification	Reason
4.	Table detailing CIL rates 'Flats in blocks of 6 storeys and above' Threshold reduced to 'Flats in blocks of 5 storeys and above'	Additional viability evidence / representations on the Draft Charging Schedule
Paragraph 5.1	Change calculation from $\frac{\text{CIL Rate} \times \text{Chargeable Floor Area} \times \text{BCIS Tender Price Index (at Date of Planning Permission)}}{\text{BCIS Tender Price Index (at Date of Charging Schedule)}}$ to	To conform with Regulation

<b>Section</b>	<b>Modification</b>	<b>Reason</b>
	$\frac{\text{CIL Rate} \times \text{Chargeable Floor Area} \times \text{BCIS Tender Price Index}}{\text{BCIS Tender Price Index}}$ (for the year which planning permission was granted) (for the year which the charging schedule took effect)	
Appendix one	Broads Authority area shaded and added to the key (see attached maps).	To add clarity to the charging zones maps following representations on the Draft Charging Schedule

In addition to the above modification, there is a further point to be noted. Whilst this should be considered a correction, for clarity and certainty it is noted within this Statement of Modifications.

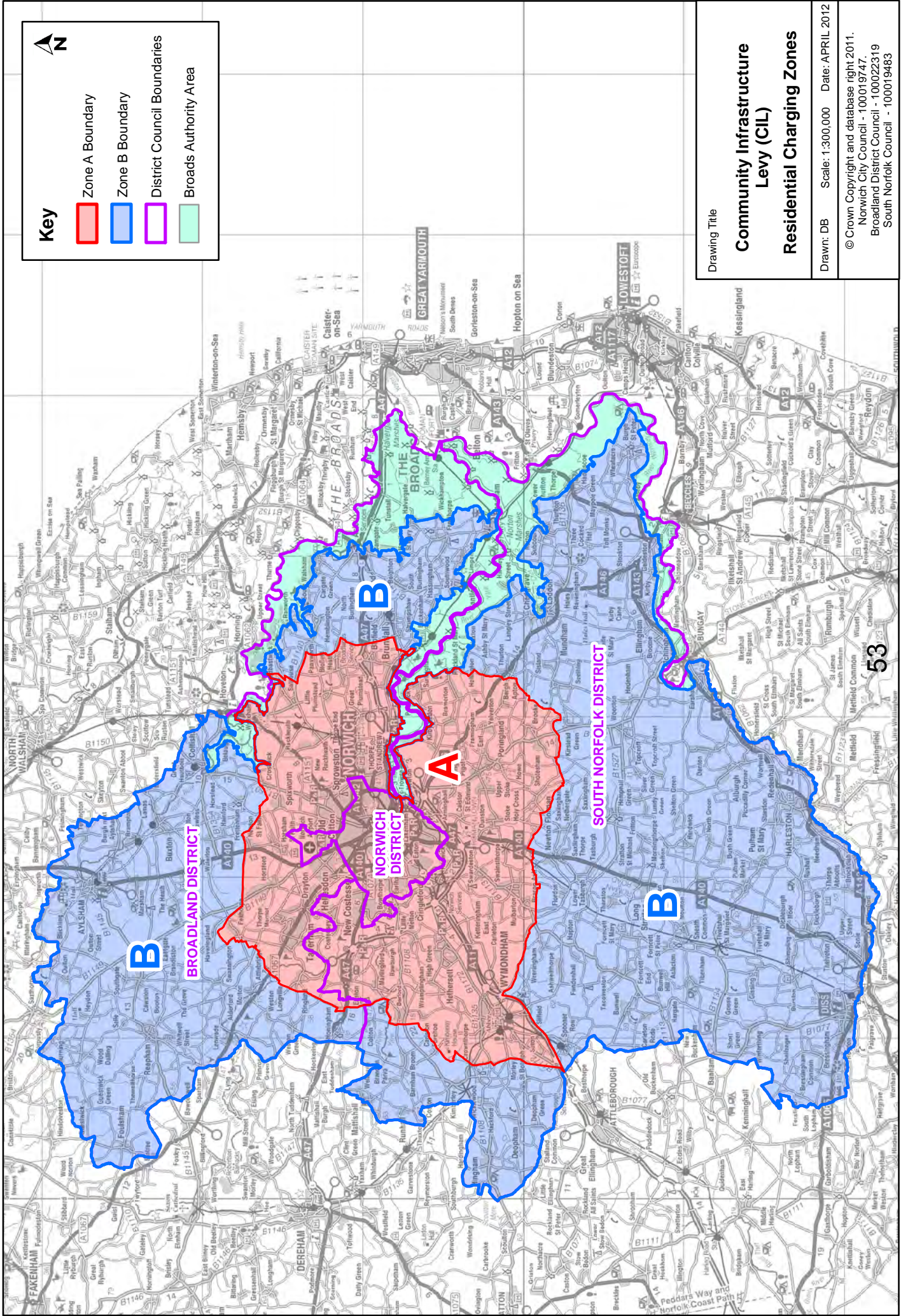
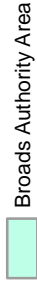
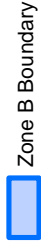
<b>Section</b>	<b>Modification</b>	<b>Reason</b>
4.	Table detailing CIL rates 'All other developments covered by the CIL regulations (including shared-user/ decked garages)' to 'All other developments covered by the CIL regulations (including shared-user/ decked garages and B1, B2, B8 and C1 uses')	To add clarity following representations on the Draft Charging Schedule







**Key**



Drawing Title

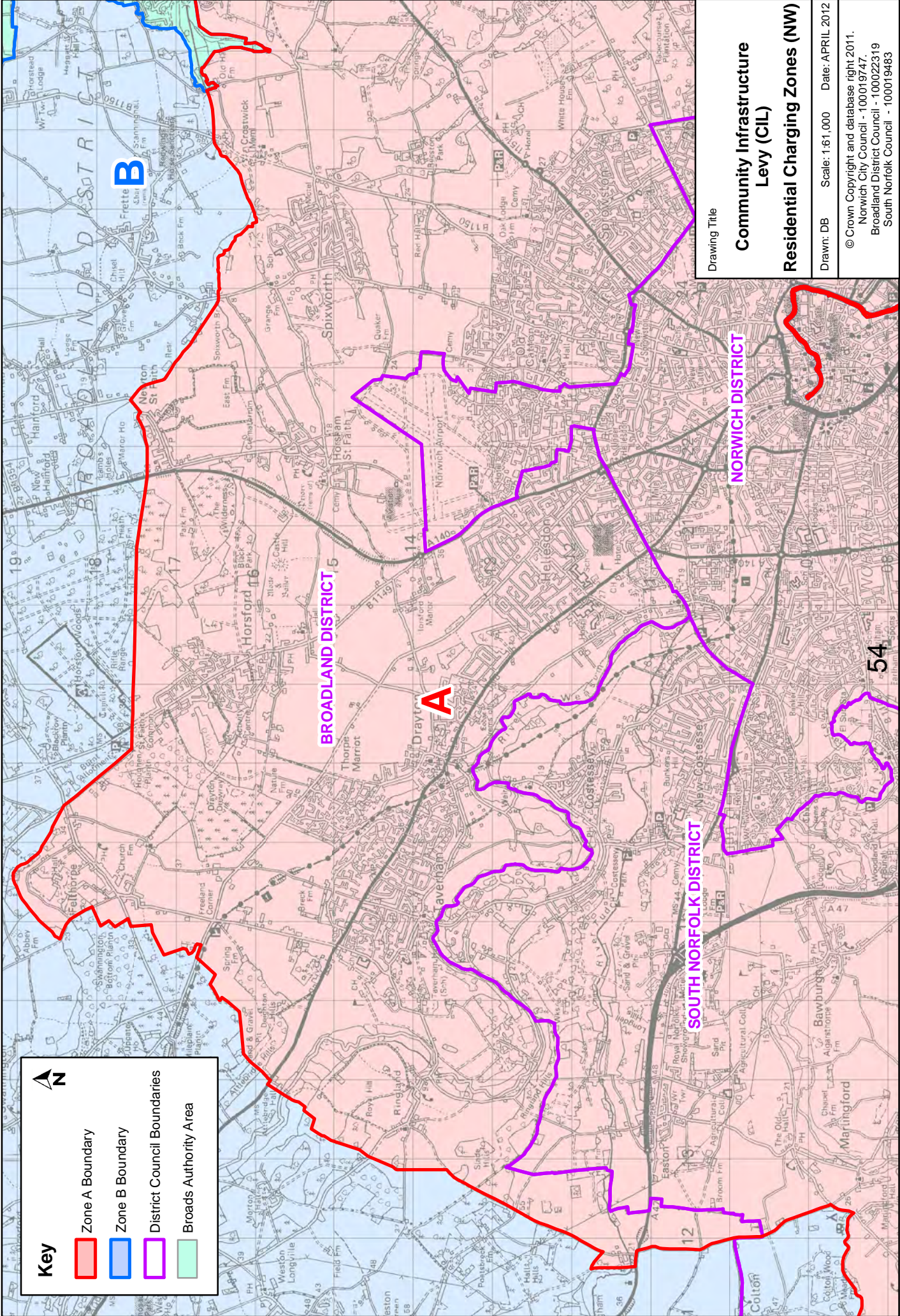
**Community Infrastructure Levy (CIL)**

**Residential Charging Zones**

Drawn: DB Scale: 1:300,000 Date: APRIL 2012

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Norwich City Council - 100019747  
Broadland District Council - 100022319  
South Norfolk Council - 100019483





**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries
- Broads Authority Area

Drawing Title

**Community Infrastructure Levy (CIL)**  
**Residential Charging Zones (NW)**

Drawn: DB    Scale: 1:61,000    Date: APRIL 2012

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 Norwich City Council - 100019747  
 Broadland District Council - 100022319  
 South Norfolk Council - 100019483

NORWICH DISTRICT

BROADLAND DISTRICT

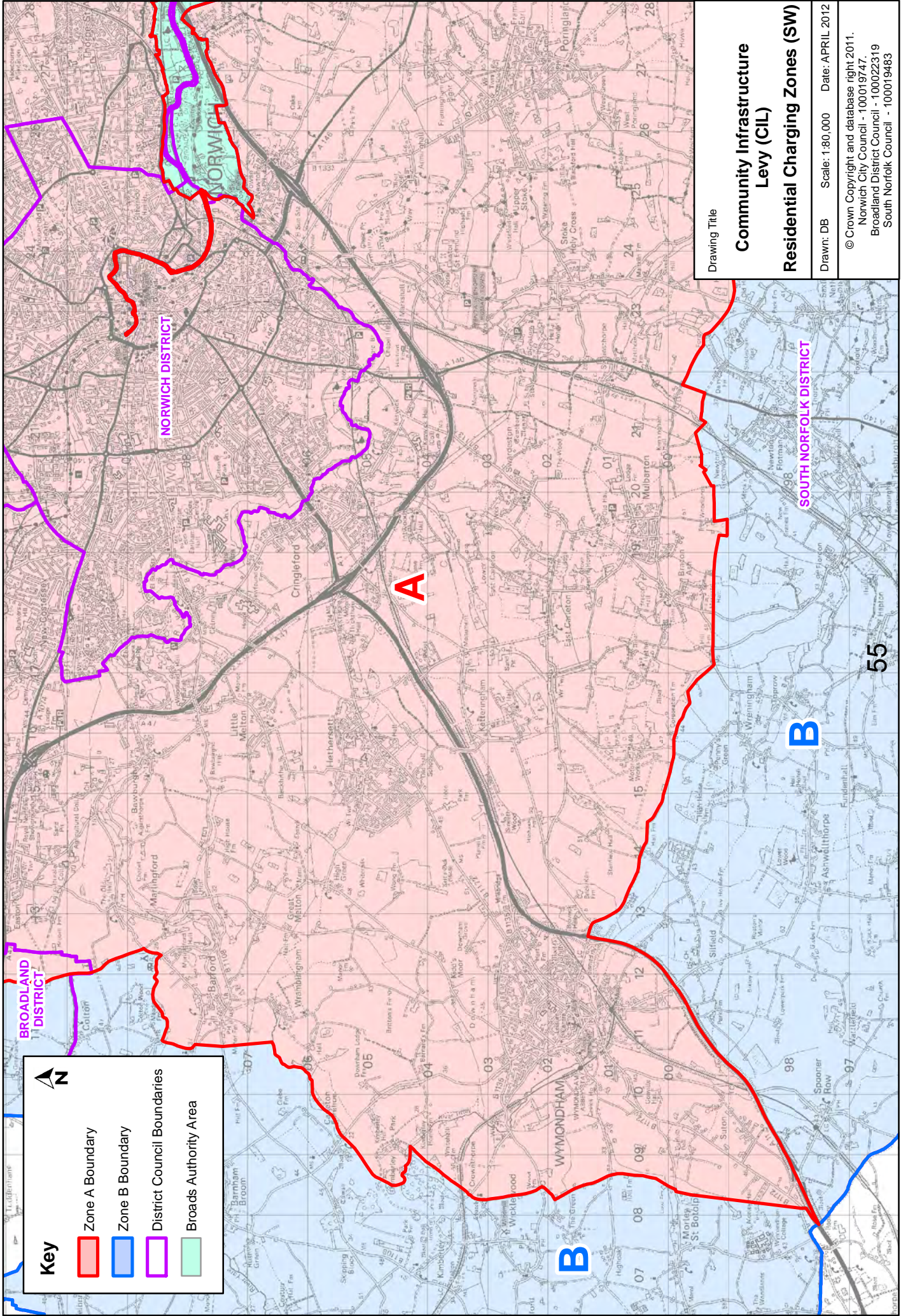
SOUTH NORFOLK DISTRICT

54

B

A





Drawing Title

**Community Infrastructure Levy (CIL)**

**Residential Charging Zones (SW)**

Drawn: DB    Scale: 1:80,000    Date: APRIL 2012

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 Norwich City Council - 100019747  
 Broadland District Council - 100022319  
 South Norfolk Council - 100019483

**Key**

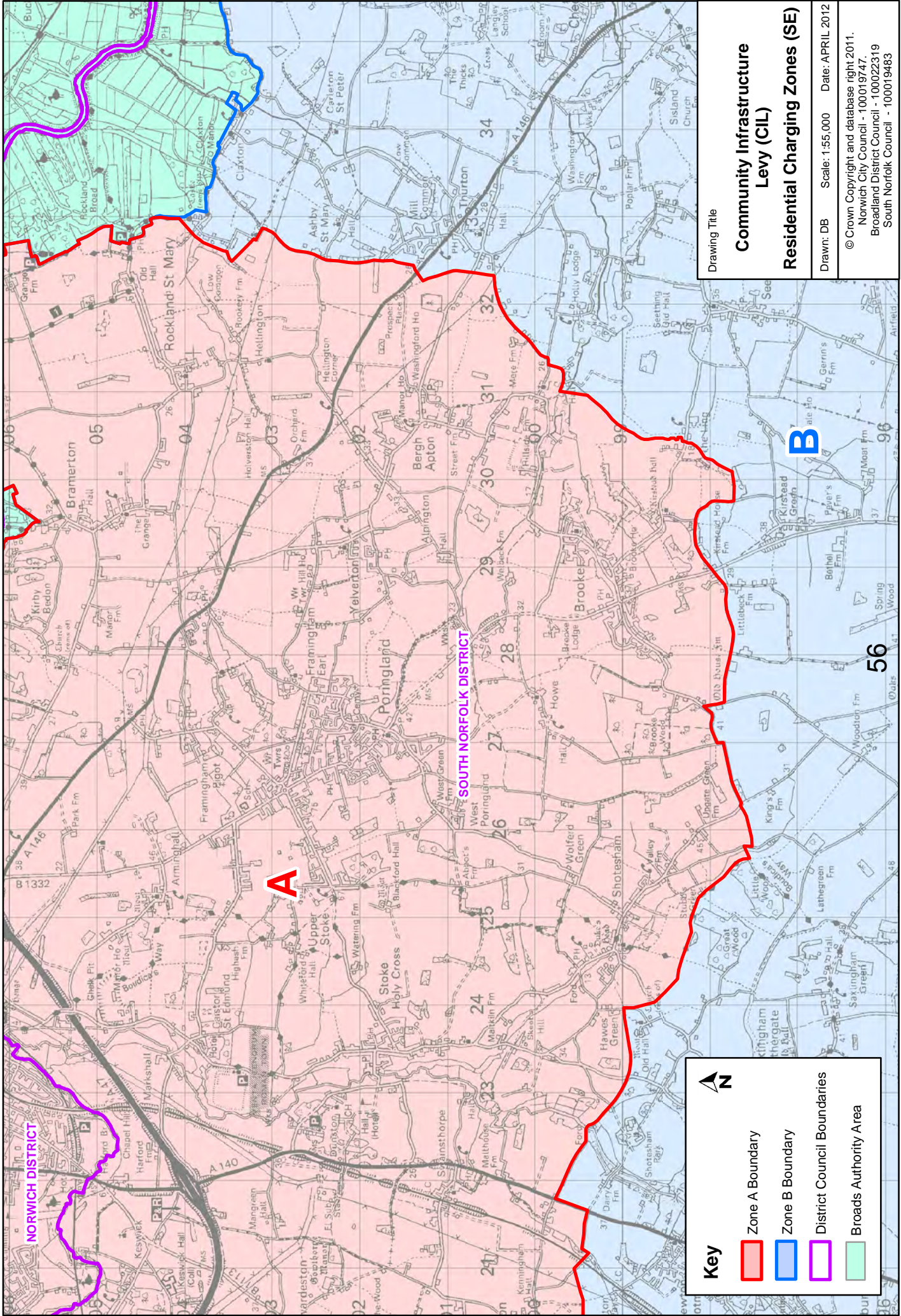
- Zone A Boundary
- Zone B Boundary
- District Council Boundaries
- Broadland Authority Area

**A**

**B**

55





Drawing Title

## Community Infrastructure Levy (CIL) Residential Charging Zones (SE)

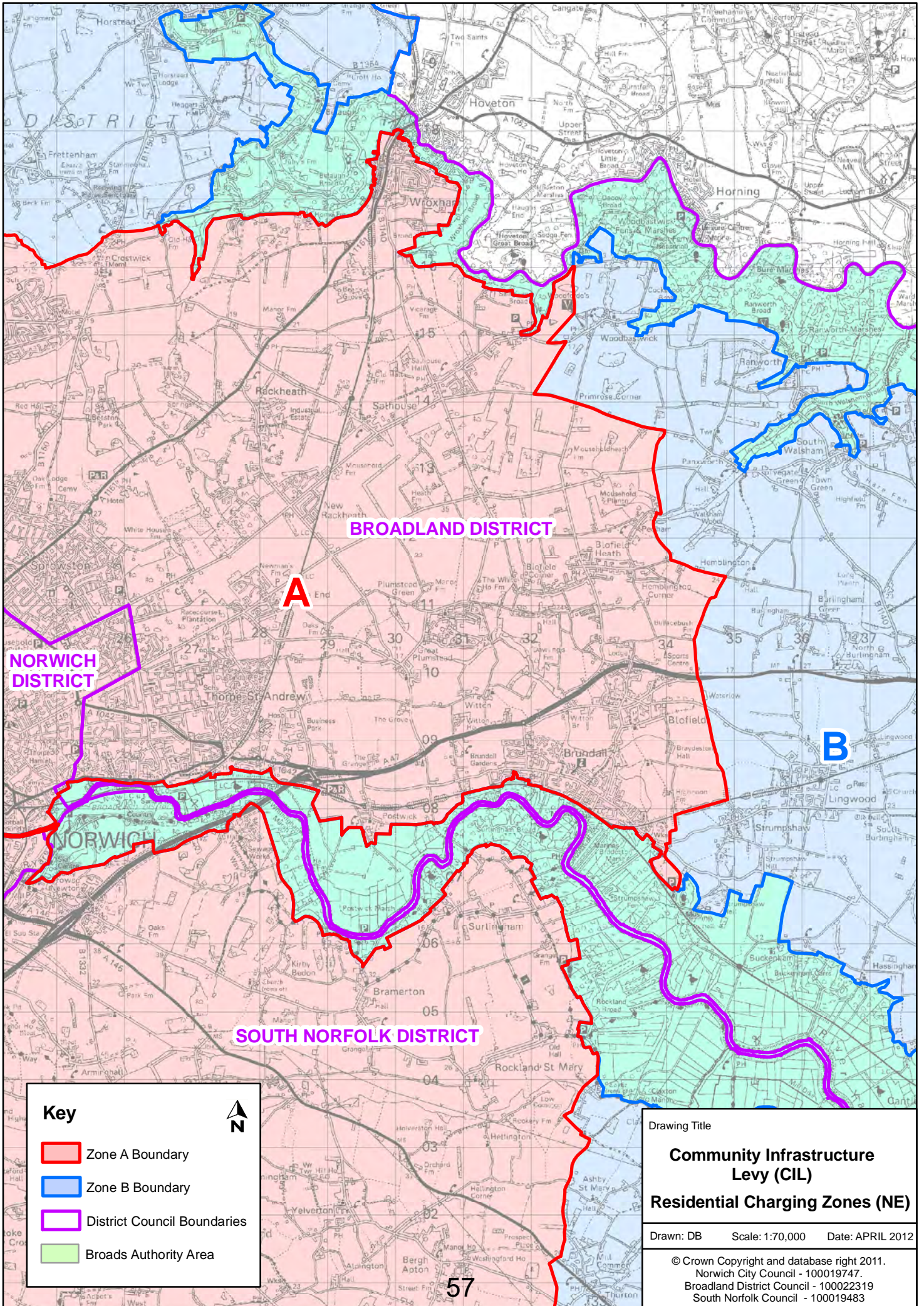
Drawn: DB Scale: 1:55,000 Date: APRIL 2012

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Norwich City Council - 100019747  
Broadland District Council - 100022319  
South Norfolk Council - 100019483

### Key

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries
- Broads Authority Area





**BROADLAND DISTRICT**

**NORWICH DISTRICT**

**NORWICH**

**SOUTH NORFOLK DISTRICT**

**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries
- Broads Authority Area



Drawing Title

**Community Infrastructure Levy (CIL)**

**Residential Charging Zones (NE)**

Drawn: DB    Scale: 1:70,000    Date: APRIL 2012

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 Norwich City Council - 100019747.  
 Broadland District Council - 100022319  
 South Norfolk Council - 100019483



## Statement of Modifications to the Community Infrastructure Levy Draft Charging Schedule for South Norfolk Council

### Scope of Statement of Modifications

This Statement of Modifications sets out the modifications which South Norfolk Council has made to its Draft Charging Schedule since it was published in February 2012 in accordance with Regulation 16 of the Community Infrastructure Levy Regulations 2010 (as amended by the Community Infrastructure Levy Regulations 2011).

### Submission of Draft Charging Schedules for Examination

The Council is submitting its Draft Charging Schedule for Examination on 30 July 2012. This Statement of Modifications has been duly sent to all consultation bodies invited to make representations under Regulation 15 of the Community Infrastructure Levy Regulations 2010 (as amended by the Community Infrastructure Regulations 2011). Further information in relation to the examination is available on the Greater Norwich Development Partnership (GNDP) website ([www.gndp.org.uk/our-work/CIL](http://www.gndp.org.uk/our-work/CIL)).

### Requests to be heard

Any person may request to be heard by the Examiner in relation to the modifications as set out in this Statement of Modifications. Requests to be heard must include the details of the modifications on which the person wishes to be heard (by reference to the Statement of Modifications). Additional detail is also sought in relation to whether those requesting to be heard support or oppose the modifications and why. The GNDP will submit a copy of each request it receives to the Examiner. Requests to be heard by the Examiner must be made in writing within 4 weeks of submission (by Friday 7 September 2012) to:

Greater Norwich Development Partnership  
PO Box 3466  
Norwich  
NR7 7NX

Or by email to:

[cil@gndp.org.uk](mailto:cil@gndp.org.uk)

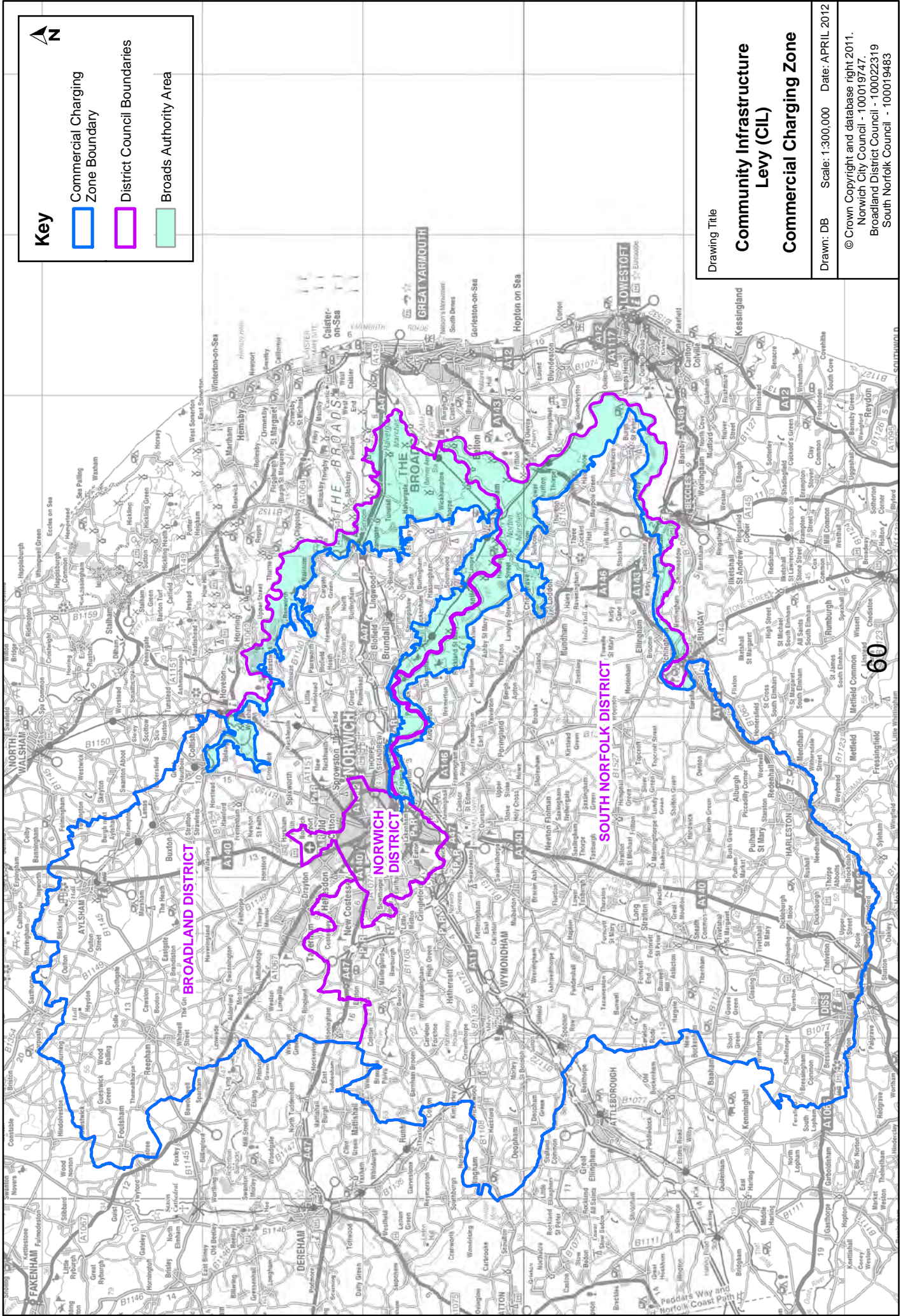
### Modifications to Draft Charging Schedule:

Section	Modification	Reason
Paragraph 5.1	<p>Change calculation from</p> $\frac{\text{CIL Rate} \times \text{Chargeable Floor Area} \times \text{BCIS Tender Price Index (at Date of Planning Permission)}}{\text{BCIS Tender Price Index (at Date of Charging Schedule)}}$ <p>to</p> $\text{CIL Rate} \times \text{Chargeable Floor}$	To conform with Regulation

<b>Section</b>	<b>Modification</b>	<b>Reason</b>
	Area x BCIS Tender Price Index (for the year which planning permission was granted) <hr/> BCIS Tender Price Index (for the year which the charging schedule took effect)	
Appendix one	Broads Authority area shaded and added to the key (see attached maps).	To add clarity to the charging zones maps following representations on the Draft Charging Schedule

In addition to the above modification, there is a further point to be noted. Whilst this should be considered a correction, for clarity and certainty it is noted within this Statement of Modifications.

<b>Section</b>	<b>Modification</b>	<b>Reason</b>
4.	Table detailing CIL rates 'All other developments covered by the CIL regulations (including shared-user/ decked garages)' to 'All other developments covered by the CIL regulations (including shared-user/ decked garages and B1, B2, B8 and C1 uses')	To add clarity following representations on the Draft Charging Schedule

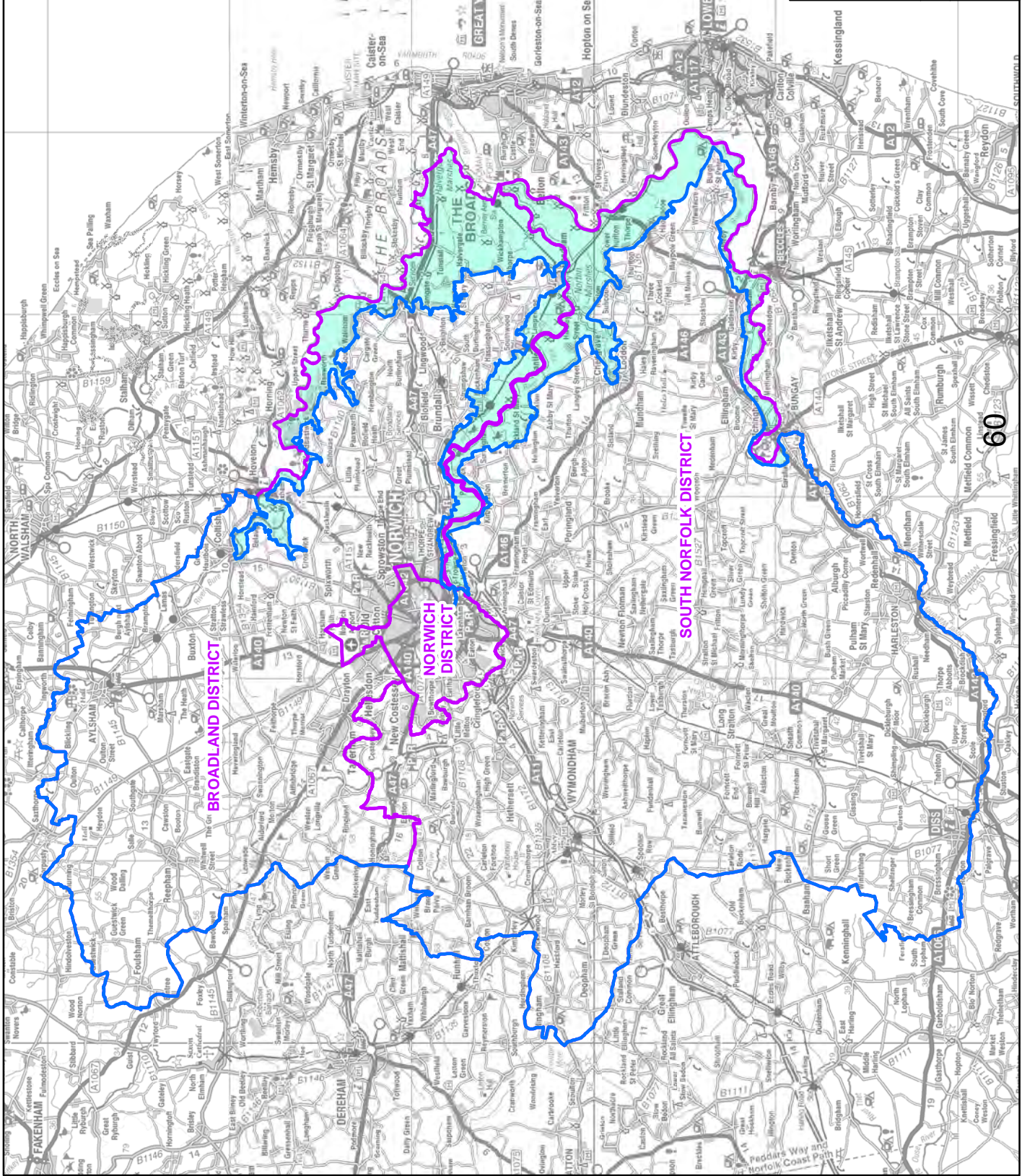


- Commercial Charging Zone Boundary
- District Council Boundaries
- Broads Authority Area

**Drawing Title**  
**Community Infrastructure Levy (CIL)**  
**Commercial Charging Zone**

**Drawn:** DB    **Scale:** 1:300,000    **Date:** APRIL 2012

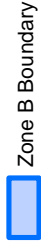
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 South Norfolk Council - 100019483







**Key**

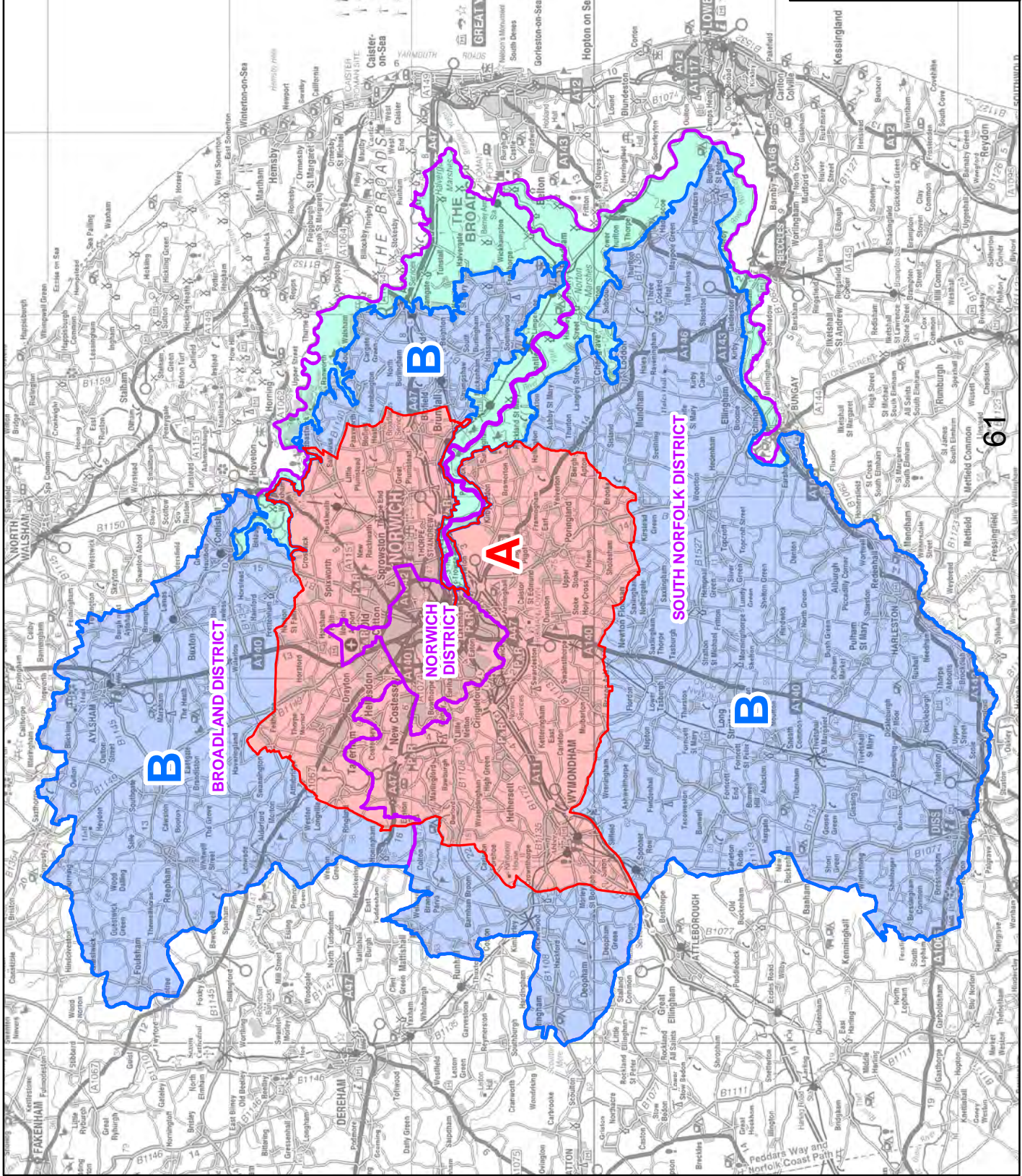


Zone A Boundary

Zone B Boundary

District Council Boundaries

Broads Authority Area



Drawing Title

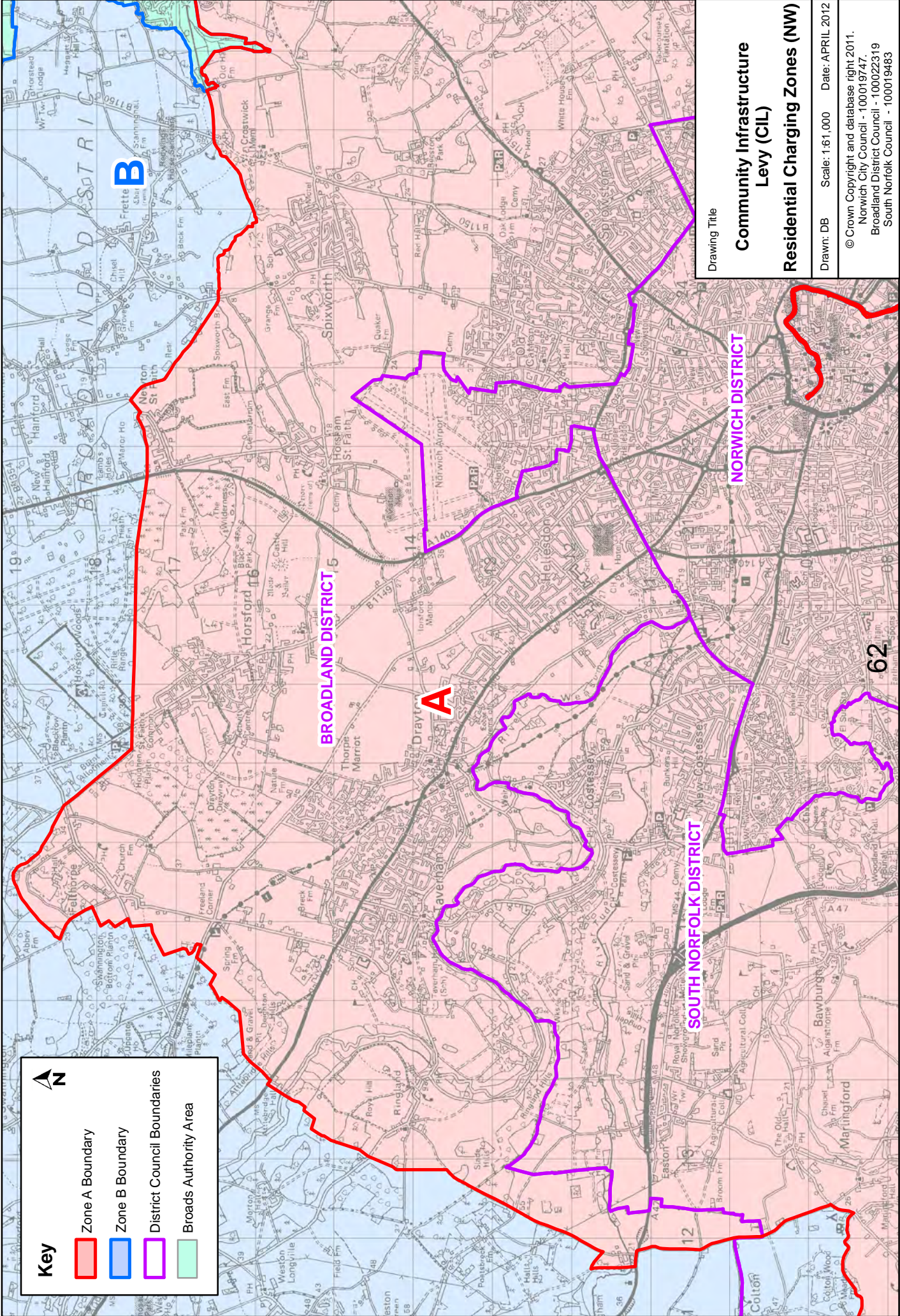
**Community Infrastructure Levy (CIL)**

**Residential Charging Zones**

Drawn: DB Scale: 1:300,000 Date: APRIL 2012

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**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries
- Broads Authority Area

Drawing Title

## Community Infrastructure Levy (CIL)

### Residential Charging Zones (NW)

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NORWICH DISTRICT

BROADLAND DISTRICT

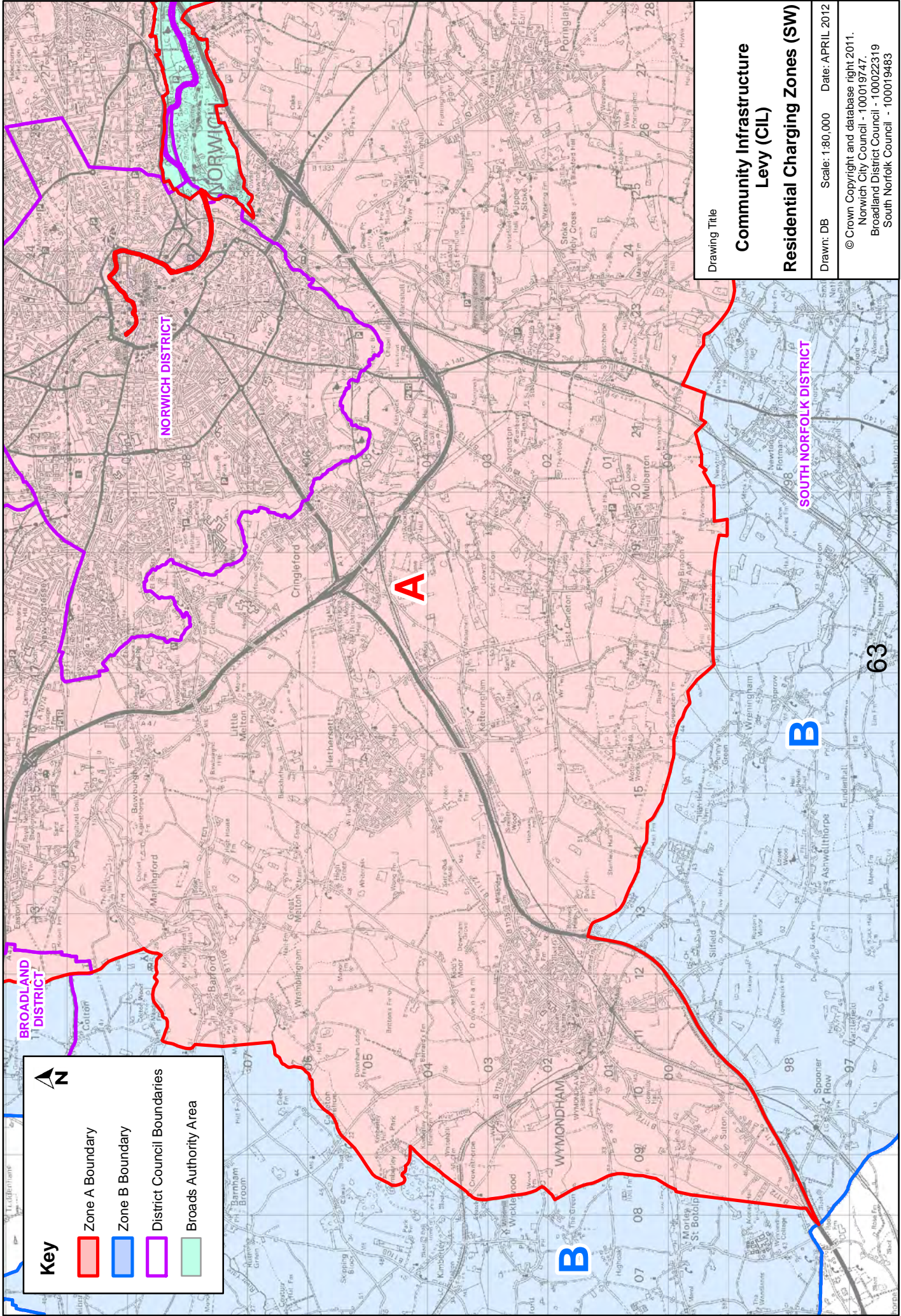
SOUTH NORFOLK DISTRICT

62

B

A





**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries
- Broads Authority Area

N

Drawing Title

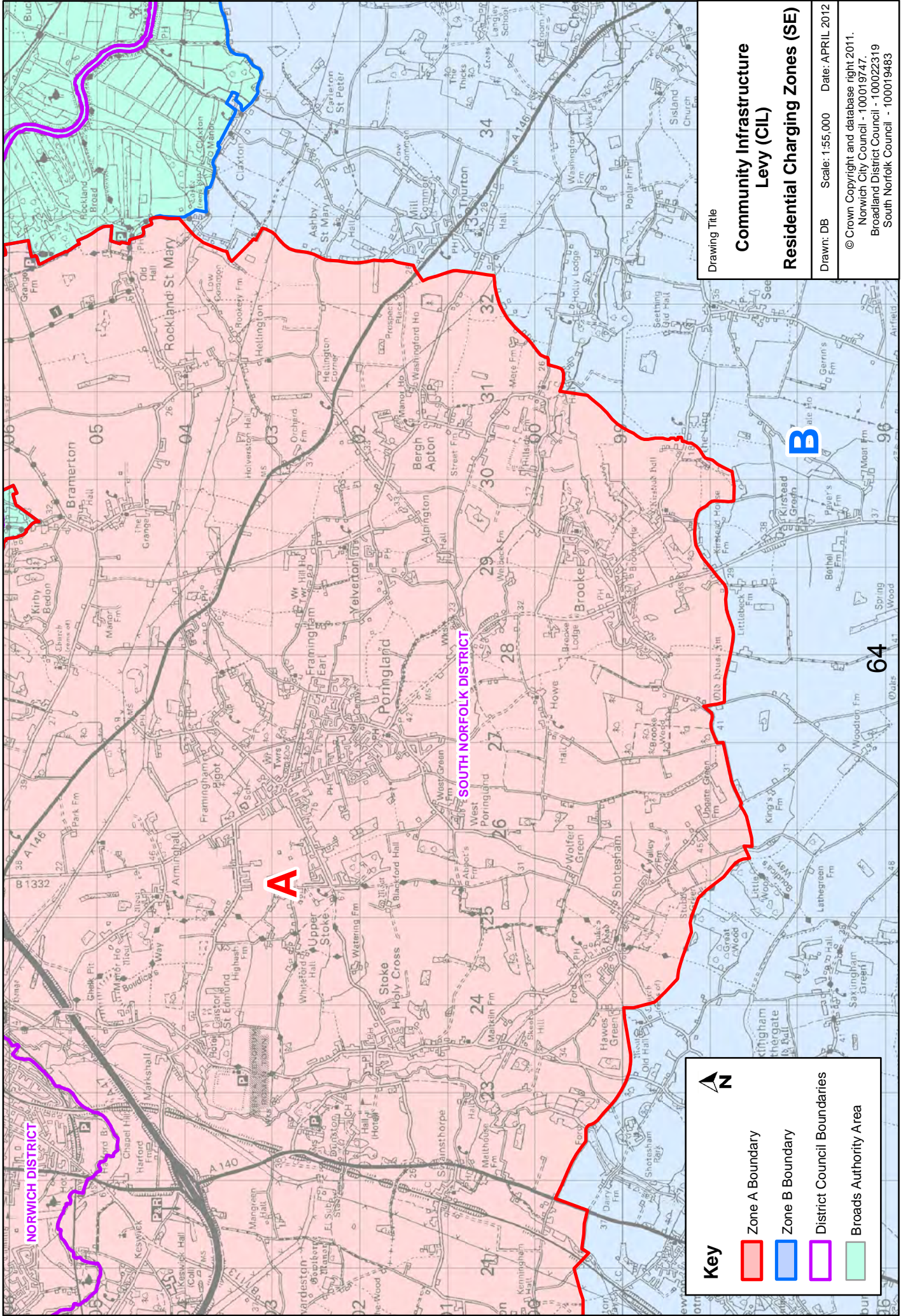
## Community Infrastructure Levy (CIL)

### Residential Charging Zones (SW)

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Drawing Title

**Community Infrastructure Levy (CIL)  
Residential Charging Zones (SE)**

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Broadland District Council - 100022319  
South Norfolk Council - 100019483

**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries
- Broads Authority Area



**A**

**B**

SOUTH NORFOLK DISTRICT

NORWICH DISTRICT

**64**







# **APPENDIX**

## **3**

**Community Infrastructure Levy**

**Infrastructure requirement in advance of an adopted Core Strategy in the Broadland Part of the Norwich Policy Area**

Evidence to explain how the existing infrastructure evidence continues to be sufficient to underpin the Community Infrastructure Levy for Broadland, Norwich and South Norfolk

July 2012

DRAFT

## 1. Introduction

- 1.1. Introduction of a Community Infrastructure Levy (CIL) requires an up to date development plan, infrastructure evidence demonstrating a deficit and evidence of development viability.
- 1.2. Part of the Joint Core Strategy for Broadland, Norwich and South Norfolk (JCS) has been remitted. The purpose of this paper is to explain how the existing infrastructure evidence continues to be sufficient to underpin the CIL Charging Schedules for Broadland, Norwich and South Norfolk. This is the case even if the distribution or scale of growth is modified as a result of the process to address the remittal.

### *The development plan*

- 1.3. The JCS covers the whole of the three local planning authorities of Broadland, Norwich and South Norfolk. The central part is the Norwich Policy Area.
- 1.4. The JCS was adopted in March 2011. A legal challenge to the adoption of the JCS was received on 3 May 2011 from Stephen Heard, Chairman of Stop Norwich Urbanisation. High Court Judge Mr Justice Ouseley made his judgment on 24 February 2012 (Appendix 1) and published his final order (Appendix 2) on 25 April 2012.
- 1.5. Mr Justice Ouseley found that parts of the Joint Core Strategy concerning the Broadland part of the Norwich Policy Area (the NPA – described in Appendix X), including the North East Growth Triangle (a total of 9,000 dwellings) should be remitted for further consideration and that a new Sustainability Appraisal for that part of Broadland in the NPA be prepared.
- 1.6. The remainder of the JCS remains adopted. Consequently, the JCS is adopted in its entirety for Broadland outside the NPA, and for the whole of Norwich and South Norfolk. The overall levels of housing and jobs growth have not been remitted.
- 1.7. Broadland District Council, Norwich City Council and South Norfolk Council, together with Norfolk County Council have continued to work together as the Greater Norwich Development Partnership (GNDP). The Partnership has undertaken further work to reconsider the remitted parts of the JCS. This work is reporting separately to Councils and this paper should be read in conjunction with those reports.

### *Infrastructure evidence*

- 1.8. The infrastructure evidence for the JCS is largely contained in the Local Investment Plan and Programme (REF), summarised in the Infrastructure Framework (Appendix 7 of the JCS). This was tested as part of the JCS examination in late 2010. It has been subject to some updating, particularly in relation to Green Infrastructure (REF). This evidence is almost entirely related to strategic infrastructure in the Norwich Policy Area. Other infrastructure will be required across the



area as a whole, for example small scale expansions of capacity in existing schools and libraries, and local transport improvements. In addition a proportion of funding will be controlled by parish councils to fund neighbourhood priorities.

### *Viability*

- 1.9. Viability assessment is independent of policy. Consequently, the status of the remitted text does not affect the evidence on development viability.
2. **The position of the JCS following the Judgement and Order of Mr Justice Ouseley**
  - 2.1 In the adopted JCS with remitted text the status is:
    - The overall scale of growth across the JCS area as a whole and in the NPA as a whole is adopted (37,000 dwellings)
    - The scale of growth and its distribution in Norwich and South Norfolk is adopted
    - The scale of growth and its distribution in Broadland outside the NPA is adopted

However the scale of growth in Broadland NPA and the Growth Triangle location (9000 dwellings) has been remitted to the pre-submission stage.
  - 2.2 The Partnership is progressing the CIL jointly; however the Regulations require each district to adopt its own charging schedule. A co-operative joint approach is valid as the charging schedules help deliver the joint strategy, are supported by a shared evidence base, the charging zones overlap district boundaries and are essentially the same.
  - 2.3 A charging authority “must apply CIL to funding infrastructure to support the development of its area” (Reg 59). The infrastructure can be located outside the charging authority area.
3. **Overall scale of growth**
  - 3.1 The infrastructure evidence supports the overall scale of growth across the JCS as a whole. The overall scale of growth remains adopted.
  - 3.2 The Infrastructure evidence demonstrates a large “funding gap” that cannot be closed by the rates of CIL proposed. The Background and Context Paper that accompanied the Charging Schedule Publication (REF) demonstrates a funding gap of £377m (Appendix 1) and a potential CIL income of under £230m (page 13). Some of this shortfall will be closed by other funding streams but these are currently very uncertain and unlikely to be large. The scale of the shortfall is such, that there would need to be a major reduction in the identified infrastructure requirement to undermine the case for the CIL rates proposed.

3.3 In advance of re-adoption of a housing distribution for the 9000 remitted dwellings in the Broadland part of the NPA there is a degree of reduced certainty over some location-related infrastructure (such as that previously identified to serve the Growth Triangle) such as a new high school. However the scale of investment would not change significantly wherever the growth is located. In the case of the high school, the limited capacity and ability to expand of existing schools would result in the need for a new school wherever the growth was located in the Broadland part of the NPA. Indeed, a more dispersed pattern of growth in Broadland could be more expensive (for example two 210 place primary schools are more expensive than one 420 place primary school).

3.4 Consequently the infrastructure evidence can be considered sufficiently robust to support the implementation of CIL across the three districts as a whole.

#### 4. Broadland

4.1 Although the LIPP assesses infrastructure needed to support growth across the NPA it is possible to assess infrastructure requirements in Broadland that are also independent of any particular level or distribution of growth.

##### *Transport*

4.2 The proposed Northern Distributor Road runs from the A47 to the east of Norwich to the A1067 to the north-west. It is entirely within, and critical to growth in, Broadland. The adopted JCS recognises the NDR as Priority 1 infrastructure. While the NDR will facilitate housing development it also underpins the implementation of public transport.

4.3 The scheme from the A47 to the A140 is largely funded by the Department for Transport. Completion of the scheme, including the western section from the A140 to the A1067 has a funding shortfall of £53m. The three districts have previously committed in principle to the use of a significant proportion of future CIL revenues to establish a shared investment fund to support delivery of priority 1 key infrastructure projects (including up to £40m of local investment for the delivery of the NDR and related measures). However, the GNDP authorities are continuing to investigate how best to organise infrastructure delivery and inter district responsibility for funding. Consequently the need for developer contributions from Broadland to support delivery of the NDR could range up to the full £53m shortfall. An absolute minimum assumption would be that at least one third of the previously agreed £40m should fall to Broadland. Therefore, the NDR contribution = £13m (minimum)

4.4 Outside the (remitted) Growth Triangle the development of at least three BRT routes are required to serve Broadland

- A1067 to support major infill opportunities and link existing residential areas to employment development in the City Centre,
- A140 to support the development of the airport and the JCS

strategic employment location to provide around 30 ha of new business park; and

- Yarmouth Road to support business park expansion (development on an existing Local Plan allocation and additional expansion of 25ha identified in the JCS)

- 4.5 The total costs of these three routes are estimated in the LIPP at £30m. All BRT routes extend into Norwich and it would be reasonable to assume half the costs fall to Broadland.
- 4.6 It is also intended that the Growth Triangle (remitted) will be served by a BRT route and enhanced public transport infrastructure on other radials. The contribution to these can be assumed to be at least £5m.
- 4.7 Therefore, BRT contribution (related to the adopted JCS) = £15m, Plus additional BRT contribution (relating to the remitted Growth Triangle) = £5m.
- 4.8 The total cost of strategic transport infrastructure directly related to growth in Broadland is a minimum of £28m, but could be as high as £73m. Other than for the remitted Growth Triangle these needs are largely unrelated to the scale of housing growth

#### *Strategic Green Infrastructure*

- 4.9 These are the projects that relate to the overall scale of growth rather than supporting individual developments. The total cost is £18m. New growth for Broadland in the JCS (before challenge) was about 43% of the total. To take account of the uncertainty, it could be assumed that one third of the costs fall to Broadland i.e. £6m
- 4.10 Total of Transport and Strategic GI = £34m

#### *Local Green Infrastructure*

- 4.11 This serves development directly and can be quite variable. Based on Broadland's standards and evidence in the Green Infrastructure and Recreational Open Space, £1,500 per market dwelling would be a conservative figure

#### *Education*

- 4.12 Costs of education can be calculated on a per dwelling basis. The County Council's standard charges for education, based on multipliers across all education provision from pre-school to 6<sup>th</sup> form, and assuming no capacity in existing schools, equates to £6,436 per dwelling. This applies to both market and affordable dwellings. To convert to a CIL equivalent with 30% affordable the cost per market dwelling would be £9,200. (The policy requirement for a proportion of affordable housing on all sites is on a sliding scale with 20% 5-9 dwellings, 30% 10-15 dwellings, and 33% 16 dwellings or more. The assumption of 30% is considered robust)
- 4.13 Larger development is required to provide new schools. The standard multiplier for the generation of primary school children is 25.4 per 100 dwellings, with reduced or zero rates assumed for flats and some

other types of development. Consequently, taking account of a proportion of the latter, a reasonable assumption would be that any development of around 900 dwellings supports a new 1-form of entry, 210 place, primary school. A new school provides a community focus and it is important that they are easily accessible to residents. Consequently, in the majority of cases and particularly in the urban fringe, a new school is likely to be required rather than the expansion of an existing school. A 210 place primary school costs around £5m. A 900 dwelling development with 33% affordable dwellings would have 600 CIL liable dwellings. Consequently the cost of the CIL contributions to a new school would be in excess of £8,000 per dwelling. Secondary school contributions would be in addition to this.

- 4.14 There is limited capacity in existing schools serving the Broadland part of the NPA, particularly in locations suitable for development in accordance with the settlement hierarchy. Nevertheless, to take account of the uncertainty surrounding existing capacity and the different scales of development that could come forward, education costs could be assumed to be £6,000 per CIL liable dwelling.

## 5. Outcome

- 5.1 Viability evidence supports the proposed residential CIL rate in the inner zone of £115/m<sup>2</sup>. All of the Norwich Policy Area in Broadland is within this inner zone. An average size house with a garage can be assumed to be 105m<sup>2</sup>. Therefore the CIL rate is equivalent to £12k per market dwelling. From this there is a need to deduct a meaningful proportion for parishes – say 5%. This leaves £11,400 per market dwelling for “strategic and district” infrastructure.
- 5.2 Assuming 30% affordable, for every 1,500 dwellings, 1,050 are CIL liable and will generate just under £12 m
- 5.3 To illustrate the impact of total income:
- 1,500 dwellings would not provide sufficient income for the minimum Broadland contribution to the NDR, with no contribution to any other strategic infrastructure.
  - 4,500 dwellings would provide around £36m or enough CIL for the minimum contribution to strategic transport and strategic green infrastructure but would provide very little for local green infrastructure, education or other infrastructure needs.
  - 9,000 dwellings would provide around £72m or enough CIL to fund the full shortfall in NDR costs and required contribution to 4 BRT routes but would provide nothing for strategic or local green infrastructure, education or other infrastructure needs.
- 5.4 Alternatively, to illustrate the impact of a wider range of infrastructure needs:
- Assumed per dwelling costs of education (£6,000) plus local GI (£1,500) provides a total £7,500 per dwelling
  - Average income per CIL liable dwelling of £11,400 minus

£7,500 equals £3,900 per dwelling for NDR/BRT and strategic GI

- The minimum contribution towards NDR/BRT and strategic GI of £34m divided by £3,900 = 8,720 market dwellings, or with 30% affordable = 12,460 dwellings. This compares to the 9,000 dwellings in Broadland that have been remitted (plus 690-1080 adopted dwellings outside the NPA which contribute a lower rate of CIL)
- i.e. the infrastructure requirements identified could only be paid for by in excess of the remitted figure. This provides the comfort that the remitted figure or any smaller amount of development justifies the rate of CIL proposed.

## 6. Impact of this analysis on Norwich and South Norfolk

- 6.1 The analysis assumes that the contributions to the funding shortfall for the NDR and related measures are evenly distributed between all three districts but conversely does not assume any costs to Broadland of any infrastructure outside its area. Consequently it adds to the potential infrastructure costs of Norwich and South Norfolk.
- 6.2 If the housing provision were to be reduced in Broadland, achieving the adopted JCS target for the NPA would fall to Norwich and South Norfolk. In practice Norwich has no additional capacity so South Norfolk would take the missing provision. The infrastructure costs associated with such a redistribution of growth would remain largely as in the existing evidence. Indeed accommodating the additional growth in South Norfolk could significantly increase the overall costs if additional junction improvements and BRT corridors were required.

## 7. Conclusion

- 7.1 The uncertainty provided by the remittal of text relating to the distribution of growth in Broadland part of the NPA does not undermine the evidence supporting the CIL charging schedules.

# **APPENDIX**

**4**

Supplementary evidence on build costs of flats in Norwich City  
 Advice from Norfolk Property Services

We have firstly looked to establish an industry respected source of cost data to aid us. The two readily available sources we are aware of are,

- Spons Architects & Builders Price Books edited by Davis Langdon
- BCIS , The Building Cost Information Service a business within the Royal Institution of Chartered Surveyors (RICS)

“Spons” does not have sufficient in depth data to provide assistance in this area. BCIS does have some useful data which is capable of being analysed to enable some guidance to be given.

Please note we have used the most current available figures, these are at a price base of 2Q/2012 with a location index adjustment for Norfolk (these supersede those in the report titled “Supplementary evidence relating to flats in Norwich City”

**For Flats, the influence of the number of storeys on cost**

Within the BCIS £/m2 study section, Flats are divided into the following groupings (see appendix A)

**Table 1**

	Mean Cost 2Q/2012
New build	
816. Flats (apartments)	
Generally	£973
1-2 storey	£935
3-5 storey	£958
6 + storey	£1327

These groupings are not explained by BCIS, but it would be reasonable to assume they are presented in this way due cost sensitivity issues.

At first sight it appears that there is a jump between the 3-5 and the 6 and above storeys. The percentage increase between these categories being 38.5%

On inspection of the 6+ category we note that from the total sample within this category (38) that ten of the samples included are 10 or more floors. This illustrates what a wide category this is, and it is likely that costs across all samples may be quite variable. The mean figure will be correct but the band width of this category is greatly different to the others (1-2, 3-5)

The BCIS data also allows the information held to be analysed on a cost per specific number of floors. This is as follows:

**Table 2**

Number of storeys	Mean £/m2 (2Q/2012)	Number in sample	Percentage change between storey numbers	
2	£1205	15	- 22.5%	- 1.0%
3	£932	73		
4	£923	51	+13.5%	+22.0%
5	£1046	31		
6	£1273	14	-5.0%	-10.5%
7	£1208	6		
8	£1081	2	+16.5%	+10.0%
9	£1259	2		
10	£1385	2		

Based on this data set the increase from

4 to 6 storeys is 38% (£923 to £1273) & 5 to 6 storeys is 22% (£1046 to £1273)

It should be noted that these comparisons are solely based on £/m2 cost, with individual project specifications of the schemes analysed varying.

The sample sizes are low for some categories (2,6,7,8,9,10 storeys) therefore the confidence level of the extrapolations shown can only be low.

Several other permutations can be presented. The following being an example of one of many.

**Table 3**

Number of storeys	Mean £/m2 (2Q/2012)	Number in sample
3 - 5	£952	157
5 - 7	£1127	51

Based on this data set the increase between these groupings is 18.5%

## Conclusions

Based on the data analysed, we summarise as follows,

Table 1 does show a considerable leap between the 3-5 storey and the 6+ storey (38.5%). However as noted the 6+ storey category has a wide range which could skew the analysis.

The more detailed analysis in Table 2 does also appear to indicate cost increases between 4 and 6 storey buildings with buildings with more storeys showing a mixed picture, (the sample sizes for these being low and possibly unreliable).



Table 3 shows another permutation, this is included because a good number of samples are available for these categories. This shows an increase in cost (18.5%) between grouped projects of 3-5 storeys and 5-7 storeys.

Taking the data available and the analysis in the round it appears there is some supporting evidence that development of 5 storeys and above cost more than lower numbers of storeys on a £/m<sup>2</sup> basis only. For developments above 6 storeys the picture is mixed and inconclusive.

This analysis has been based on readily available data from the BCIS, a nationally recognised body in this field.

May 2012

# **APPENDIX**

# **5**



## Broadland District Council Community Infrastructure Levy Draft Charging Schedule

### 1. Introduction

- 1.1. This charging schedule is produced jointly by Broadland District Council, Norwich City Council and South Norfolk Council, working together with Norfolk County Council.
- 1.2. Each of the district councils will be the “Charging Authority” for their area and a separate charging schedule must be produced for each district. This charging schedule covers the part of the Broadland District Council area for which the council is the local planning authority. Therefore it does not include the parts of the authority that are within the Broads Authority (where separate arrangements for developer contributions apply).
- 1.3. The Community Infrastructure Levy (CIL) provides a fair and transparent system of developer contributions for the provision of infrastructure required to support development in accordance with the Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk. The Charging Schedule sets out the Levy for different types and locations of development that will apply in the JCS area. While the investment provided by CIL is crucial for the delivery of sustainable development, it is not designed to fully fund all the infrastructure requirements of the area.
- 1.4. The accompanying document, Community Infrastructure Levy: Background and Context, outlines the evidence that has been used to develop this charging schedule, how infrastructure will be prioritised through the Local Implementation Plan and Programme (LIPP) and the Partnership’s evolving approach to governance and delivery. It explains the links between the CIL, Planning Obligations, and on-site infrastructure provision. An indicative list of the types of infrastructure that the CIL will help fund, or which will be delivered through conditions or legal agreements, is included in Appendix 1. This list does not form part of the Charging Schedule and will ultimately be published separately in accordance with CIL Regulation 123 and kept up to date on a regular basis.

### 2. Liability for CIL

- 2.1. When planning permission is granted, Broadland District Council as the Charging Authority will issue a Liability Notice setting out the Levy that will be due for payment when the development is commenced. Applicants are advised to agree who will be responsible for this liability before submitting their planning application. Where no-one has assumed liability to pay the Levy, the liability will automatically default to the landowners of the relevant land and their successors in title.

2.2. Applicants should note that CIL will be charged on all qualifying development for which a planning permission is issued after the date of adoption of this Charging Schedule, regardless of when the application was validated.

### 3. Geographical zones

3.1. As noted above the Broads Authority area is not covered by this Schedule. The remaining parts of Broadland and South Norfolk are divided between Inner and Outer charging zones for residential development. These charging zones are defined on the maps in Appendix 1.

### 4. Charging Schedule (£ per m2)

Use Class	Zone A	Zone B
Residential development (Use classes C3 and C4 excluding affordable housing) including domestic garages, but excluding shared-user/ decked garages.	£115	£75
Development resulting in large convenience goods based stores of 2,000m2 gross or more (For the purposes of CIL a convenience goods based store is one where more than 50% of the net floor area is intended for the sale of convenience goods. Convenience goods are food, alcoholic and non-alcoholic beverages, tobacco, periodicals and newspapers, and non-durable household goods)	£135	
All other retail (Use classes A1-A5) and assembly and leisure development (D2) Sui generis akin to retail i.e. shops selling and/or displaying motor vehicles, petrol filling stations, retail warehouse clubs Sui generis akin to assembly and leisure i.e. nightclubs, amusement centres and casinos	£25	
Uses falling under C2, C2A and D1 Fire and Rescue Stations, Ambulance Stations and Police Stations which are Sui Generis.	£0	
All other types of development covered by the CIL regulations (including shared-user/ decked garages)	£5	

The chargeable rate will be index linked to 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; and the figure for a given year is the figure for 1st November of the preceding year. In the event that the All-in Tender Price Index ceases to be published, the index will be the retail prices index; and the figure for a given year is the figure for November of the preceding year.

## 5. **How the Chargeable Amount will be Calculated**

- 5.1 The District Council will calculate the amount of CIL chargeable to a qualifying development utilising the formula set out in Part 5 of the CIL Regulations 2010 (as amended). In summary the amount of CIL chargeable will be calculated as follows:

$$\frac{\text{CIL Rate} \times \text{Chargeable Floor Area} \times \text{BCIS Tender Price Index (at Date of Planning Permission)}}{\text{BCIS Tender Price Index (at Date of Charging Schedule)}}$$

- 5.2 The Chargeable Floor Area makes allowance for previous development on the site.
- 5.3 The net chargeable floor area amounts to the gross internal area of the chargeable development less the gross internal area of any existing buildings that qualify for exemption on the site.
- 5.4 This summary does not take account of every aspect of the Regulations. The CIL Regulations are available to view online at [www.gndp.org.uk](http://www.gndp.org.uk).

## 6. **Collecting Authority**

- 6.1 The collecting authority for the above payments will typically be the District Council (i.e. the determining authority/ Charging Authority) where the development takes place. However, in some instances, it may be the County Council that grants planning permission and, in these circumstances, it would be the County Council who would be the collecting authority (under Regulation 10(4)). Where the County Council is the collecting authority it will pay the Charging Authority the appropriate amount of CIL inline with Regulation 76.

## 7. **Discretionary relief**

- 7.1. Development by charities for charitable use is a statutory exemption under Regulation 43. It is not the current intention to make discretionary relief available in the area under Regulations 44, 45 or 55. This will be kept under review.

## 8. **Staging of Payments**

- 8.1. It is the intention of the authorities to produce an Instalment Policy setting out:
- a. The date on which it takes effect, which must be no earlier than the day after the instalment policy is published on the website;
  - b. The number of instalment payments;
  - c. The amount or proportion of CIL payable in any instalment;
  - d. The time (to be calculated from the date the development is commenced) that the first instalment payment is due, and the time that any subsequent instalment payments are due; and
  - e. Any minimum amount of CIL below which CIL may not be paid by instalment.

Where there is no instalment policy, payment will be payable in full at the end of a period of 60 days beginning with the intended commencement date of development.

A draft policy is set out in appendix 4 of 'Community Infrastructure Levy: Background and Context'

## **9. Payment in Kind**

- 9.1. Under Regulation 73, of the Community Infrastructure Levy Regulations 2010, as amended, the Charging authority may, at its own discretion, consider accepting land as payment in kind in lieu of CIL. This will only normally be considered for land in excess of that needed to deliver the infrastructure required by the permitted development (e.g. if the development permitted requires a new school of scale x, the land for a school of scale x will be provided without cost and not in lieu of CIL). The value of land for in lieu payment will be determined by an independent valuer.

## **10. Review**

- 10.1. With clear evidence of a substantial funding gap for the infrastructure needed to support the development of the area it will be important to ensure that the level of CIL income is maximised. Therefore, the three councils intend to commit to an early review of CIL within two years of the adoption of the charging schedule, with a view to raising the rates to take account of market recovery.

## **11. Further Information**

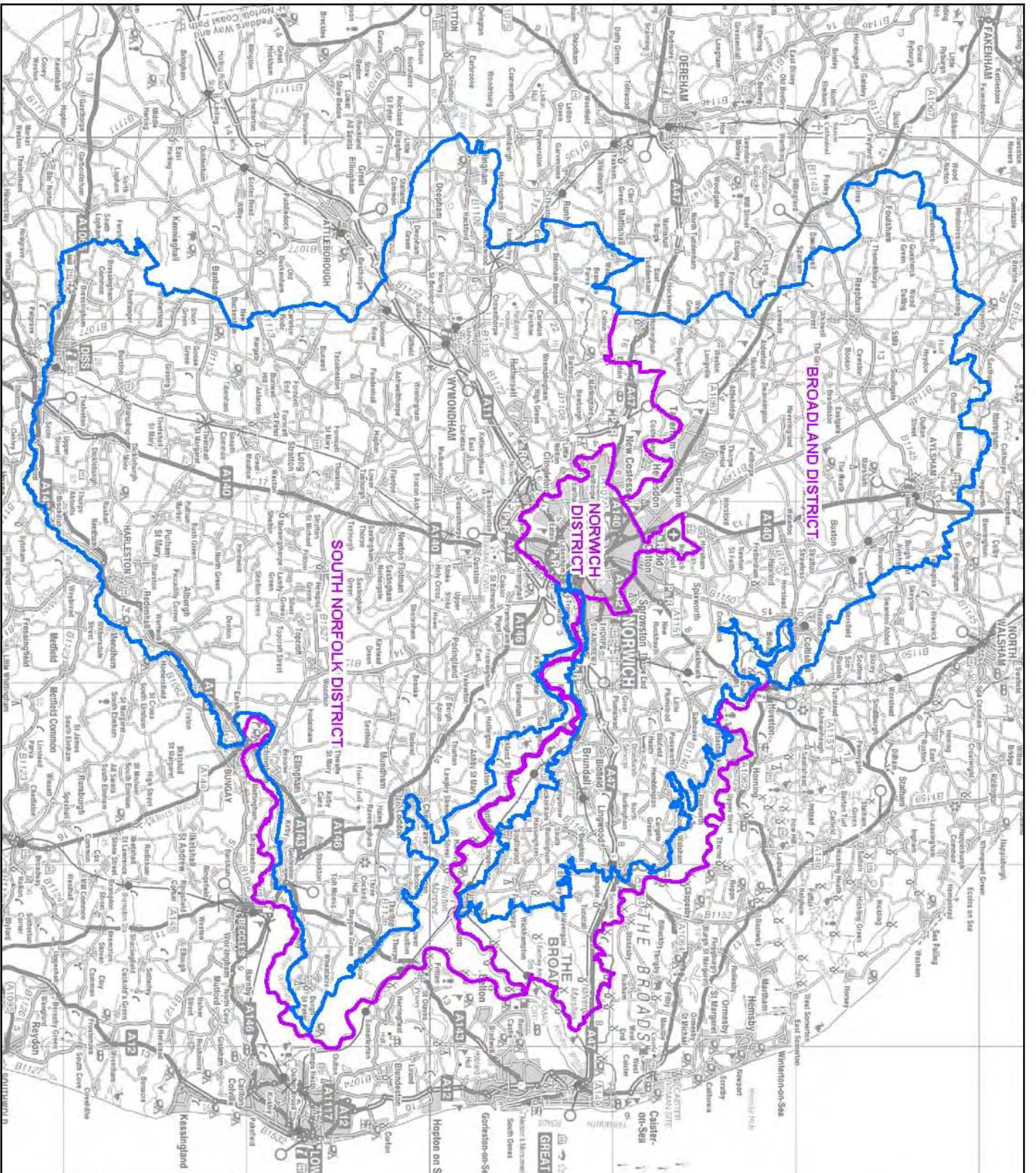
- 11.1. This Charging Schedule is prepared in accordance with the Community Infrastructure Levy Regulations. National guidance and further details about the Levy can be found on the Communities and Local Government website, at [www.communities.gov.uk](http://www.communities.gov.uk).
- 11.2. This Charging Schedule has been informed by local evidence regarding infrastructure requirements and the impact of a Levy on the economic viability of development, full details of which can be found on the GNDP website at [www.gndp.org.uk](http://www.gndp.org.uk).

## **Appendix 1**

### Charging Zone Boundary Maps

- Map 1:** Commercial
- Map 2:** Residential
- Map 3:** North west sector
- Map 4:** South west sector
- Map 5:** South east sector
- Map 6:** North east sector





**Key**

- Commercial Charging Zone
- District Council Boundaries

N

Drawing Title

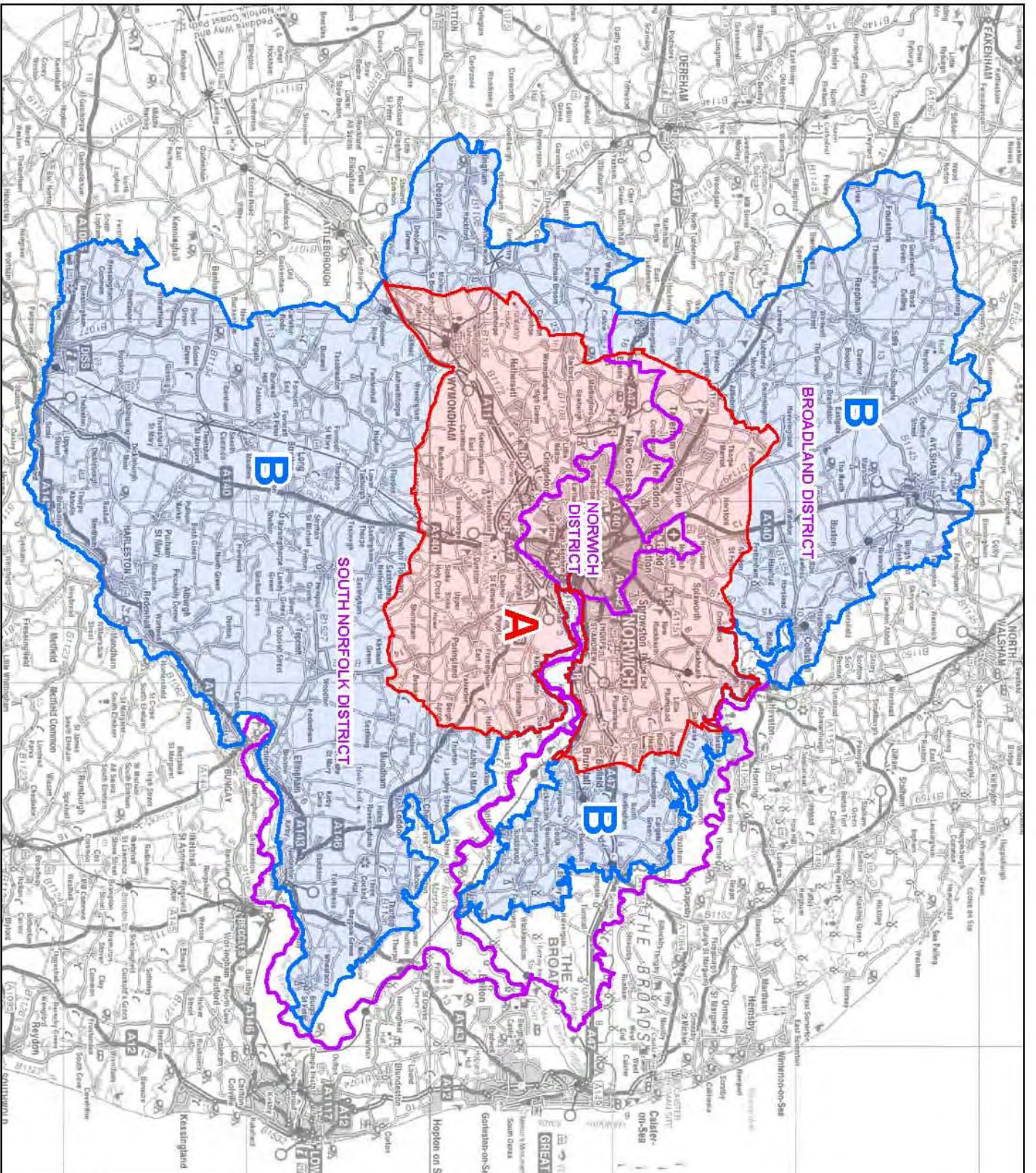
**Community Infrastructure Levy (CIL)**

**Commercial Charging Zone**

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 South Norfolk Council - 100019483





**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries

**N**

Drawing Title

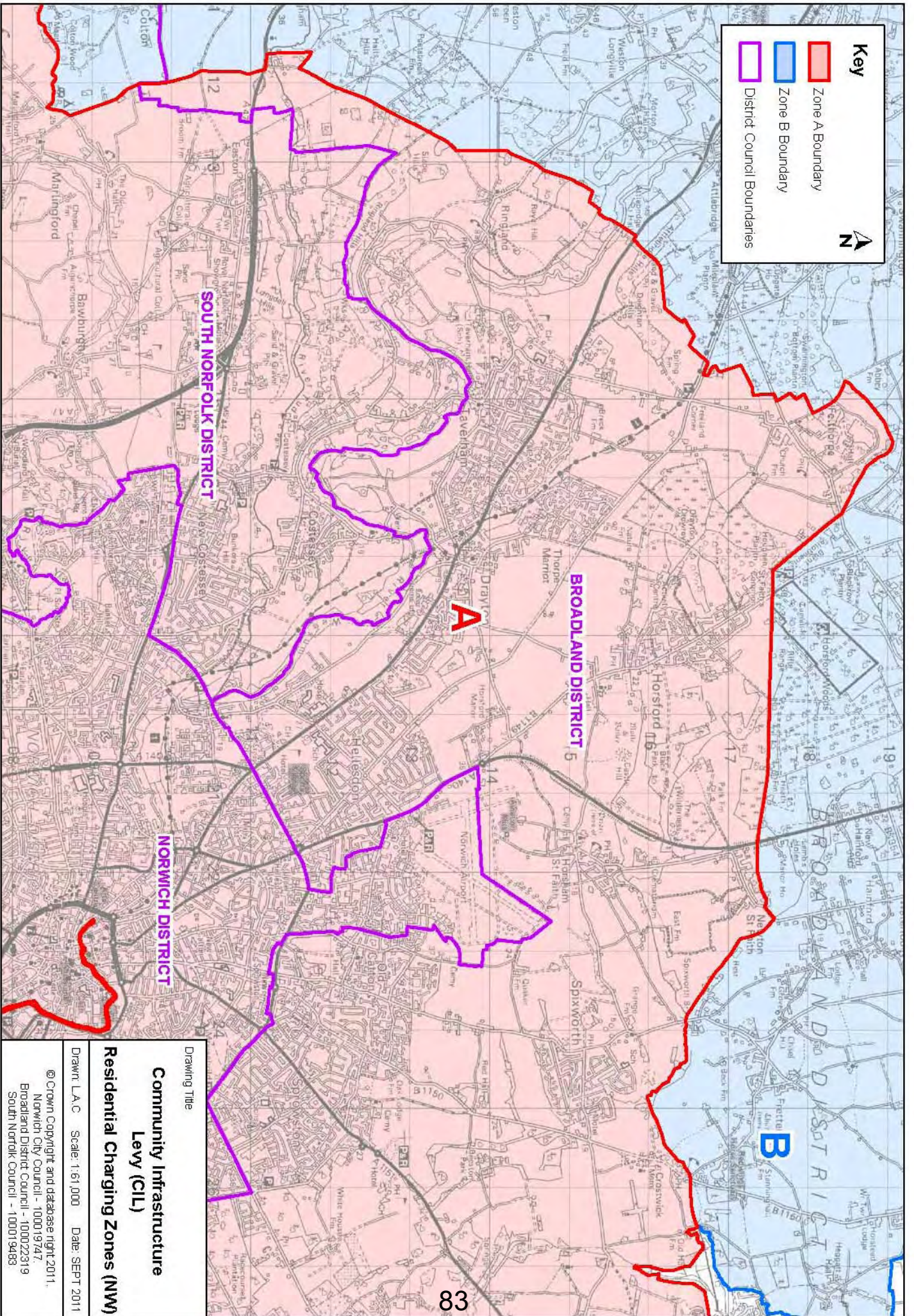
**Community Infrastructure Levy (CIL)**

**Residential Charging Zones**

Drawn: L.A.C. Scale: 1:300,000 Date: SEPT 2011

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 Broadland District Council - 100022319  
 South Norfolk Council - 100019483





**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries

N

Drawing Title

**Community Infrastructure Levy (CIL)**

**Residential Charging Zones (NW)**

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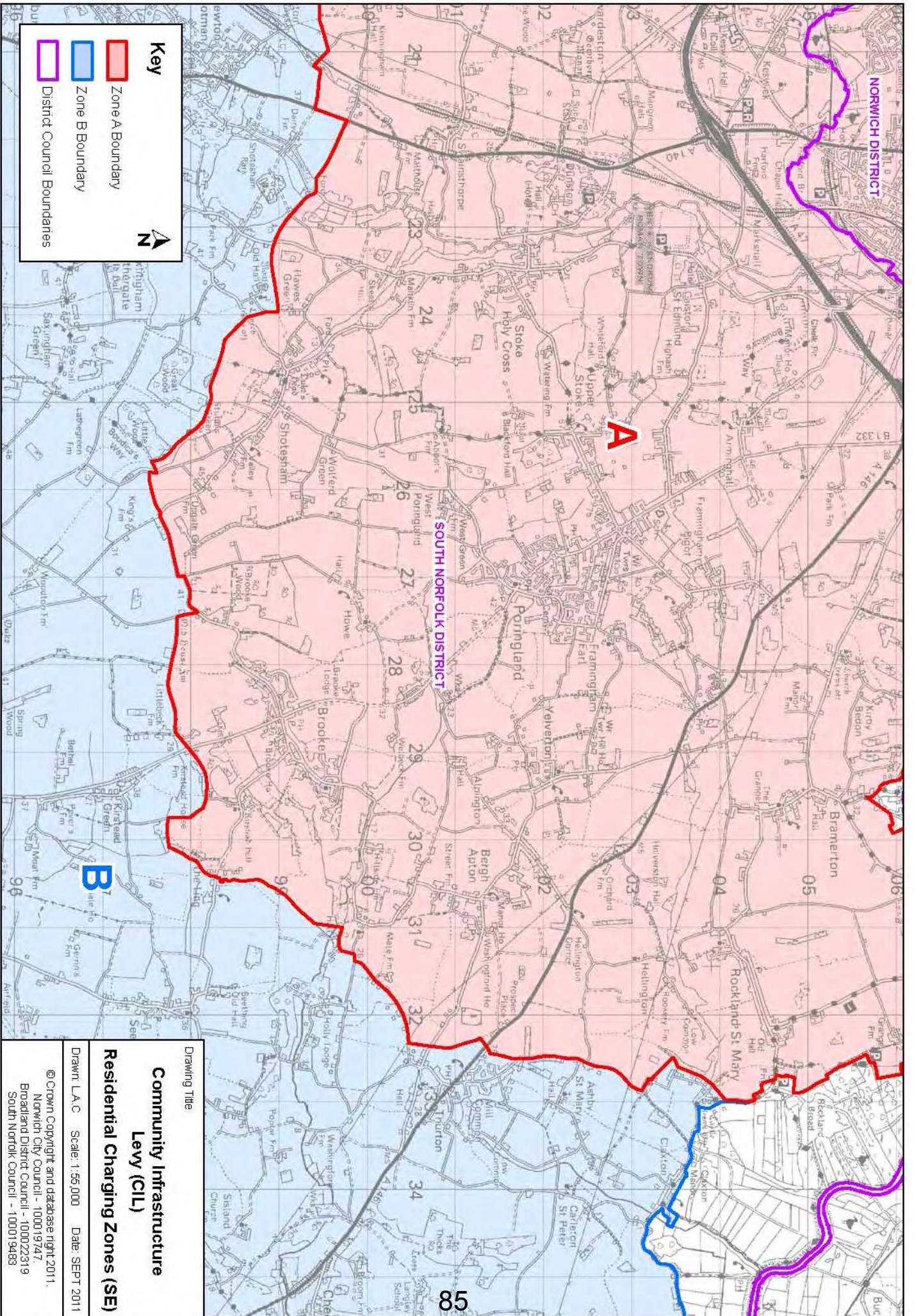
Drawn: L.A.C. Scale: 1:61,000 Date: SEPT 2011

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 Broadland District Council - 100022319  
 South Norfolk Council - 100019483









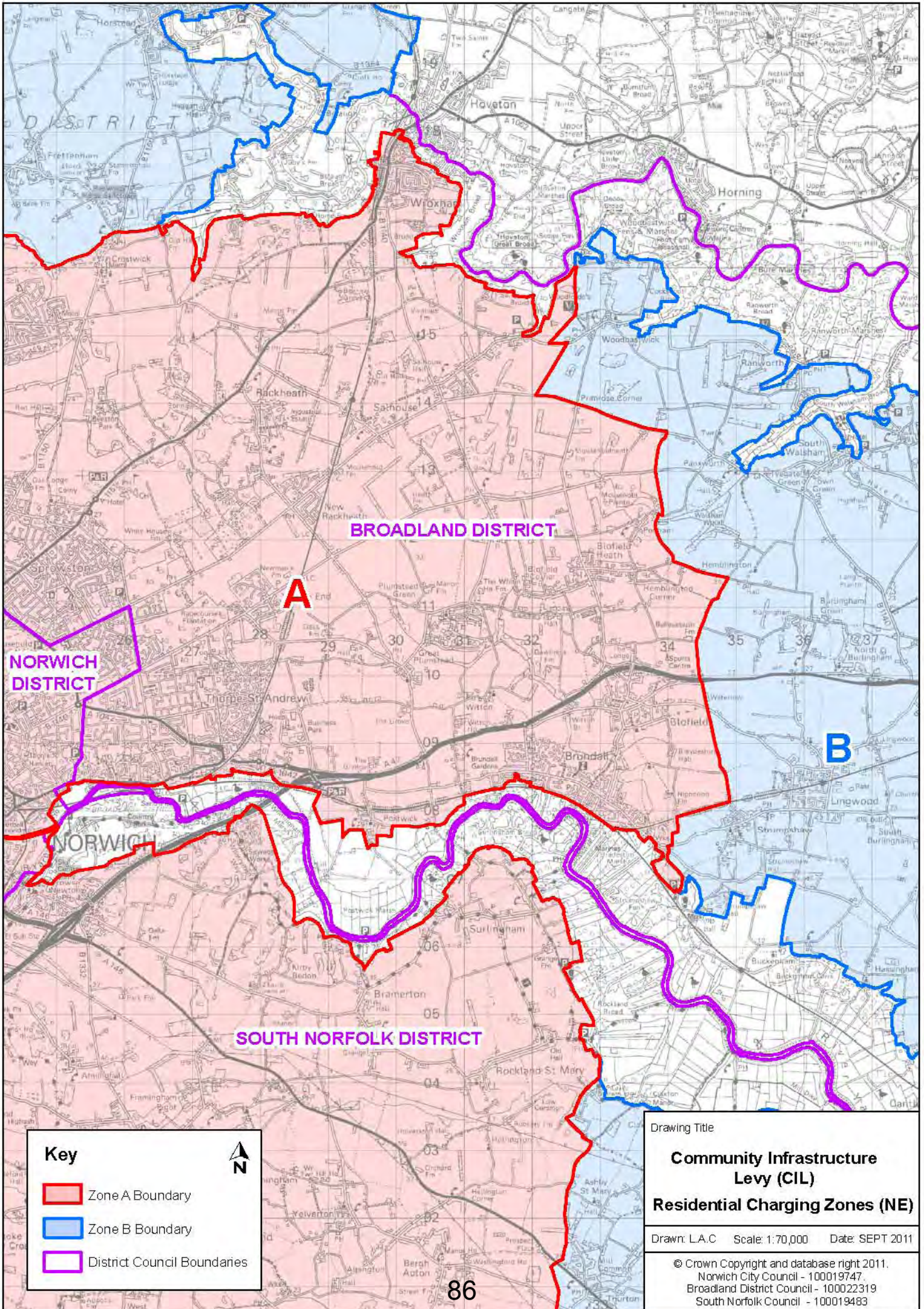
**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries





N

Drawing Title <b>Community Infrastructure Levy (CIL)</b> <b>Residential Charging Zones (SE)</b>	Drawn: L.A.C. Scale: 1:55,000 Date: SEPT 2011 © Crown Copyright and database right 2011. Norwich City Council - 100019747. Broadland District Council - 100022319 South Norfolk Council - 100019483
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Drawing Title		
<b>Community Infrastructure Levy (CIL)</b>		
<b>Residential Charging Zones (NE)</b>		
Drawn: L.A.C	Scale: 1:70,000	Date: SEPT 2011
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<b>Key</b>	
 Zone A Boundary	
 Zone B Boundary	
 District Council Boundaries	



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# **APPENDIX**

# **6**



## Norwich City Council Community Infrastructure Levy Draft Charging Schedule

### 1. Introduction

- 1.1. This charging schedule is produced jointly by Broadland District Council, Norwich City Council and South Norfolk Council, working together with Norfolk County Council.
- 1.2. Each of the district councils will be the “Charging Authority” for their area and a separate charging schedule must be produced for each district. This charging schedule covers the part of the Norwich City Council area for which the council is the local planning authority. Therefore it does not include the parts of the authority that are within the Broads Authority (where separate arrangements for developer contributions apply).
- 1.3. The Community Infrastructure Levy (CIL) provides a fair and transparent system of developer contributions for the provision of infrastructure required to support development in accordance with the Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk. The Charging Schedule sets out the Levy for different types and locations of development that will apply in the JCS area. While the investment provided by CIL is crucial for the delivery of sustainable development, it is not designed to fully fund all the infrastructure requirements of the area.
- 1.4. The accompanying document, Community Infrastructure Levy: Background and Context, outlines the evidence that has been used to develop this charging schedule, how infrastructure will be prioritised through the Local Implementation Plan and Programme (LIPP) and the Partnership’s evolving approach to governance and delivery. It explains the links between the CIL, Planning Obligations, and on-site infrastructure provision. An indicative list of the types of infrastructure that the CIL will help fund, or which will be delivered through conditions or legal agreements, is included in Appendix 1. This list does not form part of the Charging Schedule and will ultimately be published separately in accordance with CIL Regulation 123 and kept up to date on a regular basis.

### 2. Liability for CIL

- 2.1. When planning permission is granted, Norwich City Council as the Charging Authority will issue a Liability Notice setting out the Levy that will be due for payment when the development is commenced. Applicants are advised to agree who will be responsible for this liability before submitting their planning application. Where no-one has assumed liability to pay the Levy, the liability will automatically default to the landowners of the relevant land and their successors in title.

2.2. Applicants should note that CIL will be charged on all qualifying development for which a planning permission is issued after the date of adoption of this Charging Schedule, regardless of when the application was validated.

### 3. Geographical zones

3.1. As noted above the Broads Authority area is not covered by this Schedule. Norwich City Council Area is entirely within the Inner charging zone. These charging zones are defined on the maps in Appendix 1.

### 4. Charging Schedule (£ per m2)

Use Class	Zone A	Zone B
Residential development (Use classes C3 and C4 excluding affordable housing) including domestic garages, but excluding shared-user/ decked garages.	£115	Not applicable
Flats in blocks of 6 storeys and above	£100	Not applicable
Development resulting in large convenience goods based stores of 2,000m2 gross or more (For the purposes of CIL a convenience goods based store is one where more than 50% of the net floor area is intended for the sale of convenience goods. Convenience goods are food, alcoholic and non-alcoholic beverages, tobacco, periodicals and newspapers, and non-durable household goods)	£135	
All other retail (Use classes A1-A5) and assembly and leisure development (D2) Sui generis akin to retail i.e. shops selling and/or displaying motor vehicles, petrol filling stations, retail warehouse clubs Sui generis akin to assembly and leisure i.e. nightclubs, amusement centres and casinos	£25	
Uses falling under C2, C2A and D1 Fire and Rescue Stations, Ambulance Stations and Police Stations which are Sui Generis.	£0	
All other types of development covered by the CIL regulations (including shared-user/ decked garages)	£5	

The chargeable rate will be index linked to 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; and the figure for a given year is the figure for 1st November of the preceding year. In the event that the All-in Tender Price Index ceases to be published, the index will be the retail prices index; and the figure for a given year is the figure for November of the preceding year.



## 5. **How the Chargeable Amount will be Calculated**

- 5.1 The City Council will calculate the amount of CIL chargeable to a qualifying development utilising the formula set out in Part 5 of the CIL Regulations 2010 (as amended). In summary the amount of CIL chargeable will be calculated as follows:

$$\frac{\text{CIL Rate x Chargeable Floor Area x BCIS Tender Price Index (at Date of Planning Permission)}}{\text{BCIS Tender Price Index (at Date of Charging Schedule)}}$$

- 5.2 The Chargeable Floor Area makes allowance for previous development on the site.
- 5.3 The net chargeable floor area amounts to the gross internal area of the chargeable development less the gross internal area of any existing buildings that qualify for exemption on the site.
- 5.4 This summary does not take account of every aspect of the Regulations. The CIL Regulations are available to view online at [www.gndp.org.uk](http://www.gndp.org.uk).

## 6. **Collecting Authority**

- 6.1 The collecting authority for the above payments will typically be the District Council (i.e. the determining authority/ Charging Authority) where the development takes place. However, in some instances, it may be the County Council that grants planning permission and, in these circumstances, it would be the County Council who would be the collecting authority (under Regulation 10(4)). Where the County Council is the collecting authority it will pay the Charging Authority the appropriate amount of CIL inline with Regulation 76.

## 7. **Discretionary relief**

- 7.1. Development by charities for charitable use is a statutory exemption under Regulation 43. It is not the current intention to make discretionary relief available in the area under Regulations 44, 45 or 55. This will be kept under review.

## 8. **Staging of Payments**

- 8.1. It is the intention of the authorities to produce an Instalment Policy setting out:
- a. The date on which it takes effect, which must be no earlier than the day after the instalment policy is published on the website;
  - b. The number of instalment payments;
  - c. The amount or proportion of CIL payable in any instalment;
  - d. The time (to be calculated from the date the development is commenced) that the first instalment payment is due, and the time that any subsequent instalment payments are due; and
  - e. Any minimum amount of CIL below which CIL may not be paid by instalment.

Where there is no instalment policy, payment will be payable in full at the end of a period of 60 days beginning with the intended commencement date of development.

A draft policy is set out in appendix 4 of 'Community Infrastructure Levy: Background and Context'

## 9. **Payment in Kind**

- 9.1. Under Regulation 73, of the Community Infrastructure Levy Regulations 2010, as amended, the Charging authority may, at its own discretion, consider accepting land as payment in kind in lieu of CIL. This will only normally be considered for land in excess of that needed to deliver the infrastructure required by the permitted development (e.g. if the development permitted requires a new school of scale x, the land for a school of scale x will be provided without cost and not in lieu of CIL). The value of land for in lieu payment will be determined by an independent valuer.

## 10. **Review**

- 10.1. With clear evidence of a substantial funding gap for the infrastructure needed to support the development of the area it will be important to ensure that the level of CIL income is maximised. Therefore, the three councils intend to commit to an early review of CIL within two years of the adoption of the charging schedule, with a view to raising the rates to take account of market recovery.

## 11. **Further Information**

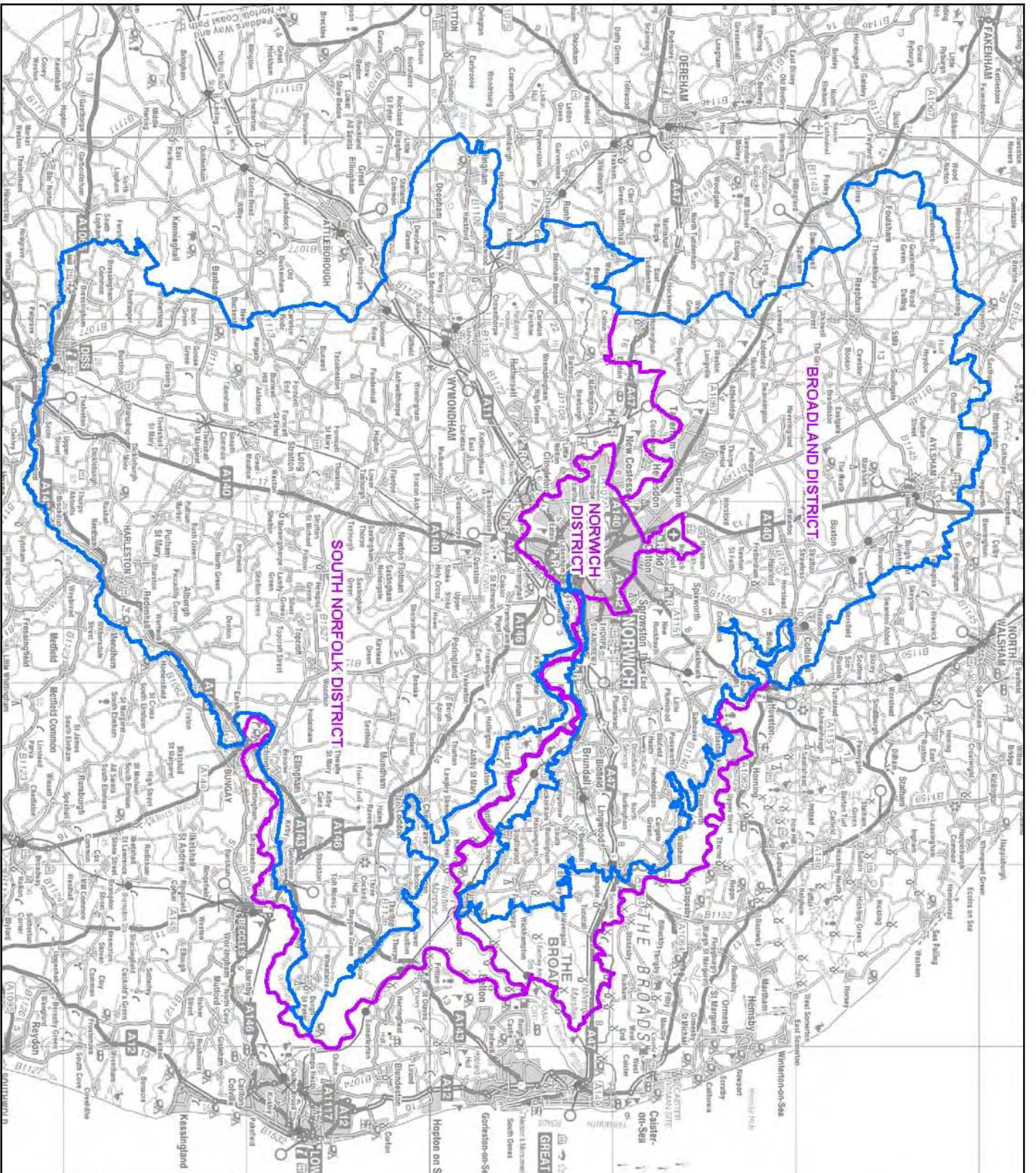
- 11.1. This Charging Schedule is prepared in accordance with the Community Infrastructure Levy Regulations. National guidance and further details about the Levy can be found on the Communities and Local Government website, at [www.communities.gov.uk](http://www.communities.gov.uk).
- 11.2. This Charging Schedule has been informed by local evidence regarding infrastructure requirements and the impact of a Levy on the economic viability of development, full details of which can be found on the GNDP website at [www.gndp.org.uk](http://www.gndp.org.uk).

## **Appendix 1**

### Charging Zone Boundary Maps

- Map 1:** Commercial
- Map 2:** Residential
- Map 3:** North west sector
- Map 4:** South west sector
- Map 5:** South east sector
- Map 6:** North east sector





**Key**

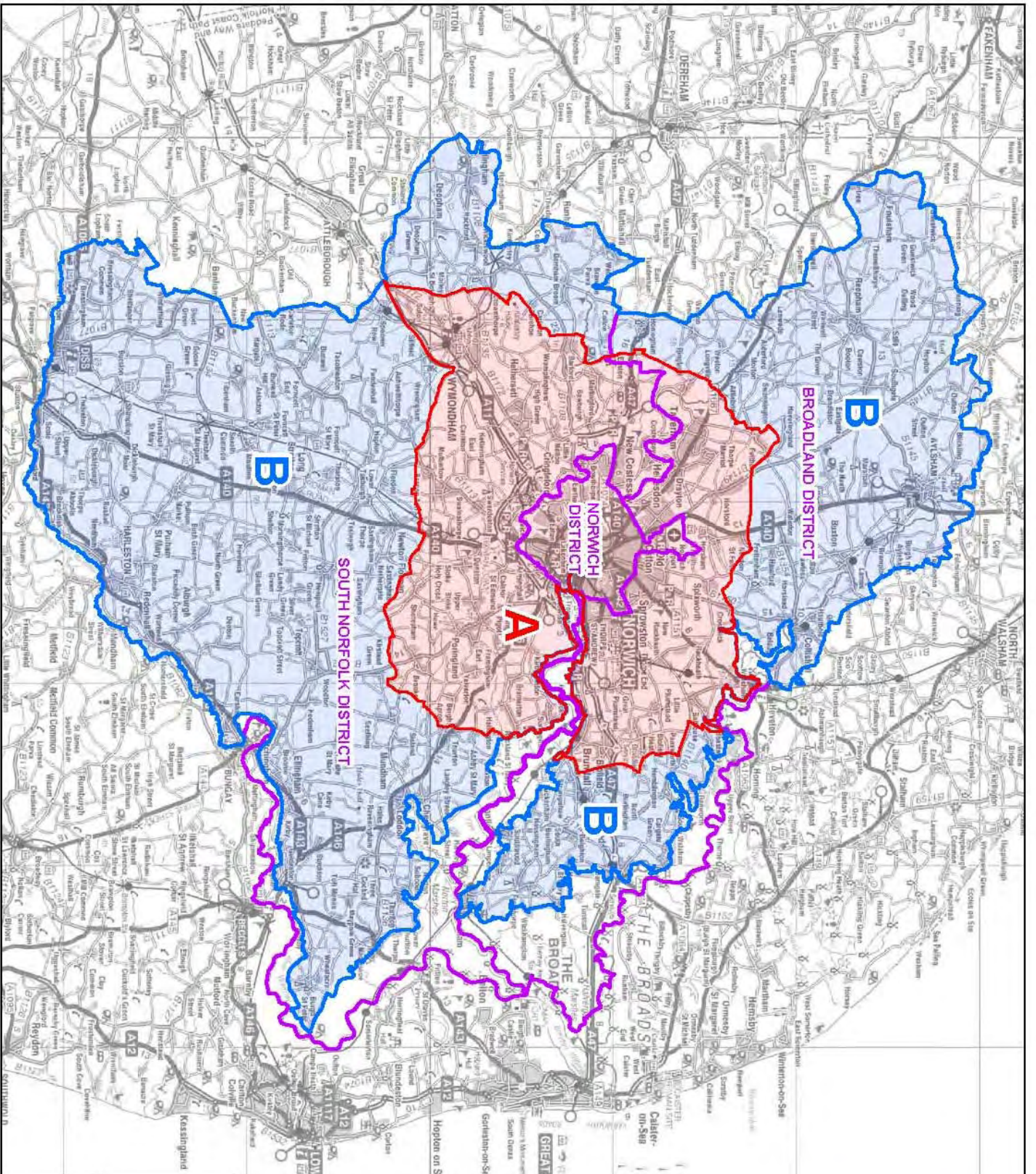
- Commercial Charging Zone
- District Council Boundaries

N

Drawing Title  
**Community Infrastructure Levy (CIL)**  
**Commercial Charging Zone**

Drawn: L.A.C. Scale: 1:300,000 Date: SEPT 2011  
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 Broadland District Council - 100022319  
 South Norfolk Council - 100019483





**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries

N

Drawing Title

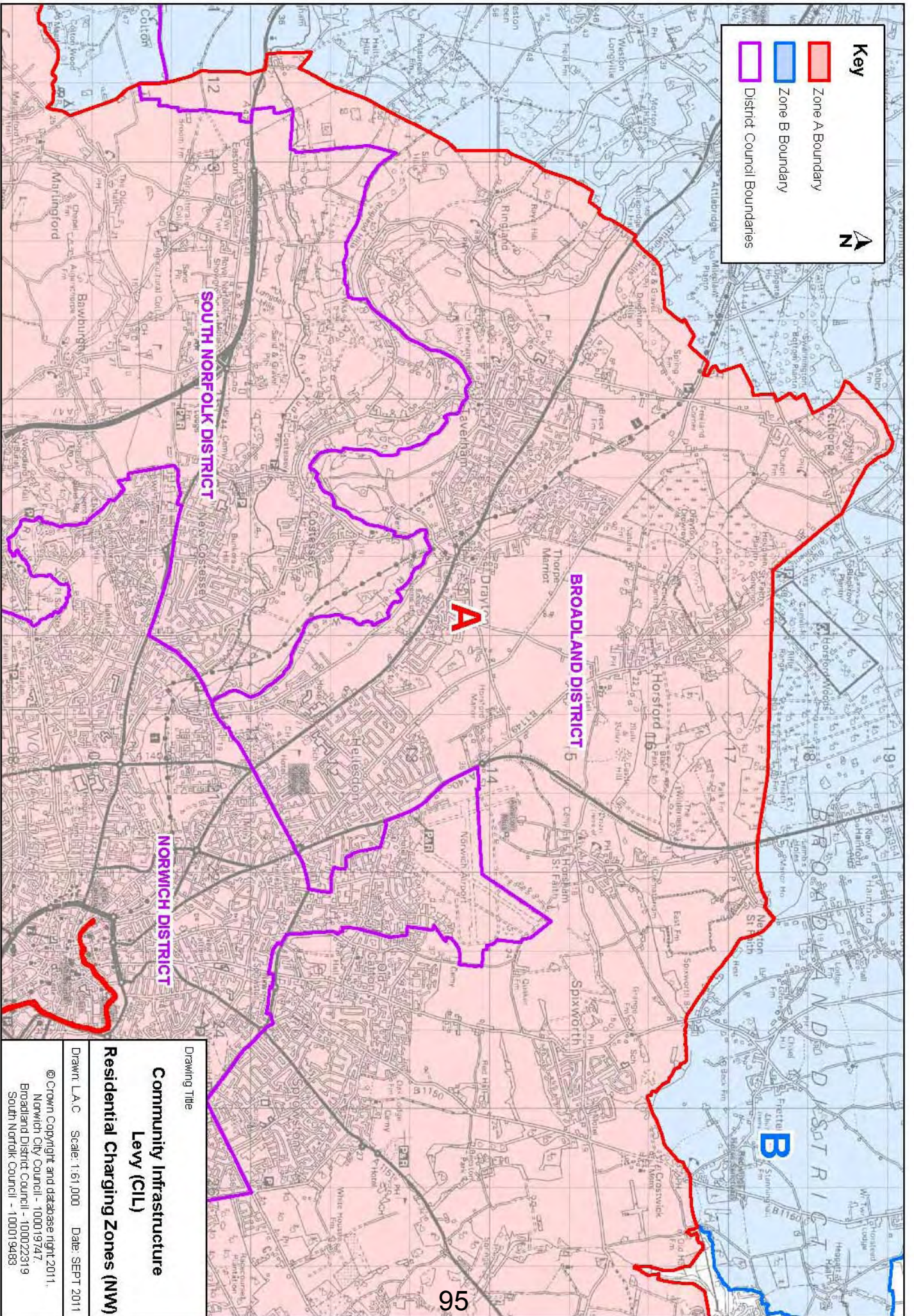
**Community Infrastructure Levy (CIL)**

**Residential Charging Zones**

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 South Norfolk Council - 100019483





**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries

N

Drawing Title

**Community Infrastructure Levy (CIL)**

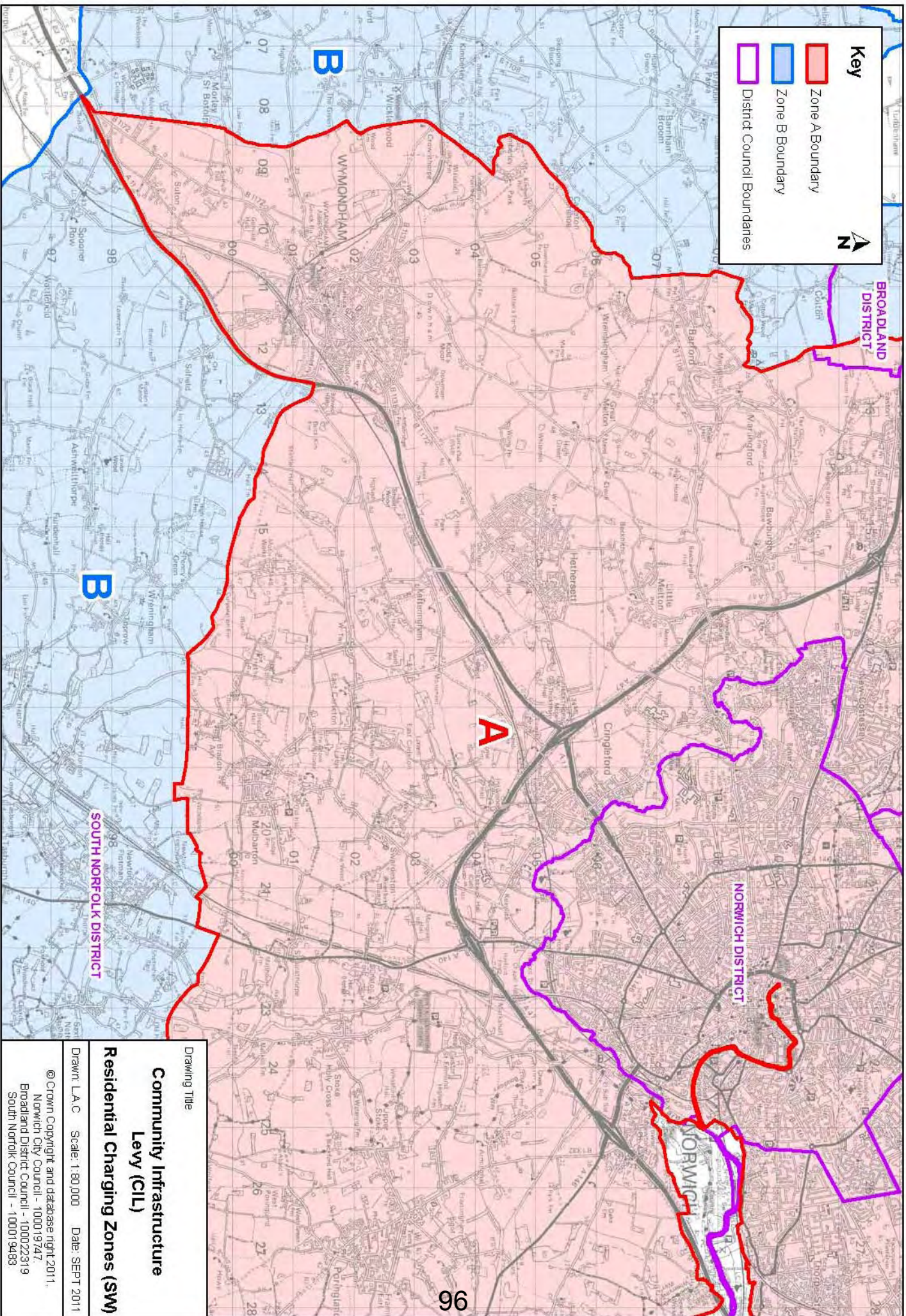
**Residential Charging Zones (NW)**

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**Key**

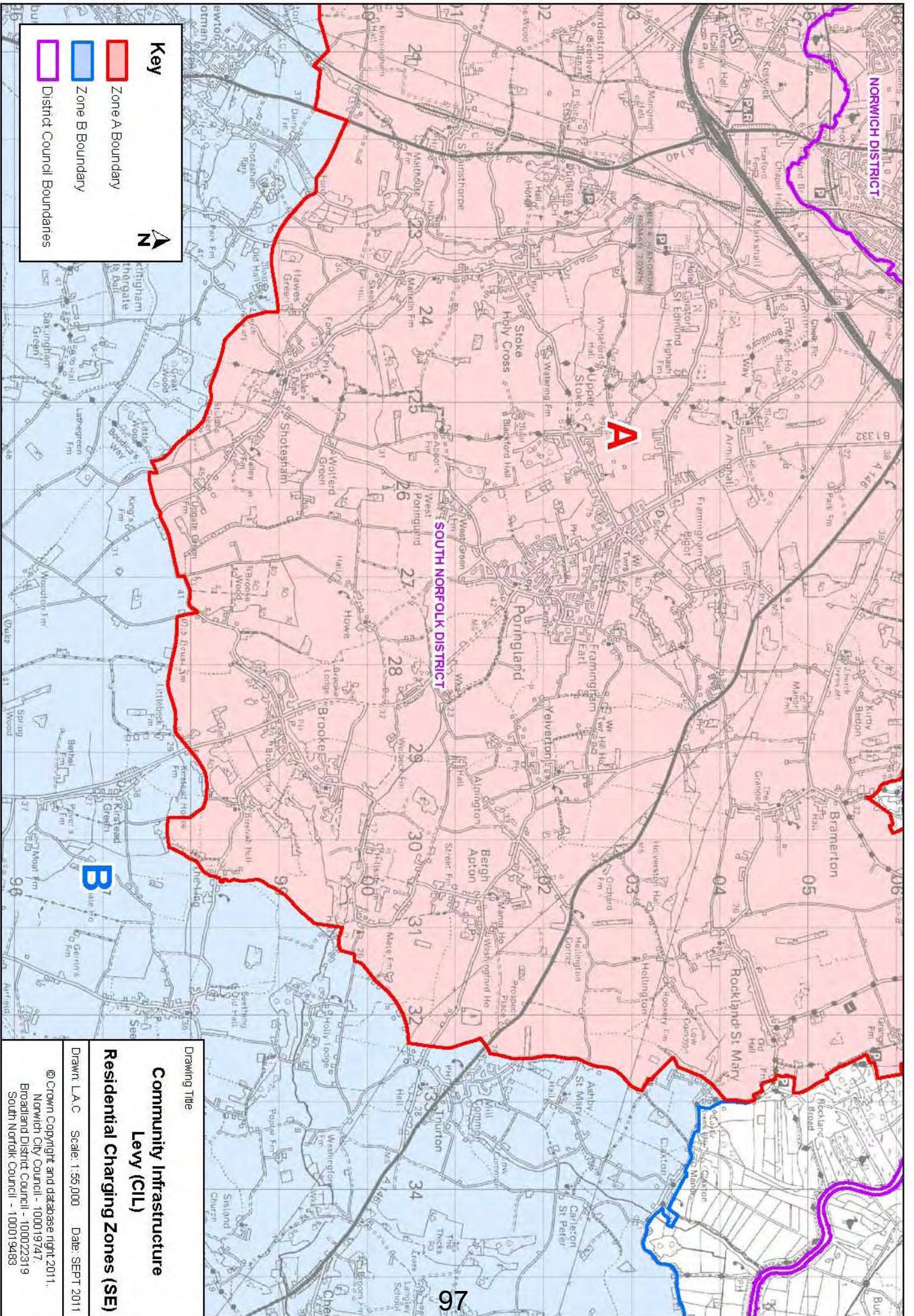
- Zone A Boundary
- Zone B Boundary
- District Council Boundaries

N

Drawing Title  
**Community Infrastructure  
 Levy (CIL)  
 Residential Charging Zones (SW)**

Drawn: L.A.C. Scale: 1:80,000 Date: SEPT 2011  
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 South Norfolk Council - 100019483





**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries

**N**

Drawing Title

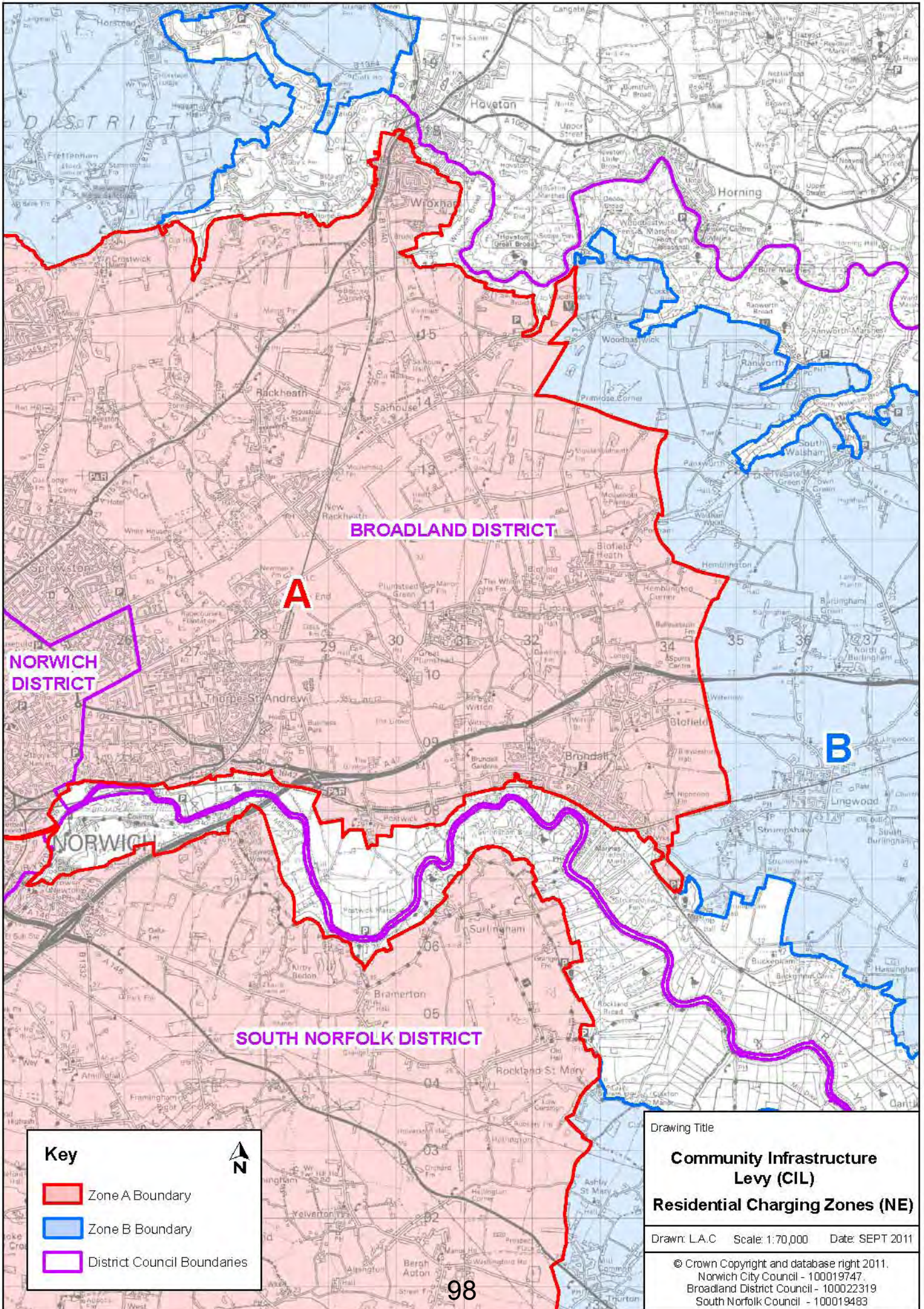
**Community Infrastructure Levy (CIL)**

**Residential Charging Zones (SE)**

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Broadland District Council - 100022319  
South Norfolk Council - 100019483





**BROADLAND DISTRICT**

**A**

**B**

**NORWICH DISTRICT**

**NORWICH**

**SOUTH NORFOLK DISTRICT**

<b>Key</b>	
Zone A Boundary	
Zone B Boundary	
District Council Boundaries	

Drawing Title
<b>Community Infrastructure Levy (CIL)</b>
<b>Residential Charging Zones (NE)</b>
Drawn: L.A.C Scale: 1:70,000 Date: SEPT 2011

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**tel:**        01603 430144



# **APPENDIX**

# **7**

## South Norfolk Council Community Infrastructure Levy Draft Charging Schedule

### 1. Introduction

- 1.1. This charging schedule is produced jointly by Broadland District Council, Norwich City Council and South Norfolk Council, working together with Norfolk County Council.
- 1.2. Each of the district councils will be the “Charging Authority” for their area and a separate charging schedule must be produced for each district. This charging schedule covers the part of the South Norfolk Council area for which the council is the local planning authority. Therefore it does not include the parts of the authority that are within the Broads Authority (where separate arrangements for developer contributions apply).
- 1.3. The Community Infrastructure Levy (CIL) provides a fair and transparent system of developer contributions for the provision of infrastructure required to support development in accordance with the Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk. The Charging Schedule sets out the Levy for different types and locations of development that will apply in the JCS area. While the investment provided by CIL is crucial for the delivery of sustainable development, it is not designed to fully fund all the infrastructure requirements of the area.
- 1.4. The accompanying document, Community Infrastructure Levy: Background and Context, outlines the evidence that has been used to develop this charging schedule, how infrastructure will be prioritised through the Local Implementation Plan and Programme (LIPP) and the Partnership’s evolving approach to governance and delivery. It explains the links between the CIL, Planning Obligations, and on-site infrastructure provision. An indicative list of the types of infrastructure that the CIL will help fund, or which will be delivered through conditions or legal agreements, is included in Appendix 1. This list does not form part of the Charging Schedule and will ultimately be published separately in accordance with CIL Regulation 123 and kept up to date on a regular basis.

### 2. Liability for CIL

- 2.1. When planning permission is granted, South Norfolk Council as the Charging Authority will issue a Liability Notice setting out the Levy that will be due for payment when the development is commenced. Applicants are advised to agree who will be responsible for this liability before submitting their planning application. Where no-one has assumed liability to pay the Levy, the liability will automatically default to the landowners of the relevant land and their successors in title.



2.2. Applicants should note that CIL will be charged on all qualifying development for which a planning permission is issued after the date of adoption of this Charging Schedule, regardless of when the application was validated.

3. **Geographical zones**

3.1. As noted above the Broads Authority area is not covered by this Schedule. The remaining parts of Broadland and South Norfolk are divided between Inner and Outer charging zones for residential development. These charging zones are defined on the maps in Appendix 1.

4. **Charging Schedule (£ per m2)**

<b>Use Class</b>	<b>Zone A</b>	<b>Zone B</b>
Residential development (Use classes C3 and C4 excluding affordable housing) including domestic garages, but excluding shared-user/ decked garages.	£115	£75
Development resulting in large convenience goods based stores of 2,000m2 gross or more (For the purposes of CIL a convenience goods based store is one where more than 50% of the net floor area is intended for the sale of convenience goods. Convenience goods are food, alcoholic and non-alcoholic beverages, tobacco, periodicals and newspapers, and non-durable household goods)	£135	
All other retail (Use classes A1-A5) and assembly and leisure development (D2) Sui generis akin to retail i.e. shops selling and/or displaying motor vehicles, petrol filling stations, retail warehouse clubs Sui generis akin to assembly and leisure i.e. nightclubs, amusement centres and casinos	£25	
Uses falling under C2, C2A and D1 Fire and Rescue Stations, Ambulance Stations and Police Stations which are Sui Generis.	£0	
All other types of development covered by the CIL regulations (including shared-user/ decked garages)	£5	

The chargeable rate will be index linked to 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; and the figure for a given year is the figure for 1st November of the preceding year. In the event that the All-in Tender Price Index ceases to be published, the index will be the retail prices index; and the figure for a given year is the figure for November of the preceding year.

## 5. **How the Chargeable Amount will be Calculated**

- 5.1 The District Council will calculate the amount of CIL chargeable to a qualifying development utilising the formula set out in Part 5 of the CIL Regulations 2010 (as amended). In summary the amount of CIL chargeable will be calculated as follows:

$$\frac{\text{CIL Rate x Chargeable Floor Area x BCIS Tender Price Index (at Date of Planning Permission)}}{\text{BCIS Tender Price Index (at Date of Charging Schedule)}}$$

- 5.2 The Chargeable Floor Area makes allowance for previous development on the site.
- 5.3 The net chargeable floor area amounts to the gross internal area of the chargeable development less the gross internal area of any existing buildings that qualify for exemption on the site.
- 5.4 This summary does not take account of every aspect of the Regulations. The CIL Regulations are available to view online at [www.gndp.org.uk](http://www.gndp.org.uk).

## 6. **Collecting Authority**

- 6.1 The collecting authority for the above payments will typically be the District Council (i.e. the determining authority/ Charging Authority) where the development takes place. However, in some instances, it may be the County Council that grants planning permission and, in these circumstances, it would be the County Council who would be the collecting authority (under Regulation 10(4)). Where the County Council is the collecting authority it will pay the Charging Authority the appropriate amount of CIL inline with Regulation 76.

## 7. **Discretionary relief**

- 7.1. Development by charities for charitable use is a statutory exemption under Regulation 43. It is not the current intention to make discretionary relief available in the area under Regulations 44, 45 or 55. This will be kept under review.

## 8. **Staging of Payments**

- 8.1. It is the intention of the authorities to produce an Instalment Policy setting out:
- a. The date on which it takes effect, which must be no earlier than the day after the instalment policy is published on the website;
  - b. The number of instalment payments;
  - c. The amount or proportion of CIL payable in any instalment;
  - d. The time (to be calculated from the date the development is commenced) that the first instalment payment is due, and the time that any subsequent instalment payments are due; and
  - e. Any minimum amount of CIL below which CIL may not be paid by instalment.



Where there is no instalment policy, payment will be payable in full at the end of a period of 60 days beginning with the intended commencement date of development.

A draft policy is set out in appendix 4 of 'Community Infrastructure Levy: Background and Context'

## **9. Payment in Kind**

- 9.1. Under Regulation 73, of the Community Infrastructure Levy Regulations 2010, as amended, the Charging authority may, at its own discretion, consider accepting land as payment in kind in lieu of CIL. This will only normally be considered for land in excess of that needed to deliver the infrastructure required by the permitted development (e.g. if the development permitted requires a new school of scale x, the land for a school of scale x will be provided without cost and not in lieu of CIL). The value of land for in lieu payment will be determined by an independent valuer.

## **10. Review**

- 10.1. With clear evidence of a substantial funding gap for the infrastructure needed to support the development of the area it will be important to ensure that the level of CIL income is maximised. Therefore, the three councils intend to commit to an early review of CIL within two years of the adoption of the charging schedule, with a view to raising the rates to take account of market recovery.

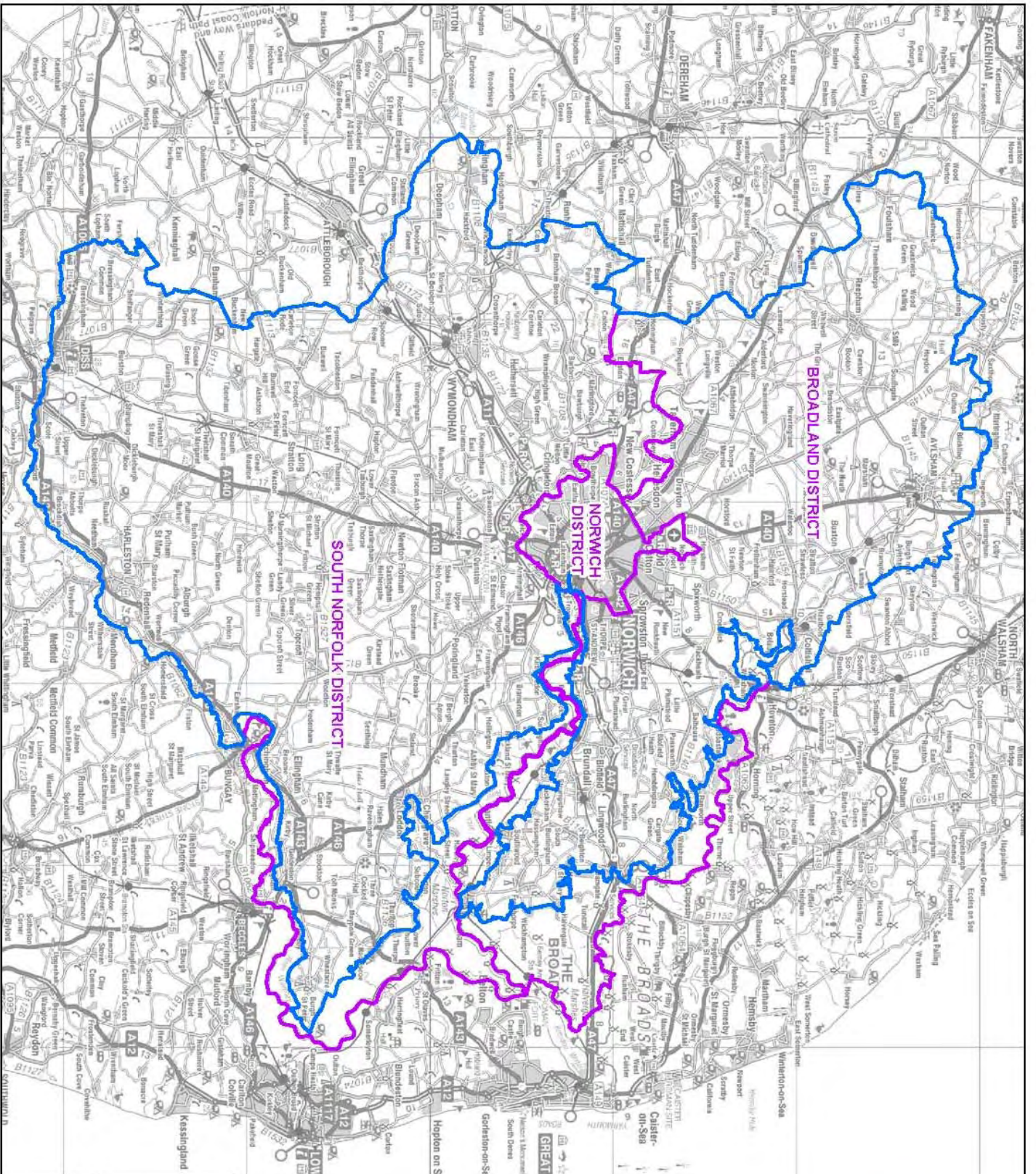
## **11. Further Information**

- 11.1. This Charging Schedule is prepared in accordance with the Community Infrastructure Levy Regulations. National guidance and further details about the Levy can be found on the Communities and Local Government website, at [www.communities.gov.uk](http://www.communities.gov.uk).
- 11.2. This Charging Schedule has been informed by local evidence regarding infrastructure requirements and the impact of a Levy on the economic viability of development, full details of which can be found on the GNDP website at [www.gndp.org.uk](http://www.gndp.org.uk).

## **Appendix 1**

### Charging Zone Boundary Maps

- Map 1:** Commercial
- Map 2:** Residential
- Map 3:** North west sector
- Map 4:** South west sector
- Map 5:** South east sector
- Map 6:** North east sector



**Key**

- Commercial Charging Zone
- District Council Boundaries

N

Drawing Title

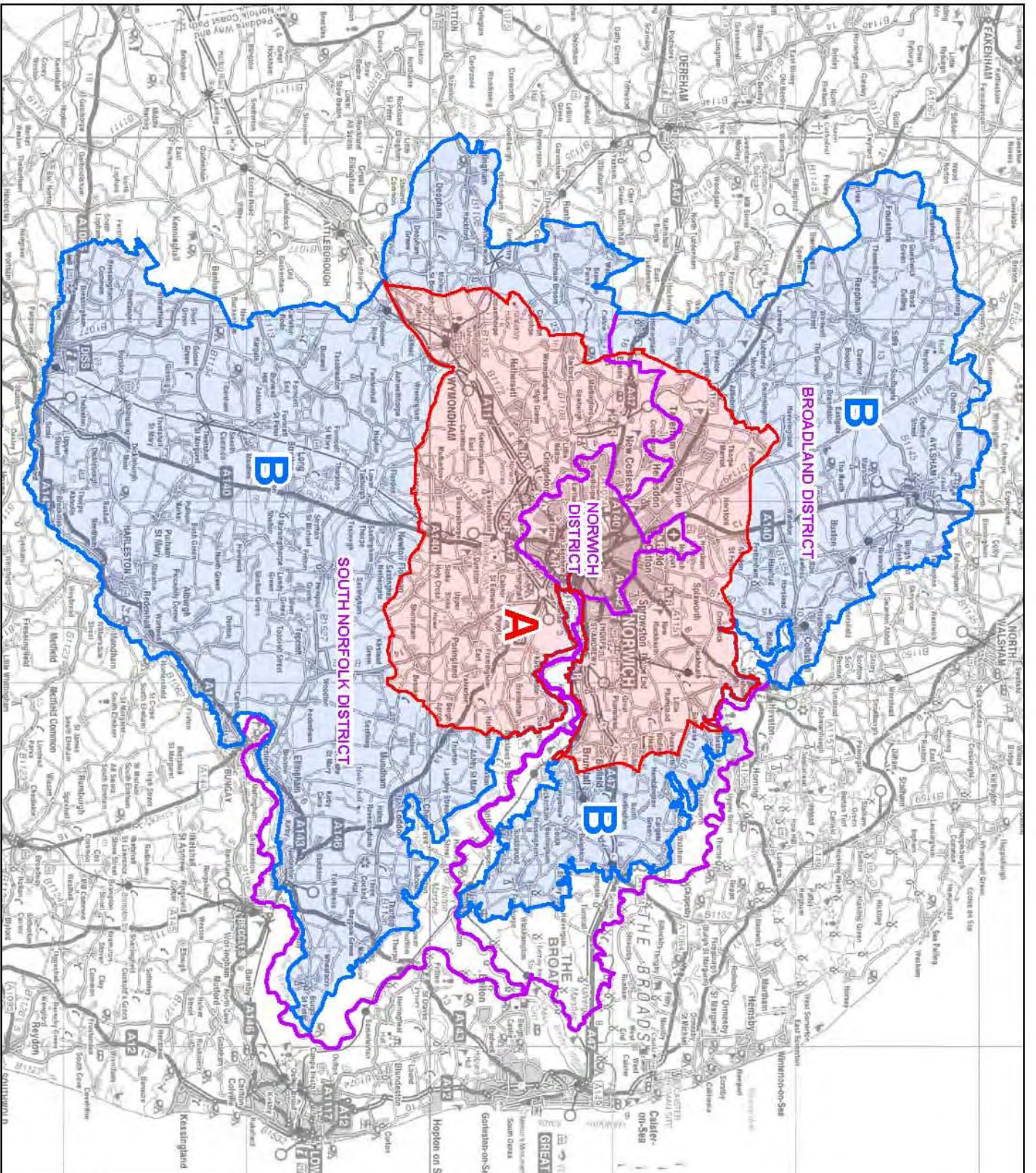
**Community Infrastructure Levy (CIL)**

**Commercial Charging Zone**

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**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries

N

Drawing Title

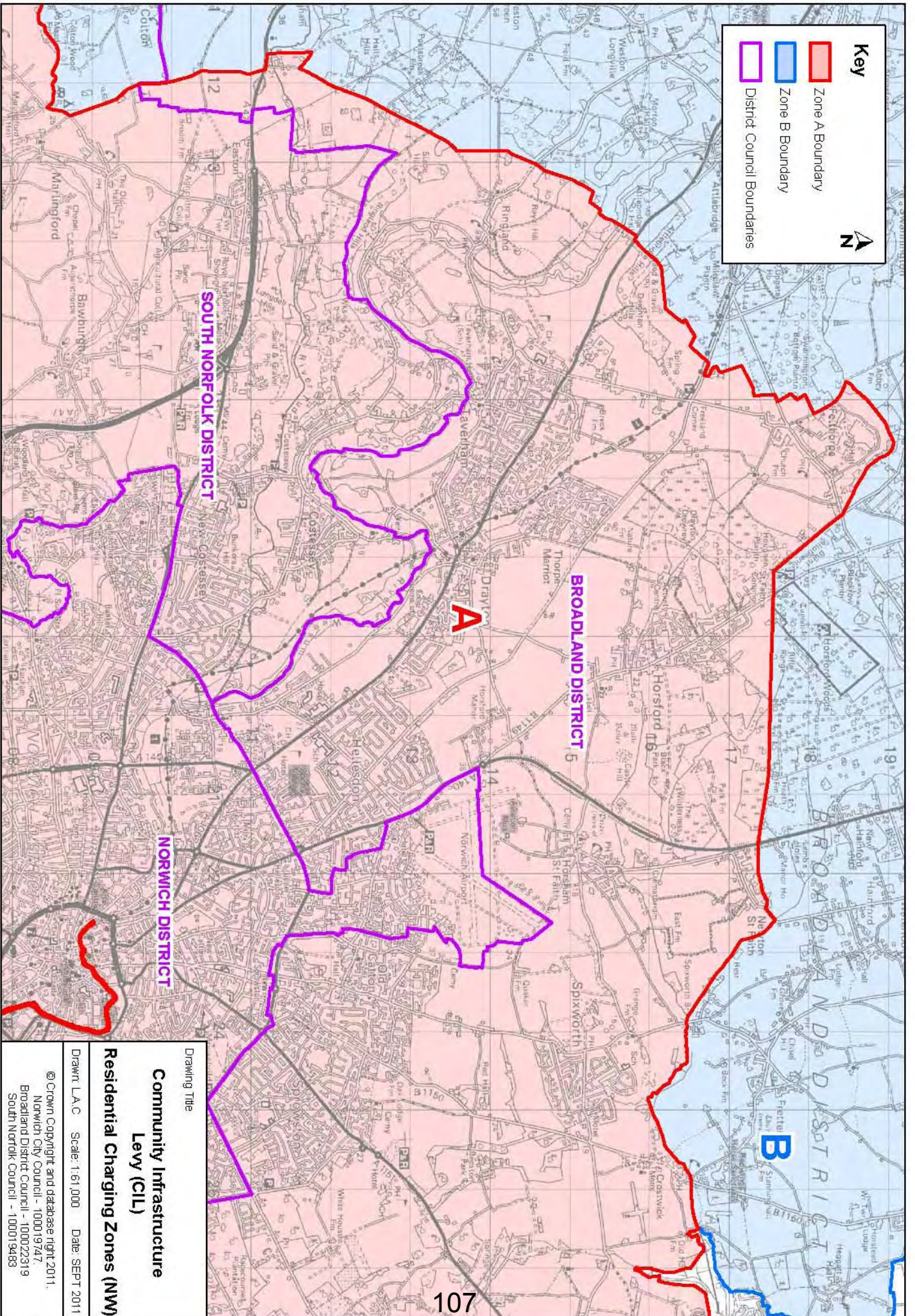
**Community Infrastructure Levy (CIL)**

**Residential Charging Zones**

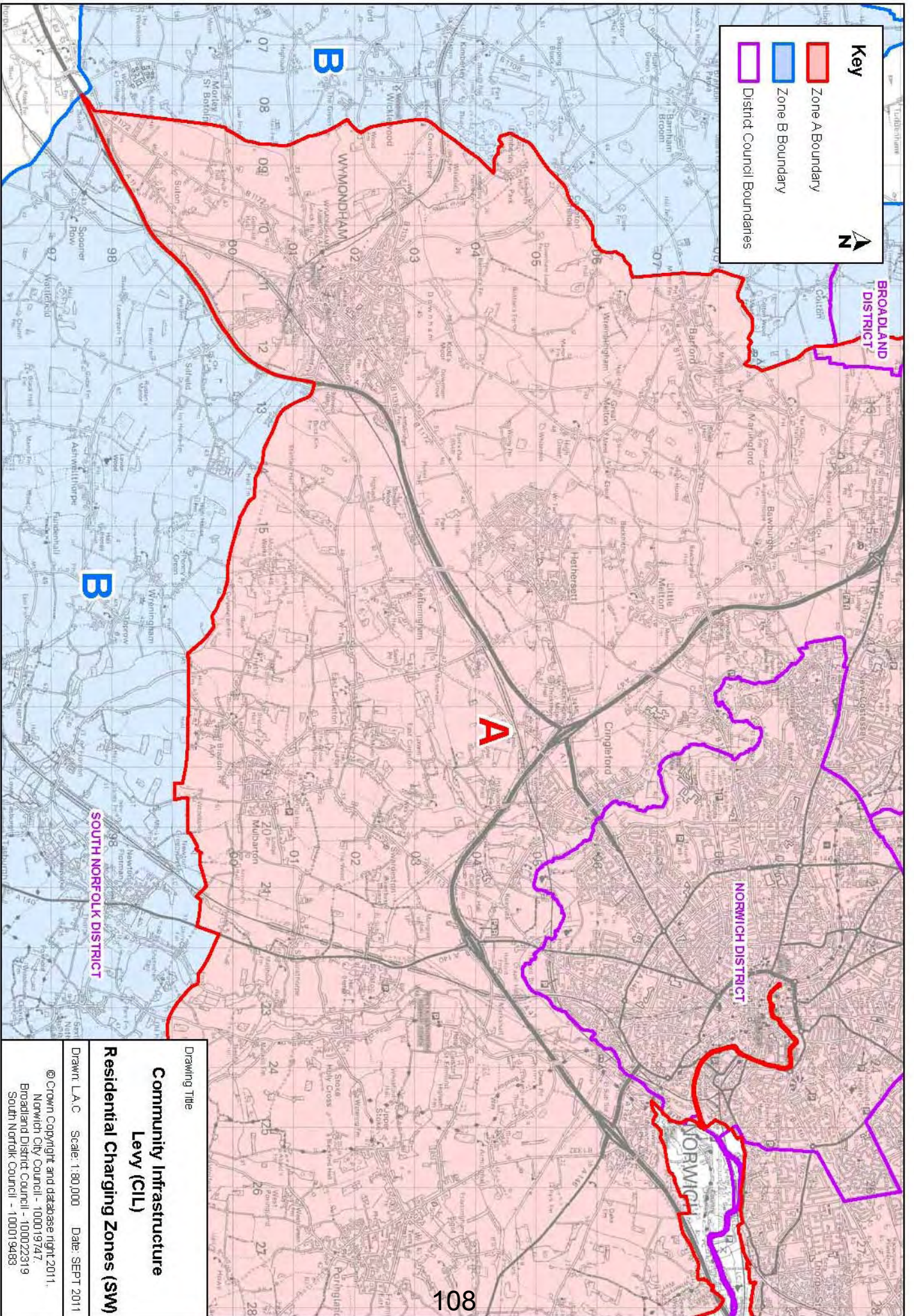
Drawn: L.A.C. Scale: 1:300,000 Date: SEPT 2011

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 Broadland District Council - 100022319  
 South Norfolk Council - 100019483

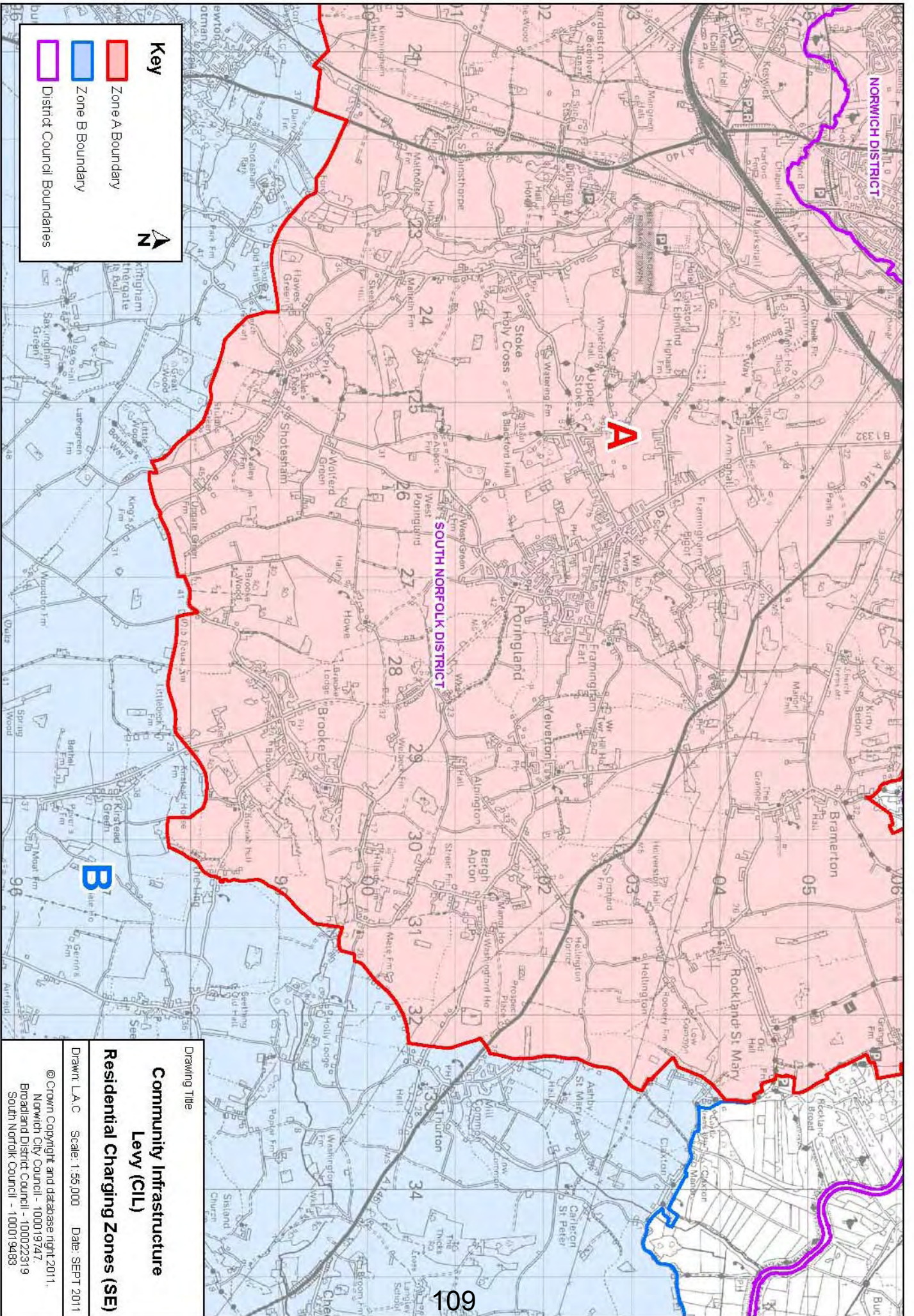












**Key**

Zone A Boundary

Zone B Boundary

District Council Boundaries

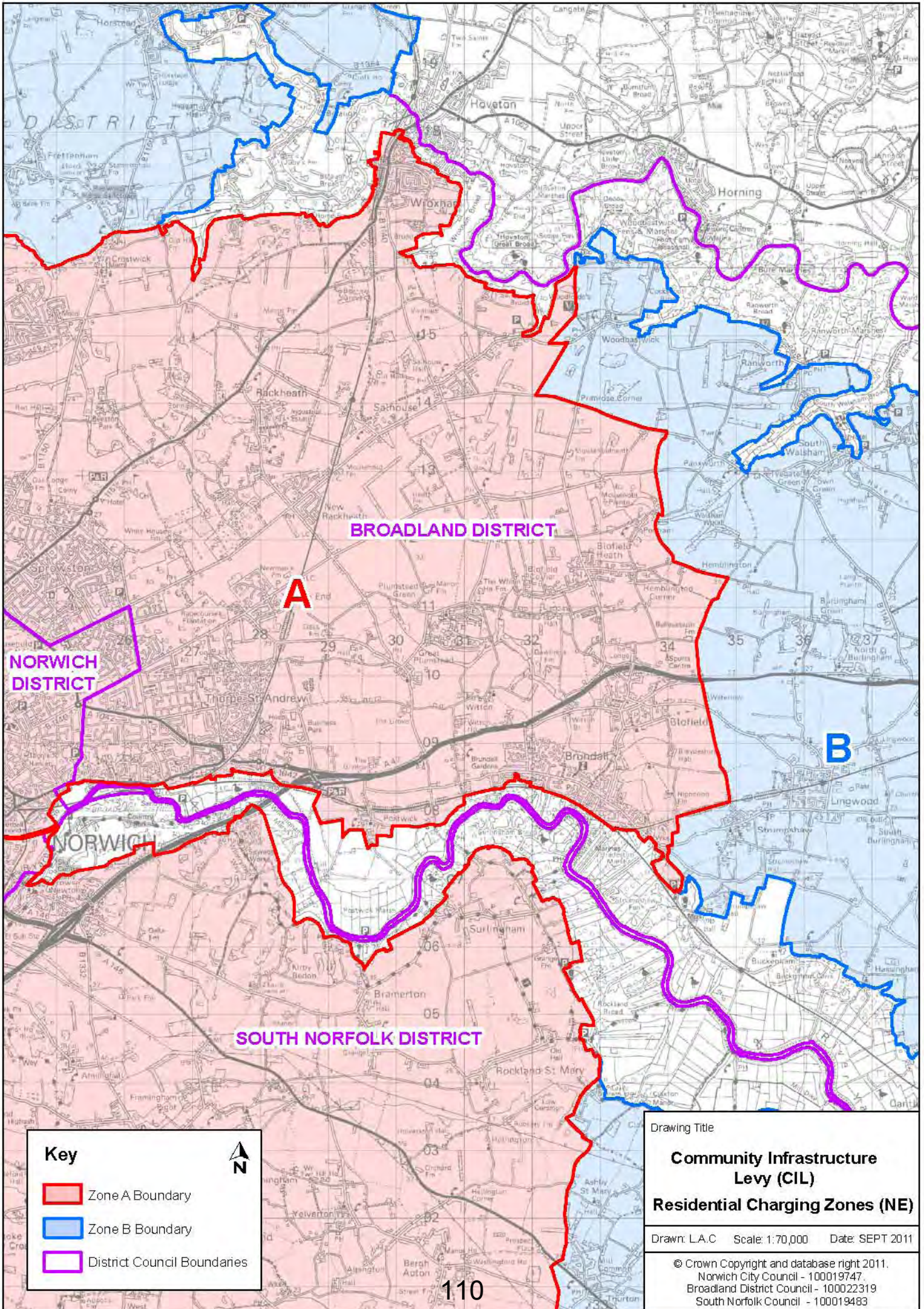


Drawing Title  
**Community Infrastructure  
 Levy (CIL)  
 Residential Charging Zones (SE)**

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 Broadland District Council - 100022319  
 South Norfolk Council - 100019483





**BROADLAND DISTRICT**

**NORWICH DISTRICT**

**NORWICH**

**SOUTH NORFOLK DISTRICT**

**A**

**B**

**Key**

- Zone A Boundary
- Zone B Boundary
- District Council Boundaries

Drawing Title

**Community Infrastructure Levy (CIL)**

**Residential Charging Zones (NE)**

Drawn: L.A.C Scale: 1:70,000 Date: SEPT 2011

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**tel:**        01603 430144





# **APPENDIX**

# **8**

## Community Infrastructure Levy for Broadland, Norwich and South Norfolk

Paper setting out how Broadland District Council, Norwich City Council and South Norfolk Council have complied with the relevant legislation and regulations

### Summary

Broadland District Council, Norwich City Council and South Norfolk Council (working together as the Greater Norwich Development Partnership) have prepared the Draft Charging Schedules in accordance with the Planning Act 2008, the Community Infrastructure Regulations 2010 (as amended). This paper summarises how Broadland District Council, Norwich City Council and South Norfolk Council have complied with the relevant statutory stages.

### Part 11 of the Planning Act 2008 – Community Infrastructure Levy

Section 211 In setting the rates and preparing the Draft Charging Schedules the Partnership has had regard to the actual and expected costs of infrastructure; the economic viability of development; other actual or expected administrative expenses in connection with the CIL and the statutory guidance.

The Partnership has consulted a range of stakeholders in preparing the Draft Charging Schedules and undertook two public consultations.

- Preliminary Draft Charging Schedule consultation  
3 October – 14 November 2011  
A report of this consultation can be found here [add link](#)
- Draft Charging Schedule Publication  
6 February – 5 March 2012  
A report of this consultation can be found here [add link](#)

Section 212 The Partnership has asked the Planning Inspectorate (PINS) to appoint an Independent Examiner.

Section 212 The following evidence and background documents have informed the Draft Charging Schedules. All of these documents are available on the GNDP website, [www.gndp.org.uk](http://www.gndp.org.uk).

#### Evidence

##### Reference

##### Title

EV 1a

Viability Advice on CIL/ Tariff for Broadland, Norwich and South Norfolk (GVA, December



	2010)
EV 1b	CIL Viability Advice Addendum on Final Report (GVA, June 2011)
EV 2	CIL Charging Zones Study Main Report (GVA, August 2011)
EV 3	Green Infrastructure and Recreational Open Space Topic Paper
EV 4	CIL Viability Advice: The Impact of Garages on the Sale of New Build (Mott Macdonald, September 2011)
EV 5.1	Supplementary viability evidence relating to flats in Norwich City
<b>EV 5.2</b>	<b>Supplementary evidence on the build costs of flats in Norwich City</b>
EV 6	Supplementary evidence on Residential Viability
EV 7	Supplementary evidence on the viability of large scale convenience goods based retail development
EV 8.1a	Preliminary Draft Charging Schedule for Broadland
EV 8.1b	Preliminary Draft Charging Schedule for Norwich
EV 8.1c	Preliminary Draft Charging Schedule for South Norfolk
EV 8.2	Community Infrastructure Levy: Background and Context v1
EV 8.3	Regulation 15 Preliminary Draft Charging Schedule - Report of Consultation
EV 8.4	Regulation 15 Preliminary Draft Charging Schedule – Consultation responses
EV 8.5	Regulation 15 Preliminary Draft Charging Schedule - Audit of responses and Officer Comments
EV 9	Community Infrastructure Levy: Background and Context v2 (Updated for Regulation 16 Publication, February 2012)
<b>EV 10</b>	<b>Report of responses received in accordance with Regulation 17, with officer comments on the issues raised</b>
<b>EV 11</b>	<b>Infrastructure planning in advance of an examination to resolve the Joint Core Strategy remitted text (July 2012)</b>

**EV 12** **Community Infrastructure Levy: Background and Context v3 (Updated for Submission)**

### **Background documentation**

BG 1 Joint Core Strategy for Broadland, Norwich and South Norfolk: Adopted March 2011, updated April 2012 to show remitted parts following Legal Challenge.

**BG 1.1** **Joint Core Strategy Pre-Submission Publication document**

BG 2.1 Local Investment Plan and Programme (LIPP) v4.1 (December 2011)

**BG 2.2** **LIPP Schedule of factual updates (June 2012)**

BG 3 Housing Market Assessment Update (Greater Norwich Housing Partnership, Sept 2011)

BG 4 CIL advice note for applicants

BG 5 CIL Developer Focus Group Meetings

BG 6 CIL Developer Forum 10 May 2011

BG 7 Planning Officers Society CIL and Infrastructure Planning Advice Note October 2011

BG 8 Preliminary Draft Charging Schedule - Notice of Consultation

BG 9 CIL Front Runners - PINS Frontloading Visit

BG 10 Update letters to consultees pre-publication

**BG 11** **Council decisions to submit CIL for examination**

### **The Community Infrastructure Regulations 2012 (as amended)**

Regulation 12 The Draft Charging Schedules contain the information required by the Regulations.

Regulation 13 The differential levy rates are compliant with Regulation 13, which enables charging authorities to set differential rates (including nil rates) by location and type of development

Regulation 14 In setting rates, the Draft Charging Schedules comply with Regulation 14 (1), striking an appropriate balance between the desirability of funding from CIL and the potential effects, across the area, of the impact of CIL.

Regulation 15 Preliminary Draft Charging Schedules were agreed by Councils  
Broadland District Council  
Norwich City Council



## South Norfolk Council

In accordance with Regulation Preliminary Draft Charging Schedule consultation took place between 3 October – 14 November 2011

The Partnership was keen to receive as many comments as possible and promoted the consultation by:

- Sending the consultation materials to all neighbouring authorities and Parish and Town Councils in the three district area. Further copies were also sent to the Department for Communities and Local Government.
- A new webpage on the GNDP website, [www.gndp.org.uk](http://www.gndp.org.uk), which included download copies of the consultation material and the evidence base.
- Adverts in the EDP and Evening News on 3 October and 31 October
- Adverts in the Beccles & Bungay Journal, Diss Mercury, Great Yarmouth Mercury, Lowestoft Journal, North Norfolk News, Norwich Advertiser, Wymondham and Attleborough Mercury on 30 September and 28 October
- Over 4000 letters and e-mails to organisations, businesses; housing providers and individuals on the three districts Local Development Framework consultation database. Correspondence included a link to the website and a contact telephone number.
- The documents were also made available at libraries and council offices in the area.

A report of this consultation can be found here [add link](#)

A total of 79 responses were received to the consultation. Copies of all representations are available on the GNDP website [www.gndp.org.uk](http://www.gndp.org.uk). These helped to inform the preparation of the Draft Charging Schedule and with reported to Councils at their meetings below:

- Broadland District Council: 5 January, 2012
- Norwich City Council: 31 January 2012
- South Norfolk Council: 23 January 2012

Regulation  
16

Draft Charging Schedules were published together with a statement of representations procedure and guidance notes and a comment form; a public notice giving availability of documents, relevant evidence and the document 'Community Infrastructure Levy: Background and Context' on the GNDP website [www.gndp.org.uk](http://www.gndp.org.uk) 6 February – 5 March 2012.

The Partnership was keen to receive as many comments as possible and promoted consultation by:

- Sending the publication materials to all neighbouring authorities and Parish and Town Councils and local community groups in the three district council areas. Further copies were also sent to the Department for Communities and Local Government.
- A new webpage on the GNDP website, [www.gndp.org.uk](http://www.gndp.org.uk), which included download copies of the consultation material and the evidence base as well as further background documents. The page was linked from the website homepage and also from the District and County council webpages.
- Public notices in the EDP and Evening News on 6 February and reminder adverts on 20 February.
- Public notices in the Beccles & Bungay Journal, Diss Mercury, Great Yarmouth Mercury, Lowestoft Journal, North Norfolk News, Norwich Advertiser, Wymondham and Attleborough Mercury on 3 February and reminder adverts on 17 February.
- Over 4000 letters and e-mails to organisations, businesses; housing providers and individuals on the three district councils' Local Development Framework consultation database. Correspondence included a link to the website and a contact telephone number.

A total of 35 responses were received. A list of respondents can be found in the table below. Copies of all representations are available on the GNDP website, [www.gndp.org.uk](http://www.gndp.org.uk).

A report of this consultation can be found here [add link](#)

Regulation 17 The period for representations to be made on the Draft Charging Schedule was 6 February – 5 March 2012

Regulation 19 In accordance with the Regulations the Partnership will submit the following to the independent Examiner:

- The draft charging schedules
- A summary of the main issues raised by the representations
- Copies of the representations
- Any modifications
- Copies of the relevant evidence.

Copies of the above documents will be made available at the district council offices and all libraries in the area. They will also be made available on the GNDP websites [www.gndp.org.uk](http://www.gndp.org.uk) and linked to from the district council websites. A statement of the fact the documents are available for inspection and details of where they can be inspected will be published.

Modifications to the Draft Charging Schedules will be published on the GNDP website [www.gndp.org.uk](http://www.gndp.org.uk) and consultation bodies will be notified, before submission of the Draft Charging Schedules to



the Examiner as required by the regulations.

DRAFT