

**Community Infrastructure Levy Regulations 2011 (amended)  
Preliminary Draft Charging Schedule Consultation  
3 October 2011 – 14 November 2011**

**How to respond to this consultation**

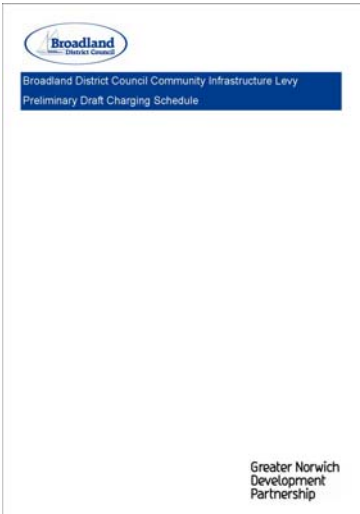
The Community Infrastructure Levy (CIL) is a new levy that local authorities in England and Wales can charge on new developments in their area. The money will be used to support development by funding infrastructure that the council, local community and neighbourhoods want – for example, new or safer 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 the regulations, three separate Preliminary Draft Charging Schedules have been published for comment. These are almost identical and they share the same evidence base. The only difference in the schedules relates to the geographical charging zones, Norwich is entirely in Zone A and Broadland and South Norfolk include areas in both Zone A and Zone B.

This is the first stage in consultation for setting a CIL for the three districts.

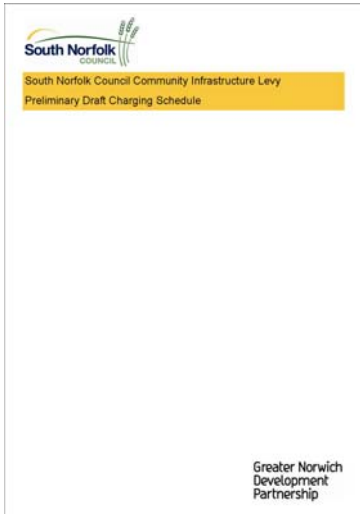
The Broadland District Council Preliminary Draft Charging Schedule looks like this:



The Norwich City Council Preliminary Draft Charging Schedule looks like this:



The South Norfolk Council Preliminary Draft Charging Schedule looks like this:



## Getting involved

The consultation documents are:

- Preliminary Draft Charging Schedule for Broadland
- Preliminary Draft Charging Schedule for Norwich
- Preliminary Draft Charging Schedule for South Norfolk

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

- The explanatory document 'Community Infrastructure Levy: Background and Context'
- Viability Advice on a CIL/ Tariff for Broadland, Norwich and South Norfolk (GVA, December 2010)
- Charging Zones Schedule Report (GVA, July 2011)
- Topic Paper: Green Infrastructure and Recreational Open Space (GNDP, June 2011)

There is also earlier background information supporting this consultation:

- Joint Core Strategy for Broadland Norwich and South Norfolk adopted March 2011
- Infrastructure Needs and Funding Study (EDAW/ AECOM 2009)
- Local Investment Plan and Programme for Broadland, Norwich and South Norfolk v4 June 2011

All these documents are available on the GNDP website, at [www.gndp.org.uk](http://www.gndp.org.uk).

The consultation documents and evidence can be viewed at each of the district council offices.

The consultation documents will also be available at libraries, at the Broads Authority offices and at the Norfolk County Council offices at County Hall. Where facilities are available evidence can be accessed via the GNDP website, [www.gndp.org.uk](http://www.gndp.org.uk).

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>

## You can respond to this consultation by email or by post:

The Preliminary Draft Charging Schedules and the supporting evidence are open for six weeks of consultation from **3 October 2011** to **14 November 2011**. Consultation responses must be received by **5pm** on **Monday 14 November 2011** in order to be considered.

A response form is available on the GNDP website at [www.gndp.org.uk](http://www.gndp.org.uk). If possible, please use this form to assist us in analysing your response and in publishing them correctly.

For more information contact the GNDP:

**tel:** 01603 430144  
**email:** [cil@gndp.org.uk](mailto:cil@gndp.org.uk)

When responding to the consultation you can comment on one, two or all three schedules. You can:

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

Please note that comments cannot be treated as confidential. All responses to this consultation will be made available as public documents. Unfortunately we are only able to acknowledge emailed responses, but all comments will be carefully considered.

## Forms and comments can be:

**emailed to:** [cil@gndp.org.uk](mailto:cil@gndp.org.uk)  
**posted to:** GNDP, PO Box 3466, Norwich, NR7 7NX  
**hand delivered:** to 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

## Evidence

Please use this section to give us any comments you have on the evidence:

- The explanatory document 'Community Infrastructure Levy: Background and Context'
- Viability Advice on a CIL/ Tariff for Broadland, Norwich and South Norfolk (GVA, December 2010)
- Charging Zones Schedule Report (GVA, August 2011)
- Topic Paper: Green Infrastructure and Recreational Open Space (GNDP, June 2011)

**Question 1:** Having considered the evidence do you agree the appropriate balance between the desirability of funding from CIL and impacts on the economic viability have been met?

Yes  No

Please add any comments below

The introduction of CIL in such an economic climate is a difficult task, however the necessity to do so is apparent. Whether the level of CIL proposed is correct or not will only become apparent once it is introduced and the viability of prospective schemes are considered against the levels.

The key important factor in the viability it the continuous review, which at 6month internals seems a sensible balance in the current climate.

My answer applies to (please tick one or more of the boxes):

Broadland  Norwich  South Norfolk  All

## Geographical zones

Please use this section to give us any comments about the boundaries of the

geographical charging zones shown in appendix 1 of the Preliminary Draft Charging Schedule

### Non-residential development zone boundary

**Question 2:** It is intended that, for non-residential development, one charging area will apply to the administrative areas of Broadland District Council, Norwich City Council and South Norfolk Council. Do you agree with this approach?

Yes  No

Please add any comments below

As demonstrated in the evidence, there is little viability for non-residential at the present time and therefore little scope to provide for zones within the GNHP area. However, as above the need to review this needs to be considered. The consideration of creating zones for non-residential needs to be based on both economic viability and consideration of where non-residential development would be best placed against the attraction of new-build to generate CIL.

e.g. supporting use of existing empty retail space in Norwich City centre rather than promoting new out-of-town retail areas to “cash-in” on CIL.

My answer applies to: (please mark one or more of the boxes):

Broadland  Norwich  South Norfolk  All

### Residential development zone boundaries

**Question 3:** The viability evidence supports two charging zones for residential development, Zone A and Zone B. The Norwich City Council area falls entirely in Zone A. Broadland District Council and South Norfolk Council areas are within Zone A and Zone B. Do you agree with the boundaries for the charging zones?

Yes  No

Please add any comments below

At present time this seems sensible, but again will need to be reviewed as the economic climate changes. Potentially residential sales values on Greenfield, Zone B, sites will be higher than those that can be achieved in the formal Central Zone which are more likely to be brownfield sites with more challenging conditions and constraints, therefore potentially the CIL values need to be reversed to reflect this. As noted at Question 1, the review policy is positive in responding if this situation arises.

My answer applies to: (please mark one or more of the boxes):

Broadland  South Norfolk  All

### Charging Schedule

Please use this section to comment on the rates of charge as shown in the table on page 2 of the Preliminary Draft Charging Schedule

#### Residential development – Zone A

**Question 4a:** It is intended that the rate of charge for residential development in Zone A will be within a range of £135 to £160 per m2.

What do you think the rate should be?

**Question 4b:** What is your justification for this rate?

As per response to question 1, the level should be tested against real examples and reviewed regularly to maintain a balance between CIL income and supporting delivery.

My answer applies to (please tick one or more of the boxes):

Broadland  Norwich  South Norfolk  All

**Residential development – Zone B:**

**Question 5a:** It is intended that the rate of charge for residential development in the Zone B will be £75 per m<sup>2</sup>. Do you agree with this approach?

Yes  No

Please add any comments below

As per Q4b

**Question 5b:** If you answered no to the above question:

What should the charge be?

What is your justification for this rate?

My answer applies to (please tick one or more of the boxes):

Broadland  Norwich  South Norfolk  All

**Residential development – zones A and B**

**Question 6a:** It is intended that the rate of charge for domestic garages (excluding shared-user garages) in Zones A and B will be within a range of £25 to £35 per m<sup>2</sup>.

What do you think the rate should be?

**Question 6b:** What is your justification for this rate?

Although CIL is required to be charged on garages, this needs to be balanced against ensuring adequate parking and storage provisions are provided within each new residential dwelling via the planning process.

My answer applies to (please tick one or more of the boxes):

Broadland  Norwich  South Norfolk  All

**Large convenience goods based supermarkets and supermarkets**

**Question 7a:** It is intended that the rate of charge for large convenience goods based supermarkets and superstores of 2,000m<sup>2</sup> gross or more will be £135 per m<sup>2</sup>. Do you agree with this approach?

Yes  No

Please add any comments below

No comment

**Question 7b:** If you answered no to the above question:

What should the charge be?

What is your justification for this rate?

My answer applies to (please tick one or more of the boxes):

Broadland  Norwich  South Norfolk  All

**Other retail and assembly and leisure developments**

**Question 8a:** It is intended that the rate of charge for all other retail and assembly and leisure developments will be £25 per m<sup>2</sup> (including shared user garages). Do you agree with this approach?

Yes  No

Please add any comments below

No comment

**Question 8b:** If you answered no to the above question:

What should the charge be?



What is your justification for this rate?

My answer applies to (please tick one or more of the boxes):

Broadland  Norwich  South Norfolk  All

### Community uses

**Question 9a:** It is intended that the rates of charge for all other Community Uses will be £0 per m<sup>2</sup>. Do you agree with this approach?

Yes  No

Please add any comments below

A clear definition needs to be provided for what constitutes community uses, but otherwise the recognition that this use should be CIL exempt is positive.

**Question 9b:** If you answered no to the above question:

What should the charge be?

What is your justification for this rate?

My answer applies to (please tick one or more of the boxes):

Broadland  Norwich  South Norfolk  All

**Other types of development**

**Question 10a:** It is intended that the rates of charge for all other types of development (including shared-user garages) covered by the CIL regulations will be £5 per m2. Do you agree with this approach?

Yes  No

Please add any comments below

As per Q6a, planning policy needs to ensure that adequate parking is provided.

**Question 10b:** If you answered no to the above question:

What should the charge be?

What is your justification for this rate?

My answer applies to (please tick one or more of the boxes):

Broadland  Norwich  South Norfolk  All

There are other issues we would like your views on, though these are not part of the Preliminary Draft Charging Schedules.

**Discretionary relief**

The approach to discretionary relief can be found on page 3 of the Preliminary Draft Charging Schedule and in section 12 of the 'Community Infrastructure Levy: Background and Context'.

**Question 11** Do you agree with the approach to Discretionary Relief?

Yes  No

Please add any comments below

Once again, the key point is to review the position on discretionary relief and individual projects, including large-scale regeneration schemes, may well benefit from the relief if in the specific circumstances is beneficial.

My answer applies to (please mark one or more of the boxes):

Broadland  Norwich  South Norfolk  All

**Staging of payments**

The approach to the staging of payments can be found in page 3 of the Preliminary Draft Charging Schedule and in section 11 and appendix 4 of the document 'Community Infrastructure Levy: Background and Context'.

**Question 12:** Do you have any comments about the draft policy

Yes  No

Please add any comments below

The principle of paying CIL in instalments is positive, although it may be better linked to completion of dwellings/commercial space rather than days after commencement, in line with "trigger points" as used in S106 agreements. In longer-term developments, market conditions are the driver for delivery and CIL should work in pace with this, rather than the commencement date. Delivery of infrastructure should be linked to the delivery of the residential/commercial.

My answer applies to: (please mark one or more of the boxes):

Broadland  Norwich  South Norfolk  All

## Payment in kind

Within the GNDP area, where land is required within a development to provide built infrastructure to support that development (such as a school) it will be expected that land transfer will be at no cost to the local authorities and will not be accepted as a CIL payment in kind. Where the facility is needed to serve more than one development, any land transfer over and above that needed for the specific development would be regarded as payment in kind of CIL. The approach to payment in kind can be found on page 3 of the Preliminary draft charging schedule and in section 12 of the document 'Community Infrastructure Levy: Background and Context'.

**Question 13:** Do you agree with the approach to payment in kind?

Yes  No

Please add any comments below

The principle of the payment in kind policy is positive, although it needs to be linked in with the site specific allocations. This will ensure that where land is required within a development to provide built infrastructure, it is clearly stated in the planning policy for, ensuring the appropriate land value is attributed and avoiding CIL negotiations at a later date.

However, it should be considered by the Authority whether the developer of the site is better placed than the Authority itself to lead on the build of the necessary on-site infrastructure, albeit that the land would be transferred to the Authority at nil value.

My answer applies to: (please mark one or more of the boxes):

Broadland  Norwich  South Norfolk  All

## Neighbourhoods and CIL

The Government proposes that neighbourhoods where development takes place will receive a 'meaningful proportion' of CIL revenue to spend on infrastructure projects locally. The local community will be able to decide how this money should be spent as long as it is used for infrastructure.

The government is currently consulting on this proposal which can be found its website at [www.dclg.gov.uk](http://www.dclg.gov.uk).

The consultation suggests that in Broadland and South Norfolk districts the Parish and Town Councils will take on this responsibility. In Norwich, where there are no Parish or Town councils, an approach appropriate to the area will need to be developed.

**Question 14a:** Subject to any updated Regulations it is proposed that 5% of the net CIL receipts be passed to local communities (e.g. the Parish Council or Town Council in the two rural districts) who express an interest in receiving it. Do you agree with this approach?

Yes  No

Please add any comments below

Again, the principle is positive, however clear guidance and a time limit for spend would need to be enforced to ensure that the receiving body of the 5% spends the funds appropriately and timely. In some instances where a Parish or Town Council is in place, other community bodies may be better placed to receive the money and ability to do this should be considered.

My answer applies to: (please mark one or more of the boxes):

Broadland  Norwich  South Norfolk  All

**Question 14b:** Do you have any views about how the CIL which will be made available for the local community in Norwich, where there are no Parish or Town Councils, should be administered?

Please add any comments below

The approach outlined above at Q14a would work particularly well in the case of Norwich. Potentially the relevant ward member could assist officers within the Authority to identify suitable community groups to receive the funds. Again, appropriateness and timeliness of spend needs to be ensured.

**Other comments**

**Question 15:** Do you have any other comments on the Preliminary Draft Charging Schedule(s) or the Community Infrastructure Levy?

Yes  No

Please add any comments below

My answer applies to: (please mark one or more of the boxes):

Broadland  Norwich  South Norfolk  All

For paper copies of this form please email [cil@gndp.org.uk](mailto:cil@gndp.org.uk) or telephone 01603 430144

**Please return the form to:**

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

Post: Greater Norwich Development Partnership  
PO Box 3466  
Norwich  
NR7 0NX

**OFFICE USE ONLY:**

Date received:

Representation no:

Forms can also be delivered by hand to:

to your local district council office or to the County Council:

- 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

**ALL FORMS MUST BE RECEIVED BY 5PM ON MONDAY 14 NOVEMBER 2011**

For more information or if you require this document in another format or language, please contact the GNDP:

**email:** [cil@gndp.org.uk](mailto:cil@gndp.org.uk)  
**tel:** 01603 430144