

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

**How to respond to this consultation**

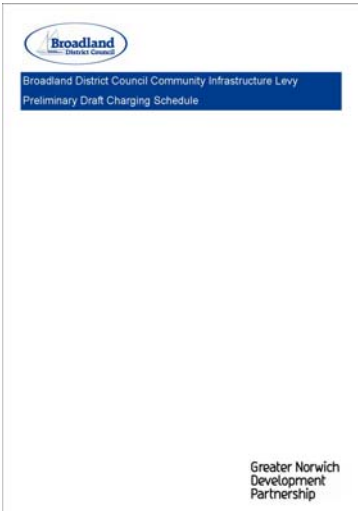
The Community Infrastructure Levy (CIL) is a new levy that local authorities in England and Wales can charge on new developments in their area. The money will be used to support development by funding infrastructure that the council, local community and neighbourhoods want – for example, new or safer 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.

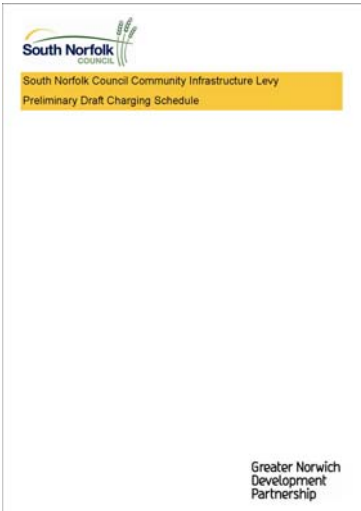
The Broadland District Council Preliminary Draft Charging Schedule looks like this:



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

No, we think the level of the CIL should reflect the infrastructure cost to the community. If this isn't reflected in the CIL, over time, the value of land will continue to be distorted.

We don't believe the viability of the development should be the basis of the CIL.

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

Broadland

Norwich

South  
Norfolk

**All**

**NOTE** In accordance with CIL regulations, the charging rates proposed in the Preliminary Draft Charging Schedules aim to balance the need to fund infrastructure in Greater Norwich with the potential impact on the economic viability of development. Any comments suggesting a variation in the rate of CIL should be justified by viability evidence.

## 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

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

It will skew development in the boundary areas by encouraging development just over the border into Zone B. The county boundaries will also have the same effect.

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

Broadland  South Norfolk  **All**

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## 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?

**Please see below**

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

The incremental cost per capita of providing infrastructure and services for each additional property should be taken across the whole of Norfolk and Norwich.

We believe the charge should be same across both zones and indeed all of Norfolk

On brownfield sites where buildings have been demolished – building houses will require infrastructure, so why is no CIL applied here?

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

Broadland

Norwich

South  
Norfolk

**All**

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**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 m2. Do you agree with this approach?

Yes  **No**

Please add any comments below

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

What should the charge be?

**See Q4**

What is your justification for this rate?

See response to Q4

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

Broadland  Norwich  South Norfolk  **All**

**NOTE** In accordance with CIL regulations, the charging rates proposed in the Preliminary Draft Charging Schedules aim to balance the need to fund infrastructure in Greater Norwich with the potential impact on the economic viability of development. Any comments suggesting a variation in the rate of CIL should be justified by viability evidence.

**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 m2.

What do you think the rate should be?

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

We agree that it should be a flat rate across zones A and B.

We hope this does not have the effect of reducing the number of garages built with new homes.

Is it anticipated that all new properties will have integral garages?

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

Broadland  Norwich  South Norfolk  **All**

**NOTE** In accordance with CIL regulations, the charging rates proposed in the Preliminary Draft Charging Schedules aim to balance the need to fund infrastructure in Greater Norwich with the potential impact on the economic viability of development. Any comments suggesting a variation in the rate of CIL should be justified by viability evidence.



**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

We cannot comment on the actual amount,

**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**

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**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 m2 (including shared user garages). Do you agree with this approach?

Yes  **No**

Please add any comments below

Community leisure facilities should be exempt, otherwise the CIL is being used to pay for itself.

We think the rate for commercial retail and assembly and leisure developments should be the same as residential

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

What should the charge be?

**See below**

What is your justification for this rate?

Community leisure facilities should be exempt, otherwise the CIL is being used to pay for itself.

We think the rate for commercial retail and assembly and leisure developments should be the same as residential

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

Broadland  Norwich  South Norfolk  **All**

**NOTE** In accordance with CIL regulations, the charging rates proposed in the Preliminary Draft Charging Schedules aim to balance the need to fund infrastructure in Greater Norwich with the potential impact on the economic viability of development. Any comments suggesting a variation in the rate of CIL should be justified by viability evidence.

**Community uses**

**Question 9a:** It is intended that the rates of charge for all other Community Uses will be £0 per m2. Do you agree with this approach?

**Yes**

No

Please add any comments below

**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**

**NOTE** In accordance with CIL regulations, the charging rates proposed in the Preliminary Draft Charging Schedules aim to balance the need to fund infrastructure in Greater Norwich with the potential impact on the economic viability of development. Any comments suggesting a variation in the rate of CIL should be justified by viability evidence.

**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

(We have no idea what a shared user garage is.)

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**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**

**NOTE** In accordance with CIL regulations, the charging rates proposed in the Preliminary Draft Charging Schedules aim to balance the need to fund infrastructure in Greater Norwich with the potential impact on the economic viability of development. Any comments suggesting a variation in the rate of CIL should be justified by viability evidence.

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

We do not agree to discretionary relief being applied on the grounds of viability.

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

Broadland  Norwich  South Norfolk  **All**

**NOTE** In accordance with CIL regulations, the charging rates proposed in the Preliminary Draft Charging Schedules aim to balance the need to fund infrastructure in Greater Norwich with the potential impact on the economic viability of development. Any comments suggesting a variation in the rate of CIL should be justified by viability evidence.

## 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

We agree with staging, but the timescales are too long. We suggest for £2m+ a quarter at:

60 days before commencement

60 days after commencement

180 days after commencement

360 days after commencement

For £1-2m in 3 phases

60 days before commencement

60 days after commencement

180 days after commencement

For £60k-1m in 2 phases

On commencement

180 days after commencement

Under £60k

On commencement

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

Broadland  Norwich  South Norfolk  **All**

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## 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

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

Broadland  Norwich  South Norfolk  **All**

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## 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

As long as it is made clear how this money is requested.

Once the money has been transferred to the parish, does this money have to be spent within a certain time, or can we accumulate this money in an earmarked reserve to put towards a larger project?

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

In Norwich, perhaps the parish and town council's percentage of the CIL should be used to "parish" the city.

**NOTE** In accordance with CIL regulations, the charging rates proposed in the Preliminary Draft Charging Schedules aim to balance the need to fund infrastructure in Greater Norwich with the potential impact on the economic viability of development. Any comments suggesting a variation in the rate of CIL should be justified by viability evidence.



**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

We cannot understand why change of use and “replacement floor area” sites are exempt from CIL - we believe all development should attract CIL.

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**

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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

