

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

**How to respond to this consultation**

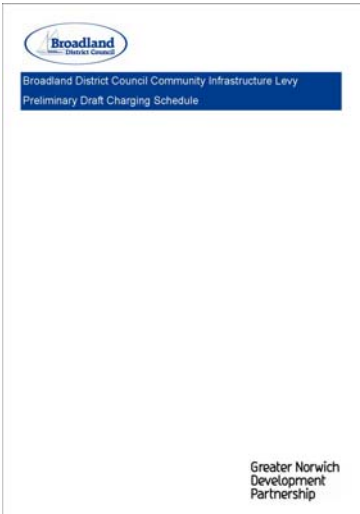
The Community Infrastructure Levy (CIL) is a new levy that local authorities in England and Wales can charge on new developments in their area. The money will be used to support development by funding infrastructure that the council, local community and neighbourhoods want – for example, new or safer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

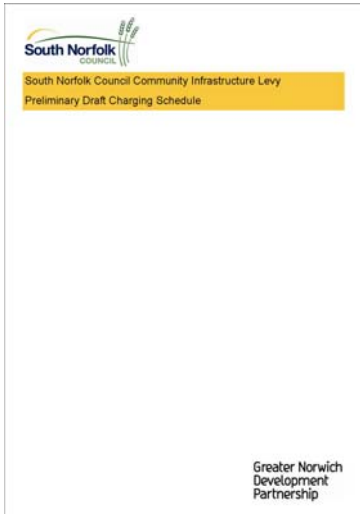
The Broadland District Council Preliminary Draft Charging Schedule looks like this:



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 Comment – Norfolk RCC does not have specialist expertise in this area](#)

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

No Comment – Norfolk RCC does not have specialist expertise in this area

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

No Comment – Norfolk RCC does not have specialist expertise in this area

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?

No Comment – Norfolk RCC does not have specialist expertise in this area

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 m2. Do you agree with this approach?

Yes  No

Please add any comments below

No Comment – Norfolk RCC does not have specialist expertise in this area

**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 m2.

What do you think the rate should be?

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

No Comment – Norfolk RCC does not have specialist expertise in this area

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

Broadland  Norwich  South Norfolk  All X



**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 – Norfolk RCC does not have specialist expertise in this area

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

Yes  No

Please add any comments below

No Comment – Norfolk RCC does not have specialist expertise in this area

**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 m2. Do you agree with this approach?

Yes



No



Please add any comments below

We do agree this approach. The effects of the recession in terms of percentage cuts to budgets have tended to hit community and third sector groups far harder than the public sector. The needs of communities are likely to grow during recession and we applaud a consistent approach to promoting and supporting community resources.

**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

No Comment – Norfolk RCC does not have specialist expertise in this area

**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

We agree the process. We would wish to see a minimum commitment to an annual review. We would also wish to see a commitment to a transparent review and decision making process, publicly available.

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

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

Any CIL in-kind should be tested on whether it will meet the needs of the local community, and result from active consultation with the community, rather than being for developer convenience. Location of facilities plays a key role in their effectiveness and in the development of social cohesion.

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

Norfolk RCC does not agree that 5% represents a 'meaningful proportion'. We also have concerns that decisions on the spend for the remaining percentage does not sufficiently involve the community.

It is not clear how Broadland District Council has arrived at the figure of 5% of funds. If a particular calculation or principle was used to set the figure, it would be helpful for the community and 3<sup>rd</sup> sector partners to understand what this is.

The aim behind this proposal to return a "meaningful proportion" of funds from development to neighbourhoods is to:

- a) help change local attitudes towards development by ensuring demands on the local infrastructure are met and the local community itself will benefit, and
- b) allow neighbourhoods to have a meaningful control over funds, either funding local discrete provision, for example, or by contributing to larger projects funded by the district or county council.

Firstly it is not clear how the 5% was determined our assumption is that it was calculated on the basis of the estimated costs for those items highlighted within priority 3 of the LIPP (please correct us if this is wrong). If this is so it that these options were not determined by wide consultation with the community who may have different priorities. It is therefore a false premise on which to calculate the infrastructure needs of the community and artificially imposes a budget envelope does not necessarily meet local needs.

Secondly, the percentage must be perceived as meaningful not simply produce a meaningful amount. Whilst we recognise that the amounts produced may exceed local community infrastructure needs it is important in giving communities meaningful

involvement in decision making on wider infrastructure through spending power not just consultation. It is also important that the perception is that this is a meaningful proportion in order to engage the wider community in discussions about infrastructure requirements. We do not perceive 5% as a meaningful proportion.

We would propose 25% of CIL being returned to the community as a true meaningful proportion. This is not to say that the whole 25% should be spent on local community infrastructure but that this provides communities with a meaningful control over infrastructure development.

We think it is wrong to assume that our local communities will only have an interest in the very local spend, and no interest in what priority one and two infrastructure items come forward first (school versus road versus GP surgery for example).

Our experience with participatory budgeting has shown that our communities are actually able to see the wider picture and that they have been generous in allocating funds to the most needy community projects, rather than to those projects which might support their own vested interests. What we have seen whole communities deliver on a tiny economic scale, we should confidently expect them to deliver on a larger scale.

We also recommend to devolve funding decisions to town and parish councils “who express an interest in receiving it”. We would like to see within the CIL how the Council (or GNPD collectively) will liaise directly with communities whose parish or town council don’t feel able to lead on this debate and decision making process. We would like to see some minimum criteria for community involvement in such processes.

Finally, we note the 5% suggested for devolved decision making by the community is the same amount as the charging authority can spend on administration of the CIL itself. The requirement is to devolve a “meaningful proportion” of the total CIL amount. Whilst 5% might provide significant local sums of money, we question whether it actually represents a “meaningful proportion” of the total CIL income. We also suggest the sum allocated to communities must be seen to be meaningful – and it will not take residents long to spot the link to the Council’s own admin costs. We therefore suggest the Council consider allocating a higher amount to their communities.

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

If the Councils collectively decided to allocate a sum higher than 5% to community influence and decision making, then it would make sense to consider a collective involvement strategy which covered the three districts. Where parish and town councils exist they can provide a conduit for their members participation, but it should be possible to create a mechanism whereby any community member could engage directly with the debate.



We would draw attention to the increase interest in parishing urban areas which whilst not without challenges would address this issue and support the wider localism agenda.

Do please note comments within section 13.

**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 would ask that CIL guidance be provided, in a plain English format, which provided community members with a clear and transparent account of how the CIL is to be operated. Points to be clearly stated would include:

- a) how the LIPP is developed, how it is reviewed, how communities might influence the inclusion of local infrastructure projects (the third priority type projects), etc.
- b) clear guidance on funding decision making (allocation of funding, selection amongst equal priorities, etc)
- c) who the decision makers are in each case

A general comment on prioritisation. Prioritisation needs to take into account the necessity to deliver sustainable development not simply growth. The effect on community cohesion, diversity, current and future services all need to be factors.

We appreciate the point about prioritising on at what stage the infrastructure is needed – but communities may lack confidence that this meant 100% of infrastructure would be delivered over the period. Experience of s106 is by the time we get to priority 3 items, the money has gone.

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

