

Greater Norwich Development Partnership

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

Regulation 15: Report of Consultation

1. Executive Summary

1.1 Consultation on the Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedules for Broadland, Norwich and South Norfolk ran from 3 October 2011 to 14 November 2011. This document sets out the methods of consultation. It provides a summary of the main points raised in the responses to the consultation.

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
- The draft phasing policy
- The viability of garage development
- Payment in kind
- Impact of localism

2. Introduction

- 2.1 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, 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.
- 2.2 The Partnership also gave presentations to various groups, including:
- Coltishall Parish Council
 - Cringleford Parish Council
 - Old Catton Parish Council
 - Redenhall and Harleston Town Council
 - Norfolk Chamber of Business and Commerce
 - Norfolk Association of Local Councils
- 2.3 Appendix 2 includes copies of the consultation letters, the press adverts and reminders and the consultation webpage.
- 2.4 The GNDP office received 19 direct enquiries during the consultation period.
- 2.5 A total of 79 responses were received to the consultation. 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.
- 2.6 A complete list of respondents and the issues they responded to are in appendix 1. A document 'Regulation 15: consultation responses and officer response' containing the full responses to the consultation and the officer response has also been prepared.

Name	Ref
Service Providers/ statutory agencies	
Anglian Water	CIL016
English Heritage	CIL064
Environment Agency	CIL059
Natural England	CIL028
Norfolk Biodiversity Partnership	CIL043

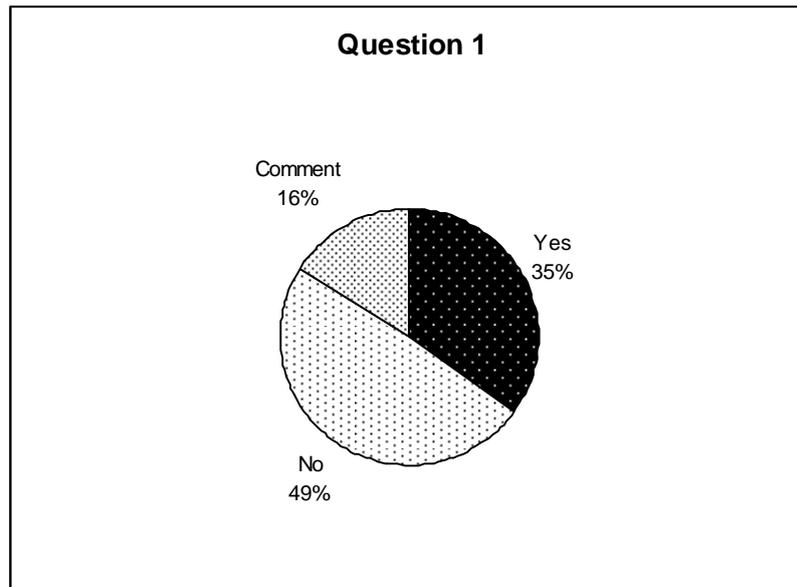
Name	Ref
Norfolk Fire and Rescue Service	CIL025
Norfolk Geodiversity Partnership	CIL018
Sport England	CIL024
The Theatres Trust	CIL023
Water Management Alliance	CIL044
Neighbouring Authorities	
Capita Symonds on behalf of Breckland Council	CIL035
North Norfolk District Council	CIL030
Parish and Town Councils	
Ashby St Mary Parish Council	CIL048
Aslacton Parish Council	CIL077
Aylsham Town Council	CIL054
Blofield Parish Council	CIL042
Broome Parish Council	CIL079
Brundall Parish Council	CIL075
Bunwell Parish Council	CIL068
Cringleford Parish Council	CIL070
Dickleburgh and Rushall Parish Council	CIL050
Diss Town Council	CIL053
Hales & Heckingham Parish Council	CIL036
Hainford Parish Council	CIL008
Hempnall Parish Council	CIL010
Hevingham Parish Council	CIL011
Horsford Parish Council	CIL027
Kirby Cane & Ellingham Parish Council	CIL021
Long Stratton Parish Council	CIL071
Marlingford and Colton Parish Council	CIL026
Newton Flotman Parish Council	CIL034
Norton Subcourse Parish Council	CIL031
Old Catton Parish Council	CIL065
Postwick and Witton Parish Council	CIL020
Redenhall with Harleston Town Council	CIL067
Roydon Parish Clerk	CIL013
Salhouse Parish Council	CIL032
South Walsham Parish Council	CIL078
Spixworth Parish Council	CIL051
Sprowston Town Council	CIL015
Stockton Parish Meeting	CIL009
Stratton Strawless Parish Council	CIL007
Talconeston Parish Council	CIL037
Tasburgh Parish Council	CIL017
Taverham Parish Council	CIL074
Thurton Parish Council	CIL006a and b
Wroxham Parish Council	CIL046

Name	Ref
Community organisations	
Broadland Community Partnership	CIL069
Eaton and University Community Forum	CIL060
Norfolk Rural Community Council	CIL057
Richard Williams on behalf of Stop Norwich Urbanisation	CIL058
Stephen Heard on behalf of Stop Norwich Urbanisation	CIL055
Templemere Residents Association	CIL014
Agents/ Developers/ Landowners	
Beyond Green Ltd	CIL047
Ewings Rentals	CIL005
IE Homes & Property Ltd	CIL019
Indigo Planning Ltd on behalf of Sainsbury's Supermarkets	CIL061
Ivins, H	CIL038
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Peacock Smith on behalf of W M Morrison Supermarkets plc	CIL022
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Sida, M	CIL033
The Leeder Family	CIL063
The Planning Bureau on behalf of McCarthy and Stone	CIL072
Thomas Eggar LLP on behalf of Asda	CIL056
Thorpe and Felthorpe Trust	CIL049
Town Planning Intelligence on behalf of Zurich Assurance	CIL052
United Business and Leisure Ltd and Landowners Group	CIL076
Wilkinson Builders	CIL001
Willow Builders	CIL012
Registered Providers	
Orbit Homes	CIL029
Interest groups	
Country Land & Business Association Ltd	CIL004
CPRE Norfolk	CIL003
Norfolk and Norwich Transport Action Group	CIL039
Residents	
Harris, Mr R.A	CIL073
Newberry, Mr E A	CIL002
Walker, Mr A.B	CIL066

3. Summary of issues raised and response

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?

Total number of responses to Question 1: 38



Key issues raised

- A number of responses questioned whether the overall residential rate was right.
- Other responses questioned the evidence for two residential zones.

Response

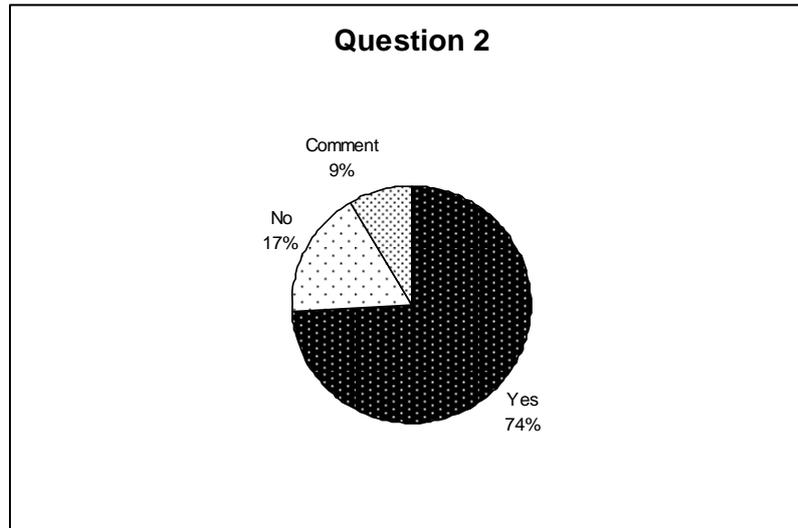
- The evidence supports two charging zones for a residential levy. The Partnership has undertaken further work to understand the detailed analysis that underpins the viability evidence, published separately.

Action

- Review the proposed residential charges

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?

Total number of responses to Question 2: 35



Key issues raised

- Most respondents support the single zone approach
- Some support for introducing a zonal approach

Response

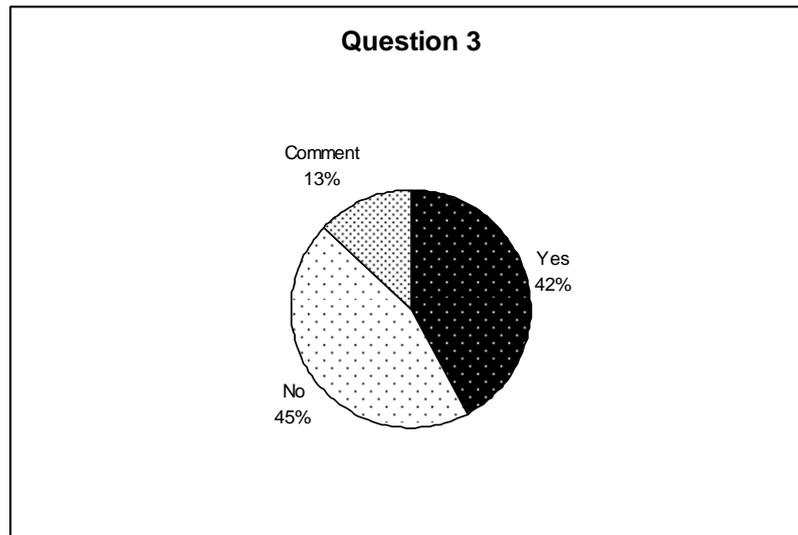
- The viability of non-residential development is highly variable. This means a zonal approach is not appropriate.

Action

- No change

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?

Total number of responses to Question 3: 38



Key issues raised

- Concern has been raised that having a boundary with differing charging zones and rates will incentivise development to occur in the outer zone (Zone B) as the CIL rate is less in the outer zone.
- Two representations consider that the rates should reflect the costs associated with development on brownfield sites or previously developed land. One proposes a further inner city rate and the other is less clear on the remedy.
- Some respondents assumed that the charging zones boundary also applied to infrastructure spend.
- There was some support for more zones and a more graduated transition between the rates proposed in zone A and B.
- Others felt that the evidence did not support the boundary proposed and in, some instances, suggested local modifications.

Response

- The Joint Core Strategy offers policy protection and sets development limits for settlements. Consequently planning policy not CIL policy guides development.
- The projects that CIL will contribute across the three district area are identified in the Greater Norwich Development Partnership Local Investment Plan and Programme – a 'living' document that is updated regularly.
- The boundary is supported by the evidence.

Actions

- No change

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?

Total number of responses to Question 4a: 25

Total number of responses to Question 4b: 26 responses

Key issues raised

- Some respondents thought that the rate was too low and these views were generally expressed in the context of CIL being able to fund the infrastructure required for growth.
- Others felt that the rate is too high predominately these were those concerned with the development of sites and felt that a high rate of CIL would disincentivise development by rendering sites unviable.
- There was a view expressed that there should be a lower rate in Norwich city centre to express the specific costs associated with the development of Brownfield sites.

Response

- Regulation 14 of Community Infrastructure Regulations 2010 (as amended) states:
 14. - (1) In setting rates (including differential rates) in a charging schedule, a charging authority must aim to strike what appears to the charging authority to be an appropriate balance between—
 - (a) the desirability of funding from CIL (in whole or in part) the actual and expected estimated total cost of infrastructure required to support the development of its area, taking into account other actual and expected sources of funding; and
 - (b) the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area.
- The Partnership, in response to early feedback from the development industry undertook further work to understand the detailed analysis that underpins the viability evidence.
- The Partnership acknowledges the costs associated with brownfield development; however these sites will also avoid many of the costs that greenfield sites must bear such as site access and connection to utilities. Brownfield development will also benefit from relief from the levy where there is an existing use on site.

Action

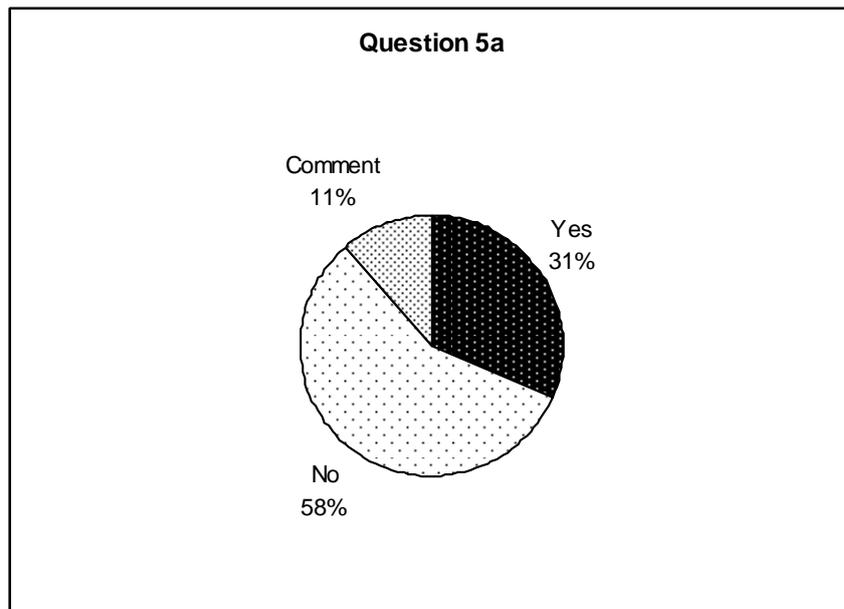
- Review proposed residential CIL rates taking account of latest evidence.

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?

Question 5b: What should the charge be?

Total number of responses to Question 5a: 35

Total number of responses to Question 5b: 18



Key issues raised

- A number of respondents indicated the rate should be higher and probably equal to the rate of zone A.
- There was a feeling that the evidence did not support such a differential rate and that by setting a lower rate in Zone B, development in that area was not fairly contributing to the cost of infrastructure provision.
- There was also a concern that the proposed lower rate in Zone B would make it more attractive for development.

Response

- The Partnership, in response to early feedback from the development industry undertook further work to understand the detailed analysis that underpins the viability evidence.

Action

- Review proposed residential CIL rates taking account of latest evidence.

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?

Total number of responses to Question 6a: 24 responses

Total number of responses to Question 6b: 25 responses

- Many responses – particularly those from parish councils thought that parking was a problem in new developments and that the construction of a garage should not be discouraged through a CIL.
- Some support for the proposed rates
- The charge is not supported by viability evidence which indicates that garages do not add to viability.
- Some suggestions that the same rate should apply for residential and garages

Response and action

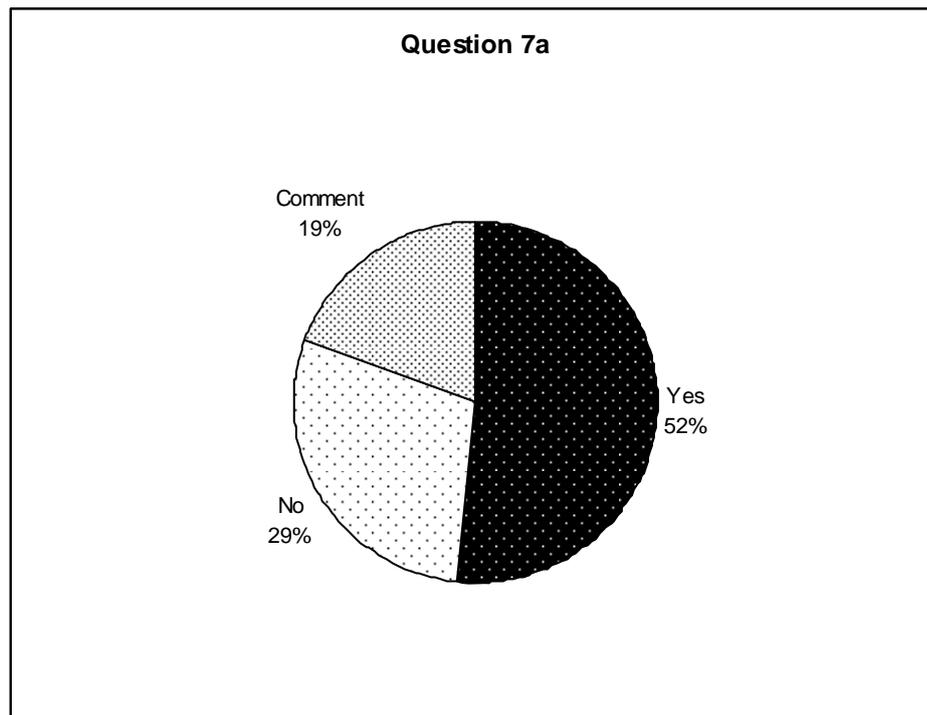
Review the charge for domestic garages.

Question 7a: It is intended that the rate of charge for large convenience goods based supermarkets and superstores of 2,000m² gross or more will be £135 per m². Do you agree with this approach?

Question 7b: If you answered no to the above question, What should the charge be?

Total number of responses to Question 7a: 31

Total number of responses to Question 7b: 9



Key issues

- The majority of respondents agree with the rate proposed or suggest it should be higher.
- A few (mainly parish councils) did not feel qualified to comment. The general consensus from non supermarket operators/ developers (including residential developers) is that the rate proposed is too low.
- Supermarket operators/ developers consider the rate is too high. There is no new evidence provided to justify an increase or decrease in rates although notional information about land values and the cost of s.106 requirements are mentioned.
- There is some confusion about the method of calculating the rate of CIL- representations suggest it should be based on the impact of the development or the cost of infrastructure rather than viability of particular types of development, as required by the regulations.

Response

- No further evidence was submitted to contradict the Partnerships existing viability evidence.

Action

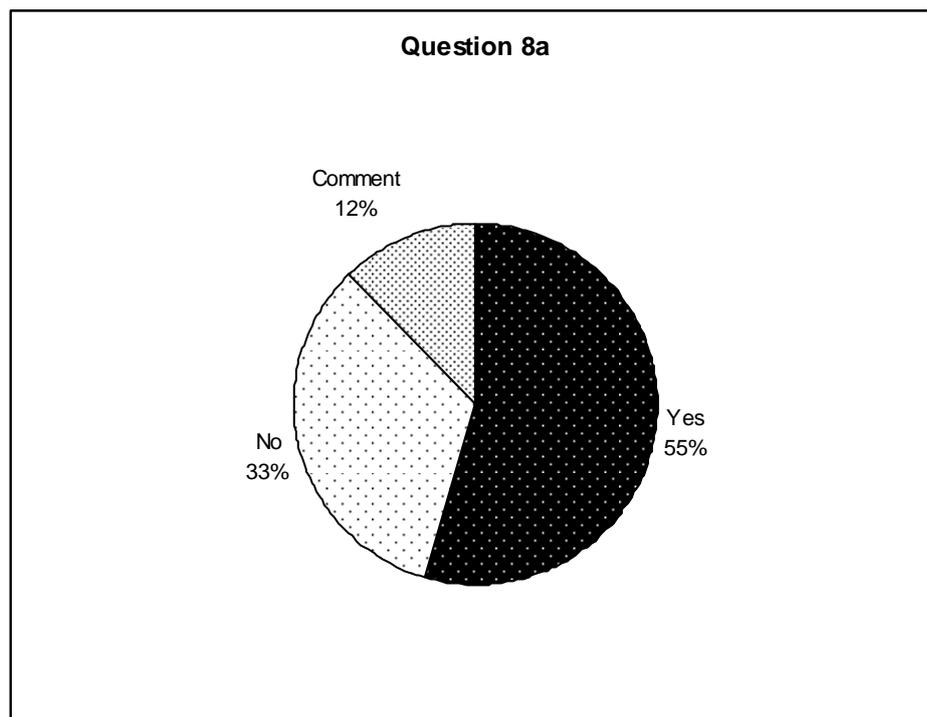
- No change

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?

Question 8b: If you answered no to the above question, what should the charge be?

Total number of responses to Question 8a: 33

Total number of responses to Question 8b: 11



Key issues raised

- A wide range of issues were received with rates suggested from nil to the same rate as residential development.
- Some respondents felt a varied rate should be applied to different uses for example, some respondents thought the rate should be nil in rural areas to encourage rural retail.

Response

- The Community Infrastructure Regulations 2010 (as amended) do not allow for CIL to be used to support Policy and no viability evidence was submitted to support this view.

Action

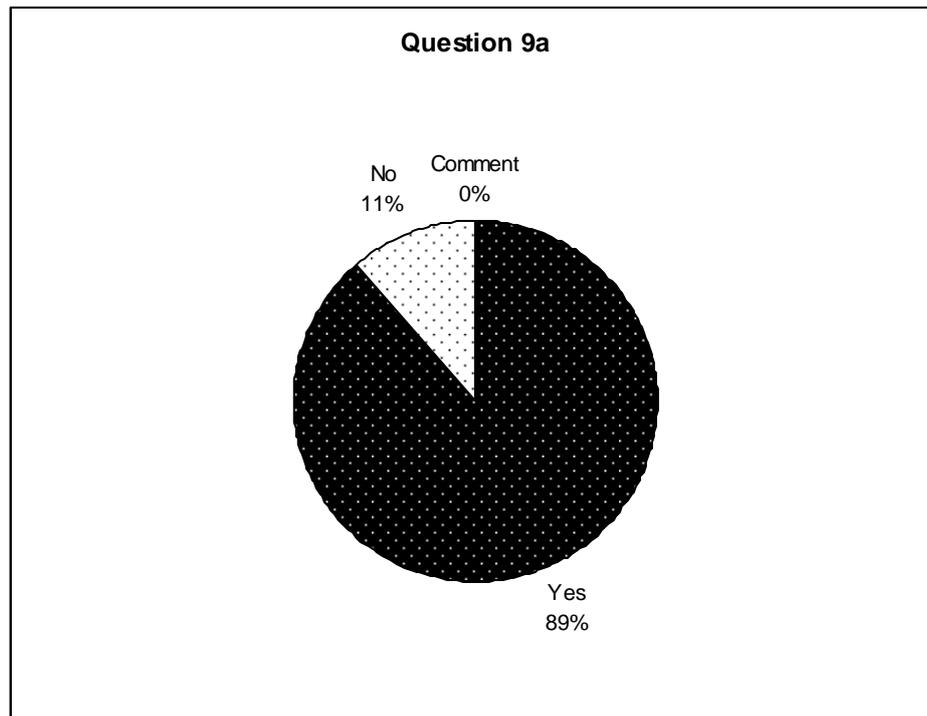
- No change

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?

Question 9b: If you answered no to the above question, what should the charge be?

Total number of responses to Question 9a: 35

Total number of responses to Question 9b: 4



Key issues raised

- The approach to community uses was generally supported.
- Norfolk Fire Service commented that Fire Stations and other emergency services should also be included within this rate.

Response and action

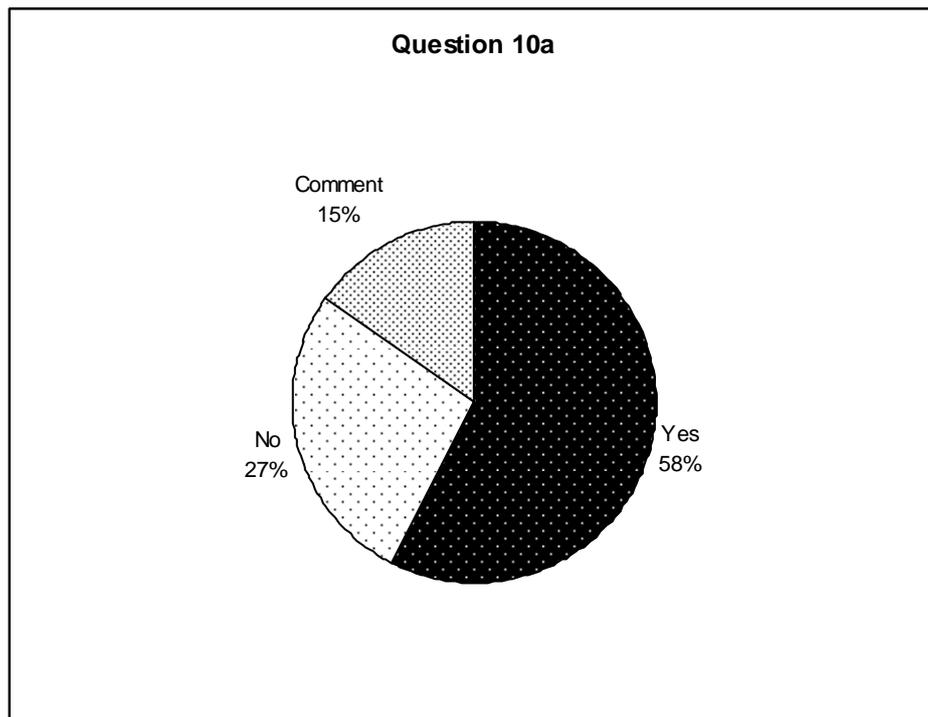
- The Partnership accepts that Fire Stations, Police Stations and Ambulance Stations which are sui generis should be subject to a £0 per m2 charge. It is recommended the charging schedule is amended to reflect this.

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?

Question 10b: If you answered no to the above question, what should the charge be?

Total number of responses to Question 10a: 33

Total number of responses to Question 10b: 6



Key issues raised

- Some respondents thought the CIL rate on new investment covering the business and industrial sectors cannot be supported at a time when growth and investment is a priority.
- Some thought the rate should vary depending on the use
- There was some concern that the admin of this charge would be high compared to the potential income

Response

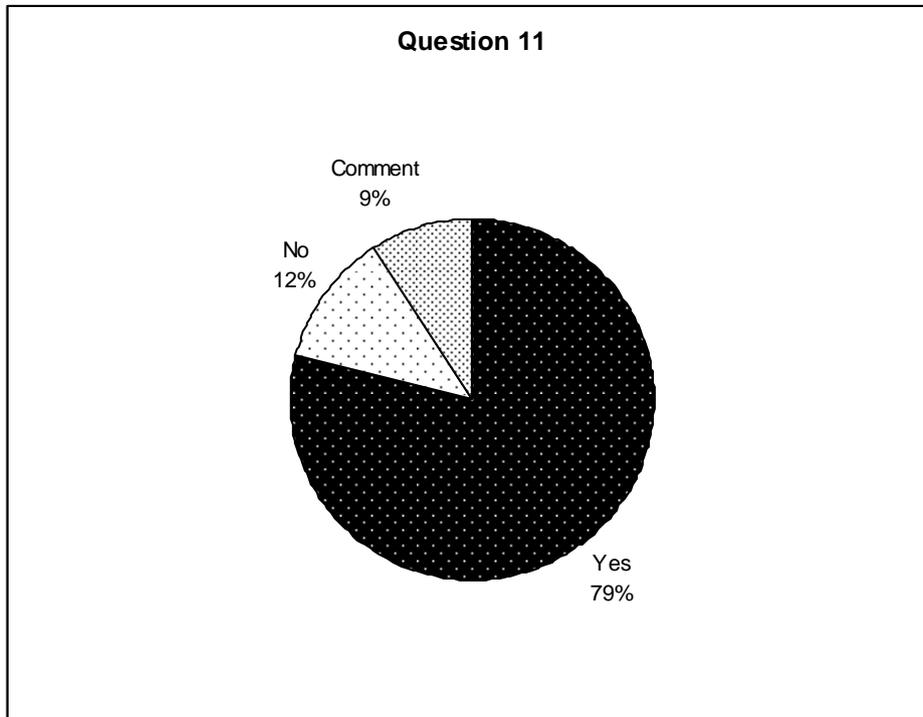
- It is recommended that Fire Stations, Police Stations and Ambulance Stations which are sui generis should be subject to a £0 per m2 charge.

Action

Proposed charging schedule is amended to take account of the above change.

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

Total number of responses to Question 11: 33



Key issues raised

- The need to be flexible in reviewing the potential need to introduce discretionary relief
- The need to be flexible in the approach to section 106, and a willingness to review regulation 123 lists to take account of the inclusion within some strategic developments of strategic green infrastructure (beyond that required for the development in question), and the requirement for land transfers for community infrastructure such as schools similar points were made by two development interests This may also raise the question of payment in kind in such instances
- The suggestion that there should be a minimum commitment to an annual review
- Opposition to the use of CIL to support affordable housing, on the grounds it would represent double charging

Response

- It is not necessary to introduce a specific policy to grant discretionary relief, so there is some inherent flexibility. However, the papers published with the preliminary draft charging schedules indicated that the charging authorities do not currently envisage offering such a relief. This is, in part, because the scope for such relief is severely limited in practice by European state aid rules.
- Section 106 obligations are negotiated, but the tightening up of the law surrounding them does limit flexibility. The chief element of flexibility lies within affordable housing contributions, or the timing of other obligations.

Regulation 123 lists can be reviewed at any time, and the tables included in the consultation documents were indicative and included to assist in understanding the impact of the CIL charges proposed. It will be possible to vary them in the light of experience without any amendment to the charging schedule or supporting documentation.

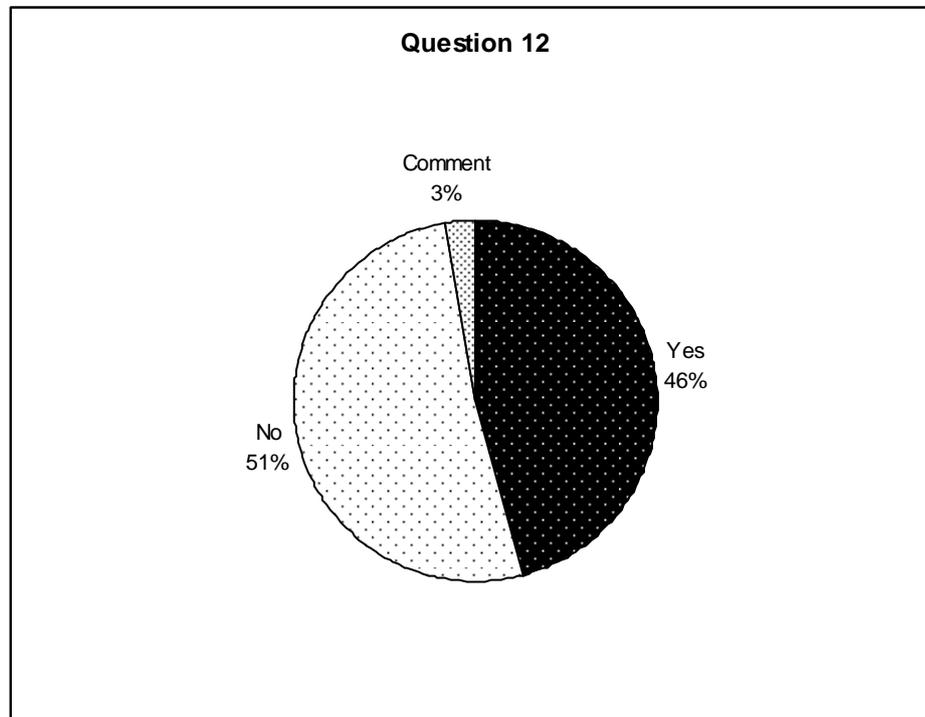
- The process for review is the same as that for the initial adoption – any review must be based on updated evidence – and therefore an annual review is not considered practical, although an early review commencing in two or three years would be sensible.
- The reference in the documentation to the possibility of CIL being used to support affordable housing was a reference to Government thinking which had been signalled earlier. The issue is now the subject of a formal consultation by the Government at national level, and the outcome of that will determine the potential for the use of CIL in this way. It is important if such a path is followed, that the provision of infrastructure continues to be the focus for CIL and adequate safeguards to secure this are built into any arrangements.

Action

No change

Question 12: Do you have any comments about the draft policy 'staging of payments'.

Total number of responses to Question 12: 37



Key issues

- Parish Councils in both Broadland and South Norfolk expressed concern that staging will result in the share to be passed to the community been delayed, though without objecting to the principle of staging.
- Conversely, a number of respondents refer to the possibility of relating stages to the progress of development, and differentiating between types of development.
- A number of representations, principally, but not exclusively, from development interests express the view that the percentage of payments due at each stage is too "frontloaded" or that the stages should be elongated. They argue this would assist viability, because in larger developments, early stages are characterized by investment, while revenue starts to predominate later in a scheme.

Response

- Early informal advice from CLG indicated that a payment staging policy of the kind originally contemplated which differentiated between land uses, and which related payment to progress of development would not comply with regulations. For this reason the indicative staging policy included within the consultation papers related only to the timing of payments and the proportion of CIL payable at each stage for different bands of total CIL charge. The policy could be amended in one of two ways to assist viability.

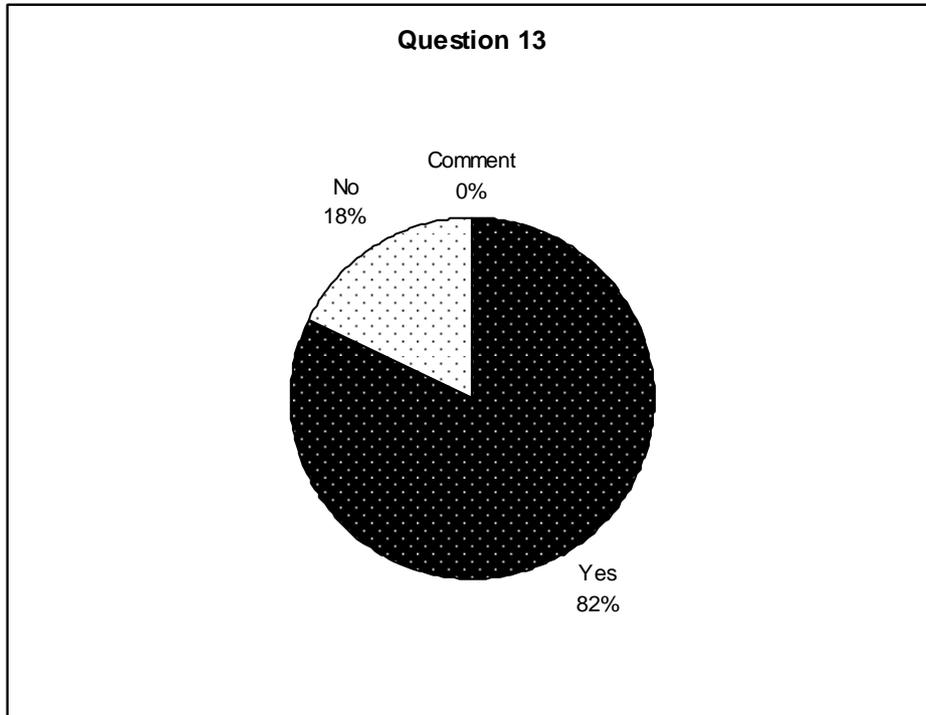
The first is simply to extend the time periods. The second is to reduce the proportion of CIL payable at early stages.

Action

- Review the staging policy

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

Total number of responses to Question 13: 33



Key issues raised

- The majority of responses (75%) to the question on “payment in kind” (question 13) support the approach set out in the Preliminary Draft Charging Schedule;
- Several respondents would like to see further clarification expressed on the “payment in kind” issue in the Charging Schedule and these will be looked at carefully;
- Several respondents feel that the approach in the emerging Charging Schedule is unfair and effectively penalises larger developments over smaller scale development by making the larger scale development give over land “free of charge” (e.g. where there is a need for a new school) and pay CIL. Whereas smaller developments can potentially provide land as a payment in kind;
- A further issue is raised in respect of Green Infrastructure and the potential for this to undermine viability of a development.

Response and actions

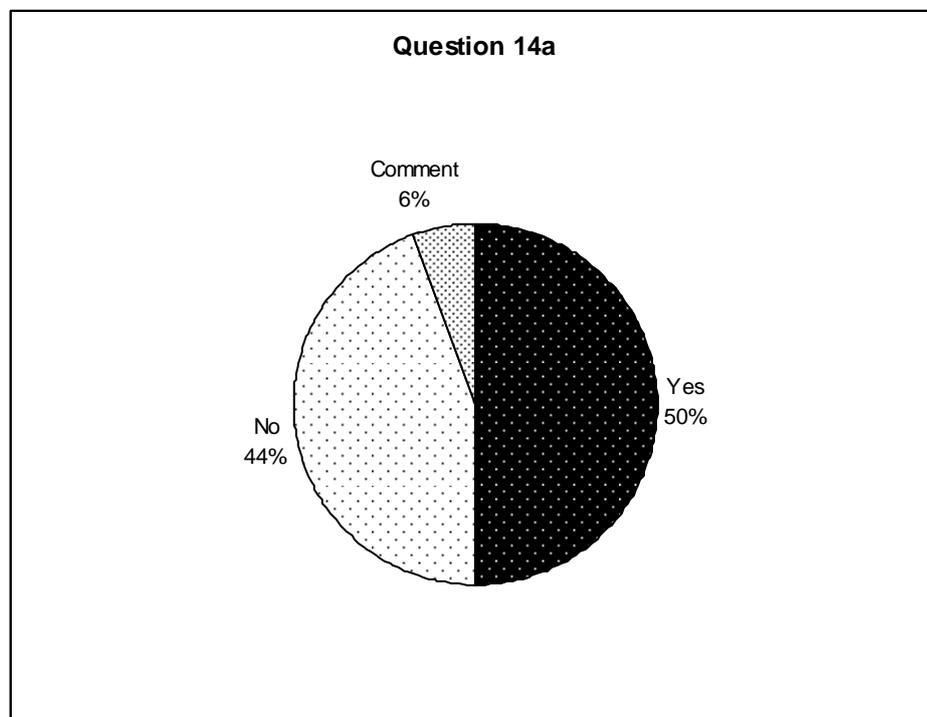
- Review wording to increase clarity.

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?

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?

Total number of responses to Question 14a: 36

Total number of responses to Question 14b: 14



Key issues raised

14a

- concern that parish councillors are not representative of the local community and may not be resourced or have the expertise to deal with the sums of money involved
- Concern about which parish receives the funding as the impact of development may be felt more widely
- The rate should be higher than 5% to encourage local people to accept growth; 7.5%, 10%, 15% and 25% has been suggested as well as the suggestion that parishes should potentially be administering funds relating to all development in their patch. Lack of understanding re whether funds will need to be requested or will be automatically passed to parish councils
- Concern that the % is too high in some areas and may mean that vital infrastructure does not get provided

14b

- The City Council is best placed to decide how funding gets used
- Urban areas should be parished- some CIL income could be used to cover the costs associated with this
- Ward members should assist officers in deciding which local groups should receive funds
- Concern that some local groups are not set up to administer funds or deliver infrastructure
- Cross boundary issues raised where a development in the City may impact on neighbouring parishes and vice versa.

Response and actions

Comments received do not affect the Draft Charging Schedule but will be considered in developing the governance of the CIL. The responses will be collated and sent to the government in response to their consultation:
Community Infrastructure Levy: Detailed proposals and draft regulations for reform - Consultation

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

Total number of responses to Question 15: 72

Key issues raised

- The majority of comments relate to other questions. This has been highlighted against each of the individual responses and are picked up against the appropriate question. A number of comments also relate to how the CIL funding will be spent rather than the changing schedule itself.

Response and actions

The majority of the remaining comments mostly related to management of CIL and these will be used to inform governance decisions.

Appendix 1: Breakdown of responses to questions

Note

- Denotes where a question has been responded to
- Shows where a question form has not been received and comments have been recorded under question 15. These responses have been reviewed for issues that require a response under another question.

Ref	Respondent	Question number															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
CIL001	Wilkinson Builders																
CIL002	Mr EA Newberry																
CIL003	CPRE Norfolk																
CIL004	Country Land and Business Association																
CIL005	Ewings Rentals																
CIL006	Thurton Parish Council																
CIL007	Stratton Strawless Parish Council																
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CIL016	Anglian Water																
CIL017	Tasburgh Parish Council																
CIL018	Norfolk Geodiversity Partnership																
CIL019	IE Homes & Property																
CIL020	Postwick with Witton Parish Council																

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CIL022	Peacock & Smith Ltd on behalf of WM Morrison Supermarkets plc																
CIL023	The Theatres Trust																
CIL024	Sport England																
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CIL041	Savills (L&P) Ltd on behalf of Mr I. Alston, Honingham Thorpe Farms																
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CIL044	Water Management Alliance																
CIL045	Morston Assets																
CIL046	Wroxham Parish Council																
CIL047	Beyond Green Ltd																
CIL048	Ashby St Mary Parish Council																
CIL049	Thorpe and Felthorpe Trust																
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CIL063	The Leeder Family															
CIL064	English Heritage															
CIL065	Old Catton Parish Council															
CIL066	Mr A.B. Walker															
CIL067	Redenhall with Harleston Town Council															
CIL068	Bunwell Parish Council															
CIL069	Broadland Community Partnership															
CIL070	Cringleford Parish Council															
CIL071	Long Stratton Parish Council															
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CIL077	Aslacton Parish Council															
CIL078	South Walsham Parish Council															
CIL079	Broome Parish Council															

Appendix 2: Notice of Consultation

Preliminary Draft Charging Schedules for Broadland, Norwich and South Norfolk
Monday 3 October 2011 – Monday 14 November 2011

Notice of consultation

Date	Activity	Appendix
28 September 2011	Letter sent to The Planning Inspectorate	1
28 September 2011	Letter sent to 51 statutory consultees	2
28 September 2011	Letter sent to all 176 Parish Councils within Broadland and South Norfolk	3
28 September 2011	Letter sent to approx 4000 general bodies, including businesses, developers and agents, local community groups, and other interested parties	4
30 September 2011	Quarter page advert published in the following papers: <ul style="list-style-type: none">• Great Yarmouth Mercury• Beccles Bungay Mercury• North Norfolk News• Norwich Advertiser• Wymondham Mercury• Diss Mercury	5
3 October 2011	Quarter page advert published in the following papers: <ul style="list-style-type: none">• EDP• Norwich Evening News	5
3 October 2011 – 14 November 2011	Consultation Webpage live on the GNDP website	6
28 October 2011	Quarter page reminder advert published in the following papers: <ul style="list-style-type: none">• Great Yarmouth Mercury• Beccles Bungay Mercury• North Norfolk News• Norwich Advertiser• Wymondham Mercury• Diss Mercury	7
31 October 2011	Quarter page reminder advert published in the following papers: <ul style="list-style-type: none">• EDP• Norwich Evening News	7

Greater Norwich Development Partnership
 PO Box 3466
 Norwich
 NR7 7NX

t: 01603 430129
 e. s.eastaugh@gndp.org.uk

28 September 2011

Alison Ingham
 The Planning Inspectorate,
 3/25 Hawk Wing,
 Temple Quay House,
 2 The Square, Temple Quay,
 Bristol BS1 6PN

Dear Alison

**Community Infrastructure Levy: Preliminary Draft Charging Schedules for
 Broadland District Council, Norwich City Council and South Norfolk Council
 Consultation 3 October – 14 November 2011**

Further to our correspondence in September 2010 regarding the Greater Norwich Development Partnership's timetable for the introduction of a Community Infrastructure Levy, I am writing to you to provide you with an update on the current timetable, including that of our Examination in Public.

The expected timetable is as follows:

Preliminary Draft Charging Schedule Consultation	3 October 2011 – 5pm on 14 November 2011
Draft Charging Schedule Publication	January 2012*
Examination	March 2012 – July 2012
Adoption	Summer 2012

**Subject to approval from Councils*

As you can see the Partnership would be in a position to submit in March 2012 and would wish to appoint a Planning Inspectorate Independent Inspector to undertake the Examination in Public of the Charging Schedules for Broadland District Council, Norwich City Council and South Norfolk Council as a joint examination under regulation 22 of the Community Infrastructure Levy (Amendment) Regulations 2011.

Our current understanding is that the Examination in Public process is expected to take 20 weeks. The Partnership is keen to be able to push this timetable wherever possible to ensure a CIL can be introduced in a timely fashion and I would appreciate a conversation with you about the opportunities to do this.

Please could you provide a fee schedule for the examination, I will contact you to discuss the timetable soon.

I have enclosed the consultation material for the Preliminary Draft Charging Schedules for your information – if you have any queries, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'S Eastaugh', followed by a period. The signature is written in a cursive, flowing style.

Sandra Eastaugh
Greater Norwich Development Partnership Manager

28 September 2011

Dear consultee

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

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 Community Infrastructure Levy (CIL).

I am writing to inform you that the GNDP will be publishing Preliminary Draft Charging Schedules for the CIL for Broadland, Norwich and South Norfolk, under the Community Infrastructure Regulations 2011 (amended), and is inviting comments on these Schedules over a six-week period from **Monday 3 October 2011** until **5pm on Monday 14 November 2011**.

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 for residential development, Norwich is entirely in Zone A and Broadland and South Norfolk include areas in both Zone A and Zone B.

The following documents are enclosed with this letter:

- Preliminary Draft Charging Schedule for Broadland
- Preliminary Draft Charging Schedule for Norwich
- Preliminary Draft Charging Schedule for South Norfolk
- A supporting document - Community Infrastructure Levy: Background and Context

There are a number of additional documents available on the GNDP website providing supporting evidence, these are also available for comment and are listed below:

- 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)

The consultation documents are available online at www.gndp.org.uk or can be viewed at the council offices detailed below:

- 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

A response form for your comments is enclosed. All representations must be received by **5pm on Monday 14 November 2011**.

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

Preliminary Draft Charging Schedule Consultation	3 October 2011 – 5pm on 14 November 2011
Draft Charging Schedule Publication	January 2012*
Examination	March 2012 – July 2012
Adoption	Summer 2012

**Subject to approval from Councils*

To find out more about the CIL in your area please contact the GNDP office tel: 01603 430144.

Yours faithfully,



Sandra Eastaugh
Greater Norwich Development Partnership Manager

28 September 2011

Dear consultee

Community Infrastructure Levy Regulations 2011 (amended)

Preliminary Draft Charging Schedule Consultation 3 October 2011 – 14 November 2011 Notice of consultation

As you will know from recent Parish and Town Council briefings and newsletters, over the last few months we have been working hard on the development of a Community Infrastructure Levy (CIL). I am writing to inform you that the Greater Norwich Development Partnership (GNDP) will be publishing Preliminary Draft Charging Schedules for the Community Infrastructure Levy (CIL) for Broadland, Norwich and South Norfolk, under the Community Infrastructure Levy Regulations 2011 (amended), and is inviting comments on these Schedules over a six-week period from **Monday 3 October 2011** until **5pm on Monday 14 November 2011**.

What is the Community Infrastructure Levy?

In 2010 the Government introduced the Community Infrastructure Levy (CIL) as a new way of collecting contributions from developers to provide infrastructure to support development.

CIL allows local authorities in England and Wales to raise funds from developers who are undertaking new building projects in their area. The Levy can be used to pay for a wide range of infrastructure that is needed as a result of development. This will include transport schemes, schools, community facilities and open space.

Broadland, Norwich and South Norfolk councils are considering introducing a CIL. The first stage of work is to set a charging rate for the different types of developments which pay the levy. To set a rate of CIL it is necessary to show that the levy is needed to fund the infrastructure required and to look at the impact that rate of CIL would have on development viability.

What will this mean for Parish & Town Councils?

The Government will expect neighbourhoods where CIL money is raised to receive a 'meaningful proportion' of the CIL income to go to neighbourhoods for them to spend on local infrastructure projects. The level of CIL income a neighbourhood will receive will be directly related to the level of new housing growth in the area. How a neighbourhood decides to spend this money will be up to them.

The local authorities will work with developers, Parish and Town Councils and service providers to ensure that utilities, transport, education, social and community infrastructure and open space are provided in the right place, at the right time.

We are currently looking at the Parish and Town Plans which exist in the areas where growth is expected to see what the main local infrastructure priorities are.

It is very important that as a Parish or Town Council you have a clear understanding of what infrastructure is needed locally. The types of infrastructure we would like you to think about are the facilities which are needed and will be used by the community. Would you like to see an improvement in footpaths and cycleways in the parish? Do you need a new community hall or playing field? Is there a need for some allotments? You will not be held to this infrastructure list; however it is important that you start to think about it now.

Preliminary Draft Charging Schedule Consultation

The three councils of Broadland, Norwich and South Norfolk have chosen to work together as the 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 prepared and 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 for residential development, Norwich is entirely in Zone A and Broadland and South Norfolk include areas in both Zone A and Zone B.

The following documents are enclosed with this letter:

- Preliminary Draft Charging Schedule for Broadland
- Preliminary Draft Charging Schedule for Norwich
- Preliminary Draft Charging Schedule for South Norfolk
- A supporting document: 'Community Infrastructure Levy: Background and Context'

There are also additional documents available on the GNDP website providing supporting evidence, these are also available for comment and are listed below:

- 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)

It is important that Parish and Town Councils take time to consider the consultation documentation as they will have an important role to play in providing community infrastructure. You may wish to discuss the documentation and the consultation at a forthcoming meeting and if you feel it would be helpful for an officer to attend your meeting to answer questions about the CIL please contact your local council. Details on how to make your comments can be found in the 'How to respond to the

consultation' section of the enclosed response form. All representations must be received no later than **5pm on Monday 14 November 2011**.

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

Preliminary Draft Charging Schedule Consultation	3 October 2011 – 5pm on 14 November 2011
Draft Charging Schedule Publication	January 2012*
Examination	March 2012 – July 2012
Adoption	Summer 2012

**Subject to approval from Councils*

To find out more about the CIL in your area, or to arrange for an officer to attend your meeting, please contact the GNDP office tel: 01603 430144.

Yours faithfully,



Sandra Eastaugh
Greater Norwich Development Partnership Manager

28 September 2011

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

I am writing to inform you that the Greater Norwich Development Partnership (GNDP) will be publishing Preliminary Draft Charging Schedules for Broadland, Norwich and South Norfolk, under the Community Infrastructure Levy Regulations 2011 (amended), on **Monday 3 October 2011** and is inviting comments on these Schedules over a six-week period until **5pm on Monday 14 November 2011**.

The Community Infrastructure Levy (CIL) is a new levy that local authorities in England and Wales can choose to charge on new development in their area. The money can then be used to fund a wide range of additional infrastructure that is required as a result of development. This requirement might include transport, such as new or safer road schemes, green infrastructure, such as park and open space improvements, and community facilities.

The majority of new development has some level of impact on the infrastructure needs of the area and therefore it is appropriate that the development itself should contribute to the associated costs of those needs. The CIL will be payable by the majority of new housing developments, and a range of other development types. It will give developers a clear understanding of the financial contribution they are expected to make towards the delivery of community infrastructure needs and it will give the Local Planning Authority a simple process for the collection of these contributions.

The three councils of Broadland, Norwich and South Norfolk have chosen to work together as the 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 prepared and published for comment.

The consultation documents, and supporting evidence, are available online at **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



NORWICH
City Council



Norfolk County Council

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

Representations should be made electronically where possible using the response form available online at www.gndp.org.uk and emailed to cil@gndp.org.uk by **5pm on Monday 14 November 2011**.

Alternatively representations can be submitted in writing to:

Greater Norwich Development Partnership
PO Box 3466
Norwich
NR7 7NX

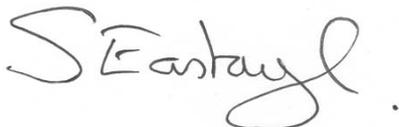
An indicative timetable for the introduction of a Community Infrastructure Levy is outlined below:

Preliminary Draft Charging Schedule Consultation	3 October 2011 – 5pm on 14 November 2011
Draft Charging Schedule Publication	January 2012*
Examination	March 2012 – July 2012
Adoption	Summer 2012

**Subject to approval from Councils*

To find out more about the CIL in your area please contact the GNDP office tel: 01603 430144.

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.

Advert



Community Infrastructure Levy Regulations 2011 (amended)

Preliminary Draft Charging Schedule Consultation
3 October 2011 – 14 November 2011

Notice of consultation

The Community Infrastructure Levy (CIL) is a new levy that local authorities in England and Wales can choose to charge on new development in their area. The money can then be used to fund a wide range of additional infrastructure that is required as a result of development. This requirement might include transport, such as new or safer road schemes, green infrastructure, such as park and open space improvements, and community facilities, such as a new community centre.

The majority of new development has some level of impact on the infrastructure needs of the area and therefore it is appropriate that the development itself should contribute to the associated costs of those needs. The CIL will be payable by the majority of new housing developments, and a range of other development types. It will give developers a clear understanding of the financial contribution they are expected to make towards the delivery of community infrastructure needs and it will give the Local Planning Authority a simple process for the collection of these contributions.

The Greater Norwich Development Partnership will be publishing Preliminary Draft Charging Schedules for Broadland, Norwich and South Norfolk, which contain the proposed CIL rates, on Monday 3 October 2011 and is inviting comments on these Schedules over a six-week period until 5pm on Monday 14 November 2011.

The consultation documents, and supporting evidence, are available online at 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

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

Representations should be made electronically where possible using the response form available online at www.gndp.org.uk and emailed to cil@gndp.org.uk by 5pm on Monday 14 November 2011.

Alternatively representations can be submitted in writing to:

Greater Norwich Development Partnership
PO Box 3466
Norwich
NR7 7NX

For more information please contact the GNDP office:
Tel: 01603 430144



- Joint Core Strategy >
- Community Infrastructure Levy (CIL) >
- Delivery >
- Design Review >
- Economic Strategy >
- Projects >

Community Infrastructure Levy – 14 Nov 2011

In April 2010 a new way of collecting developer contributions to help fund infrastructure projects was introduced. The Community Infrastructure Levy (CIL) allows local authorities to charge a tariff, at a locally set rate, on many types of new development. The money can then be used to pay for a wide range of additional infrastructure that is required as a result of development. This can include transport schemes, green infrastructure and community facilities.

Public consultation on Preliminary Draft Charging Schedules: 3 October 2011 – 14 November 2011

The GNDP has published Preliminary Draft Charging Schedules for Broadland, Norwich and South Norfolk Community Infrastructure Regulations 2011. The Partnership has published these Schedules over a six-week period from Monday 3 October to Monday 14 November 2011.

To download the response form [click here](#)

In order to comply with the regulations, three separate Preliminary Draft Charging Schedules have been published for comment. These all share the same evidence base. The only difference in the schedules is the geographical charging zones for residential development. Broadland and South Norfolk include areas in both Zone 1 and Zone 2. The consultation documents can be viewed by clicking on the links below.

- CIL 1
 Download >
- CIL 2
Preliminary Draft Charging Schedule For Norwich
 Size: 3 MB
Download >
- CIL 3
Preliminary Draft Charging Schedule For South Norfolk
 Size: 3.03 MB
Download >
- CIL 4
Community Infrastructure Levy - Background And Context
 Size: 3.48 MB
Download >

There are also additional documents available providing supporting evidence, these are available for comment and are listed below:

- Viability Advice On CIL/ Tariff For Broadland, Norwich And South Norfolk
 Size: 7.7 MB
Download >
Incorporating changes as detailed on page 2 of the PDF file
- CIL Viability Advice Addendum On Final Report
 Size: 117.01 KB
Download >
This addendum to the Viability Advice on a CIL/ Tariff for Broadland, Norwich and South Norfolk Report (December 2010) was prepared by the consultants, GVA, in response to a detailed query raised at a CIL developer focus group in June 2011.
- CIL Charging Zones Study Main Report (GVA, August 2011)
 Size: 1.58 MB
Download >
- CIL Charging Zones Schedule Report: Appendix 1
 Size: 6.73 MB
Download >
- Green Infrastructure And Recreational Open Space Topic Paper
 Size: 345.05 KB
Download >

To comment on the consultation documents or supporting evidence please [click here](#) to download the response form

The consultation documents can also be viewed at the council offices detailed below:

- > 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

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

- > Preliminary Draft Charging Schedule Consultation 3 October 2011 – 5pm on 14 November 2011
- > Draft Charging Schedule Publication January 2012
- > Examination March 2012 – July 2012
- > Adoption Summer 2012

Background papers

Other studies inform the CIL process

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

 Size: 414.73 KB
Download >
This report updates the Greater Norwich Housing Market Assessment published by the Greater Norwich Housing Partnership in September 2007 and the subsequent refresh carried out in 2009. It is based on the findings of interviews with key players in the housing market held in February and March 2011, and on re-calculating housing need using the same methodology as Opinion Research Services (published in June 2006) to reflect the changes in the housing market.

CIL Viability Advice: The Impact Of Garages On The Sale Of New Build Property (Mott MacDonald, Sept 2011)

 Size: 413.17 KB
Download >

For explanation of any of the terms used in the CIL consultation documents please refer to the [glossary](#)

Infrastructure Planning

The area has a significant infrastructure challenge ahead in order to deliver the required level of growth and we are developing and managing a delivery programme to support the implementation of the [Joint Core Strategy](#) (pdf, 7.2mb) and the [Greater Norwich Economic Strategy](#) (pdf, 1.04mb).

The GNDP has already done a considerable amount of background work on infrastructure needs through the [Infrastructure Needs and Funding Study 2009](#) (pdf, 9mb). The Partnership is developing and managing a comprehensive delivery programme to support the implementation of the Joint Core Strategy and the Greater Norwich Economic Strategy. This programme will be developed through the [Local Investment Plan and Programme \(LIPP\)](#) (pdf, 1.24mb). As decisions are made both locally and nationally on the prioritisation and funding of infrastructure, the content, phasing and priorities in the LIPP will be reviewed and updated regularly.

Other studies feeding into infrastructure planning include:

- > Green Infrastructure Study
- > Green Infrastructure Delivery Plan
- > Water Cycle Study
- > Strategic Flood Risk Assessment

These, and all other evidence studies, can be viewed in the Joint Core Strategy [evidence base](#)

POS CIL and Infrastructure Planning Advice Note

The Planning Officers' Society has published updated practical advice on CIL and infrastructure planning. The advice note is intended to provide sound and practical advice to authorities on what is needed in terms of infrastructure planning to underpin the local planning process and to implement CIL. It outlines the measures that are

Pin-point project



Latest news

for Norwich Northern 'great news' exit funding for the Norwich Distributor Road (NDR) is 'Great' is a tremendous shot in the arm for the economy' said the Leader of County Council.

Environment today (14 December) said an £86.5m allocation for the Postwick to the A140 (Norwich) including the critical Postwick Hub improvement (see notes below).

Plans are available on Norfolk County Council website

Reminder Advert

**Greater Norwich
Development
Partnership**

Community Infrastructure Levy

Preliminary Draft Charging Schedule
Consultation

Deadline for comments —
5pm on Monday 14 November 2011

The Greater Norwich Development Partnership recently published Preliminary 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 14 November 2011.**

The consultation documents, and supporting evidence, are available online at 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



NORWICH
City Council



Norfolk County Council