



## Norwich City Council Community Infrastructure Levy Draft Charging Schedule

### 1. Introduction

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

### 2. Liability for CIL

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

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

### 3. Geographical zones

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

### 4. Charging Schedule (£ per m2)

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

The chargeable rate will be index linked to the national All-in Tender Price Index published from time to time by the Building Cost Information Service of the Royal Institution of Chartered Surveyors; and the figure for a given year is the figure for 1st November of the preceding year. In the event that the All-in Tender Price Index ceases to be published, the index will be the retail prices index; and the figure for a given year is the figure for November of the preceding year.

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

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

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

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

## 6. **Collecting Authority**

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

## 7. **Discretionary relief**

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

## 8. **Staging of Payments**

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

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

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

## **9. Payment in Kind**

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

## **10. Review**

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

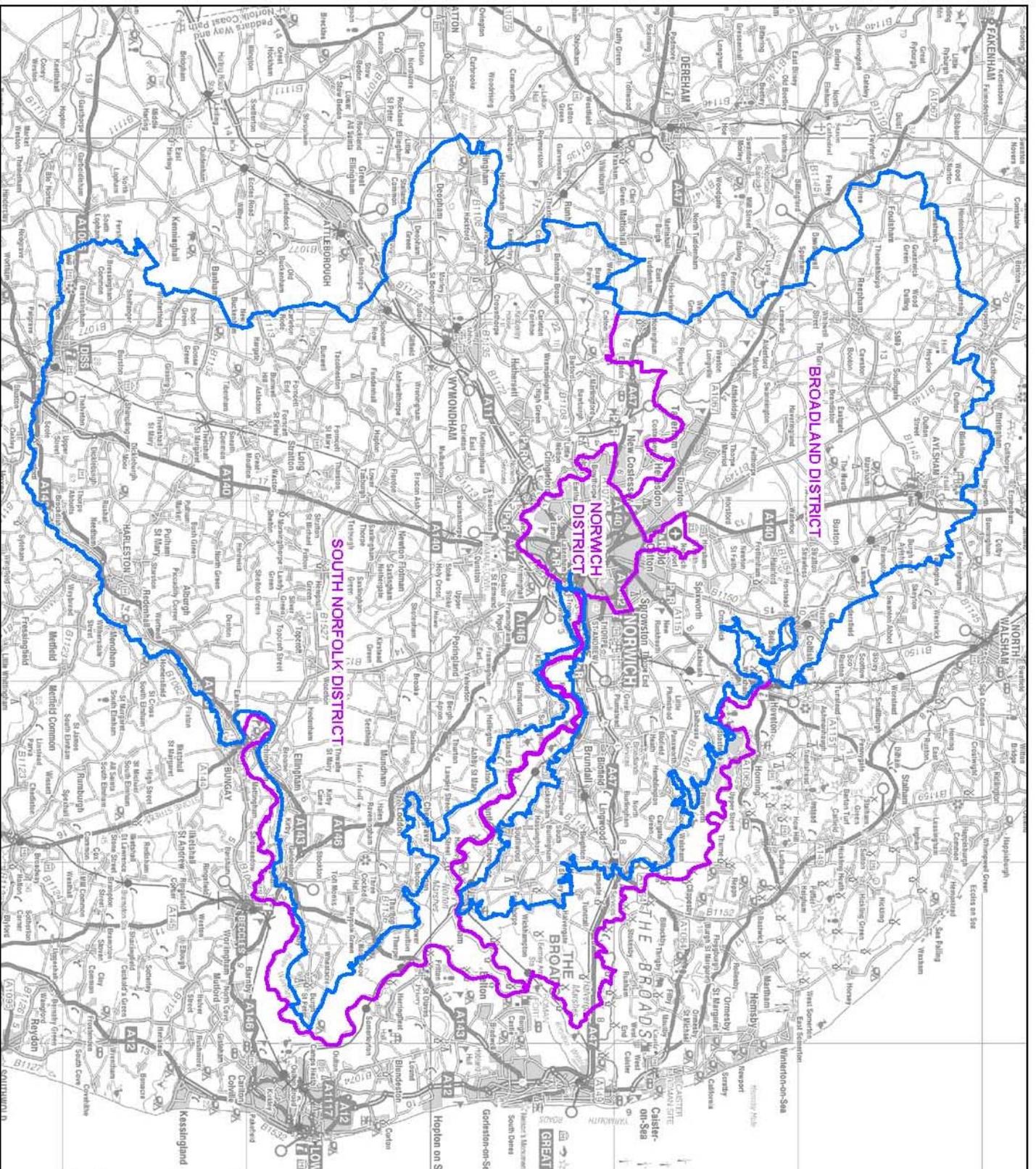
## **11. Further Information**

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

## **Appendix 1**

### Charging Zone Boundary Maps

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



**Key**

- Commercial Charging Zone
- District Council Boundaries

N

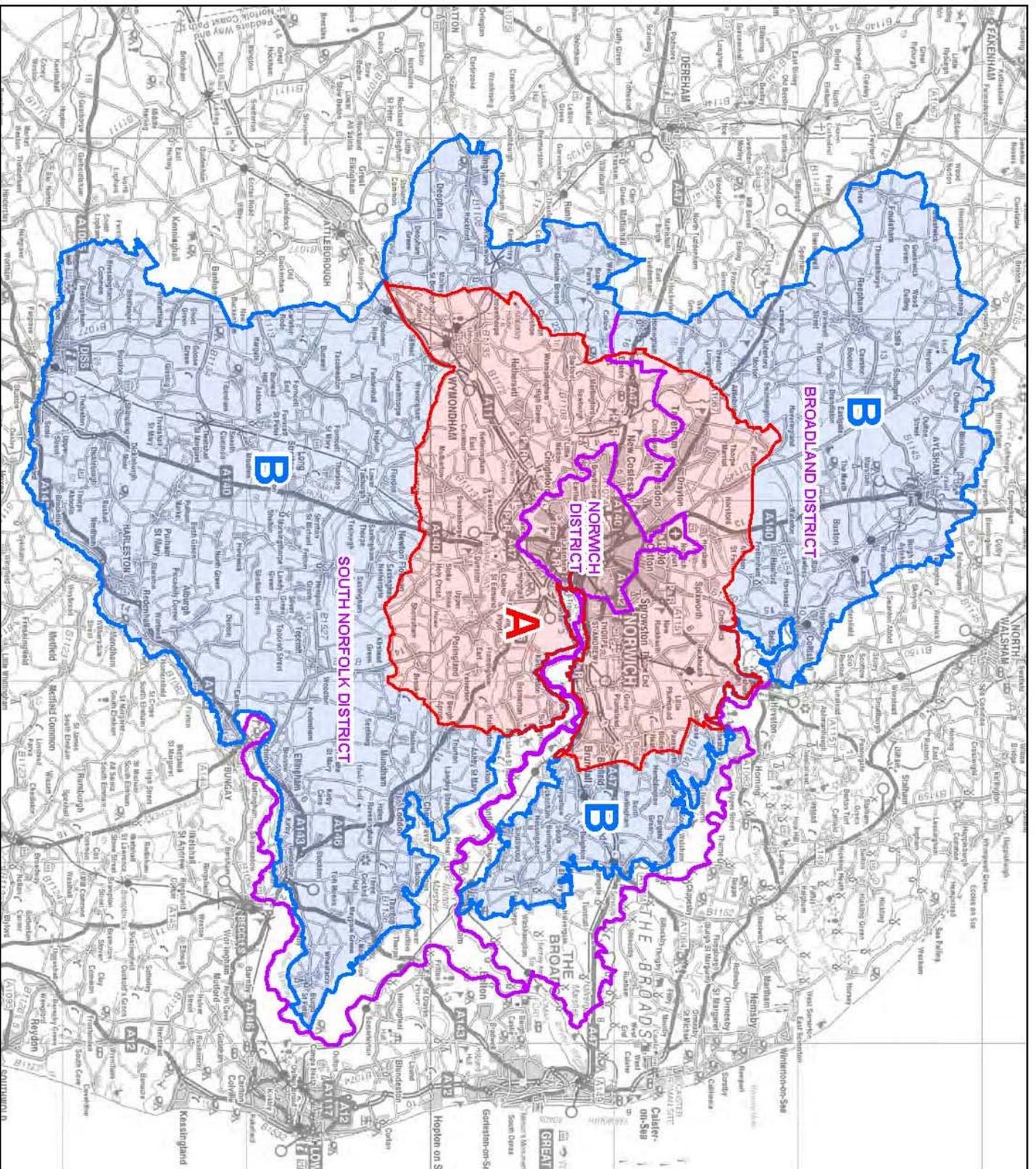
Drawing Title

**Community Infrastructure Levy (CIL)**

**Commercial Charging Zone**

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

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 Broadland District Council - 100022319  
 South Norfolk Council - 100019483



**Key**

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

N

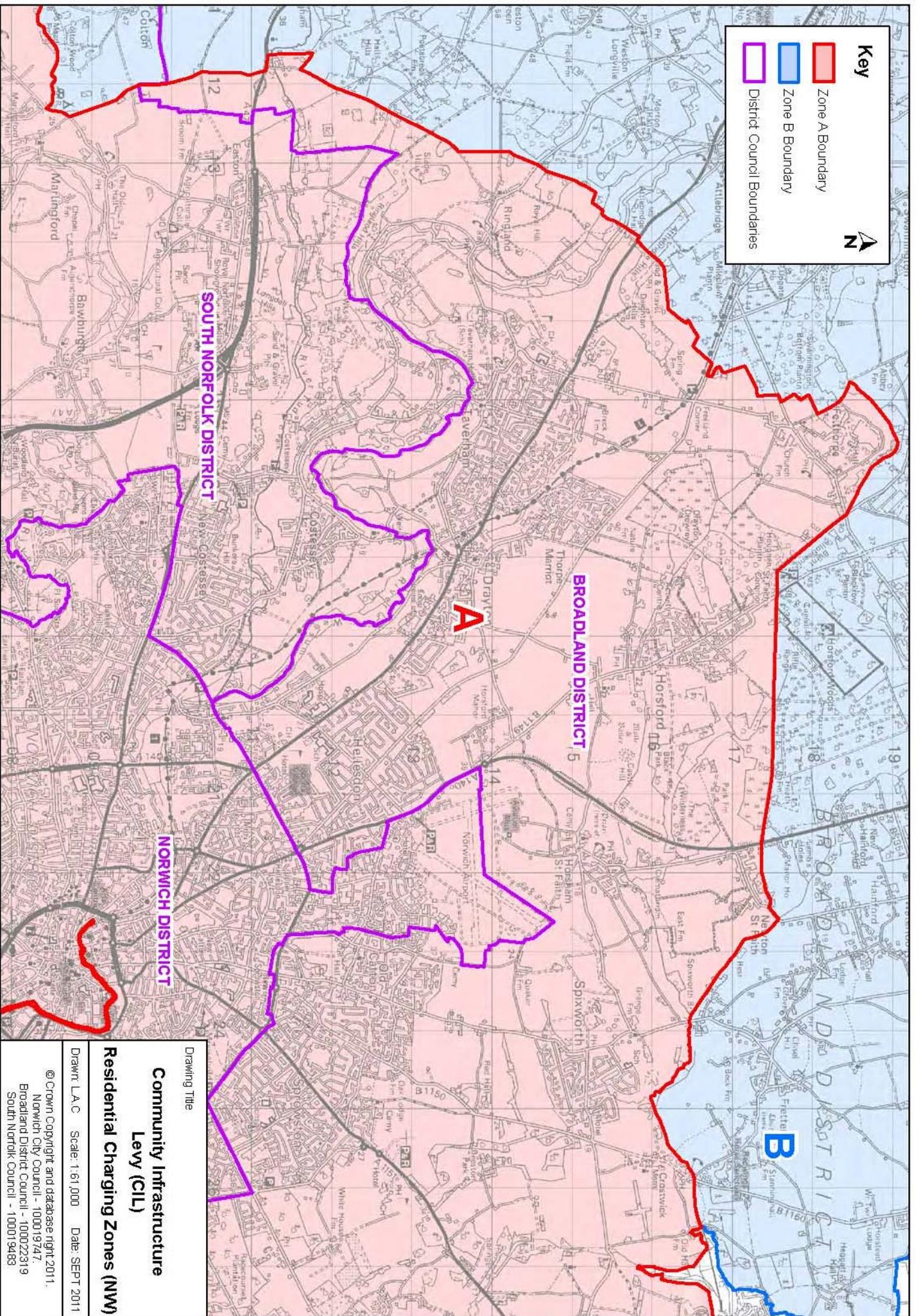
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**Community Infrastructure Levy (CIL)**

**Residential Charging Zones**

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**Key**

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

N

Drawing Title

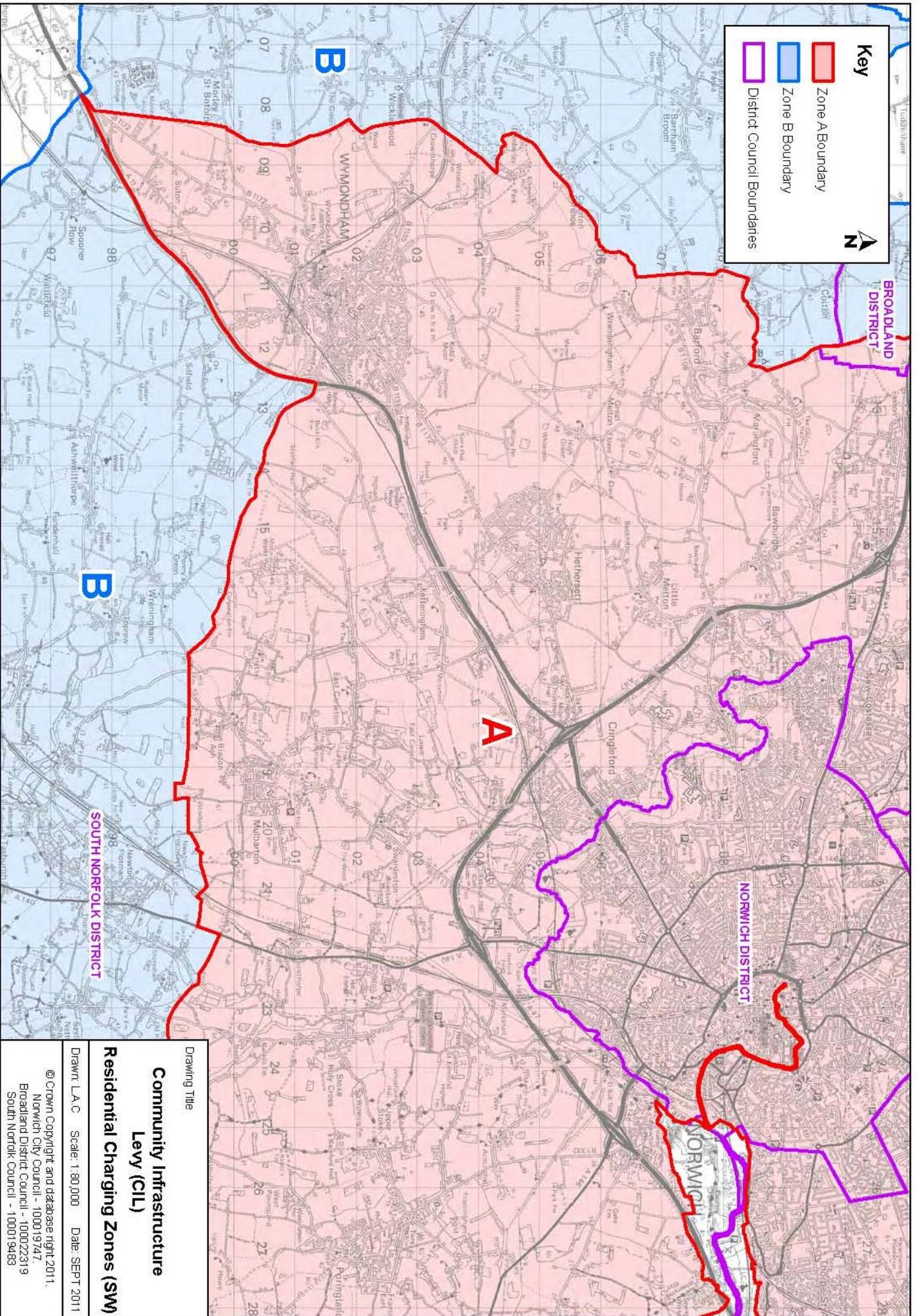
**Community Infrastructure Levy (CIL)**

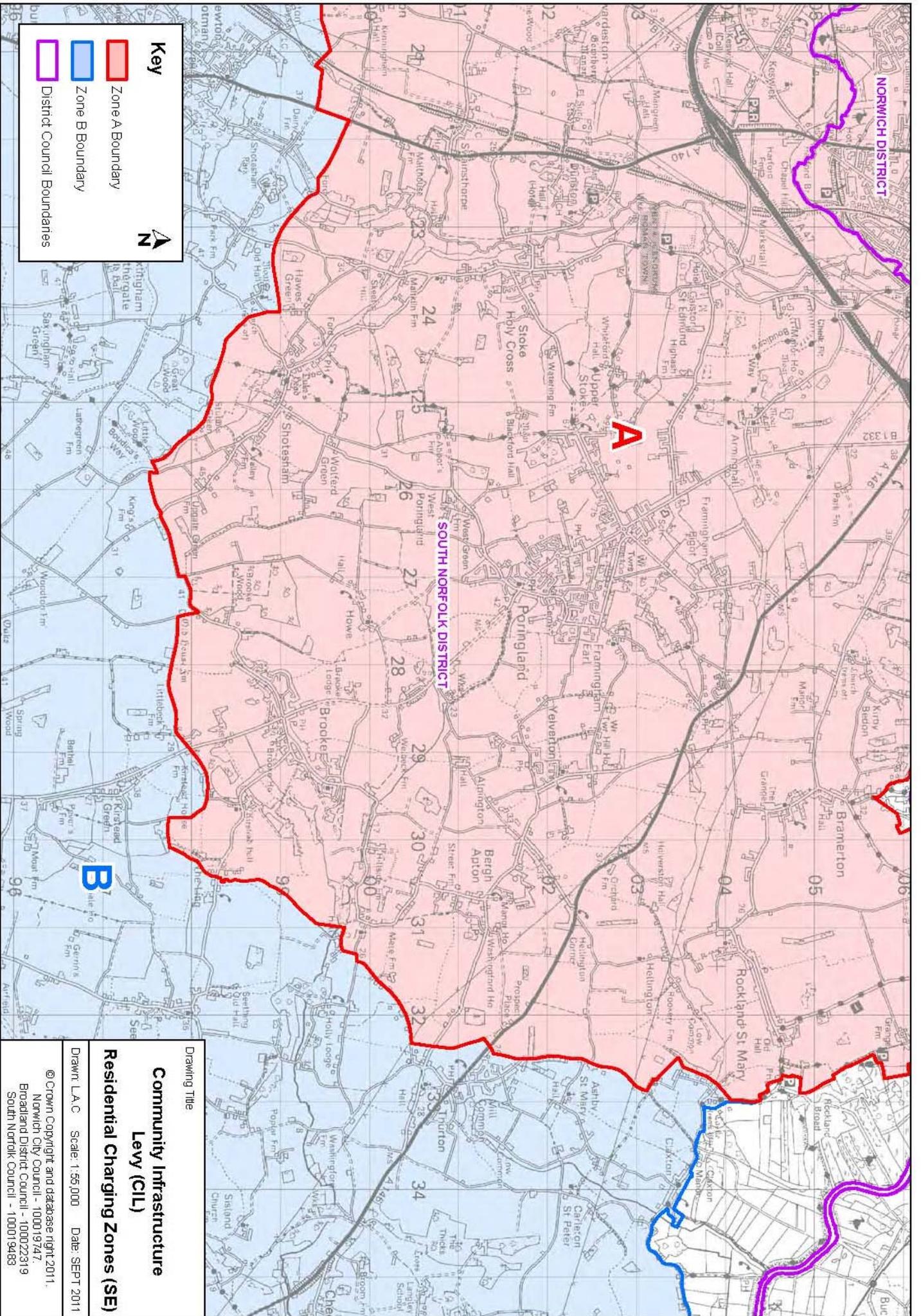
**Residential Charging Zones (NW)**

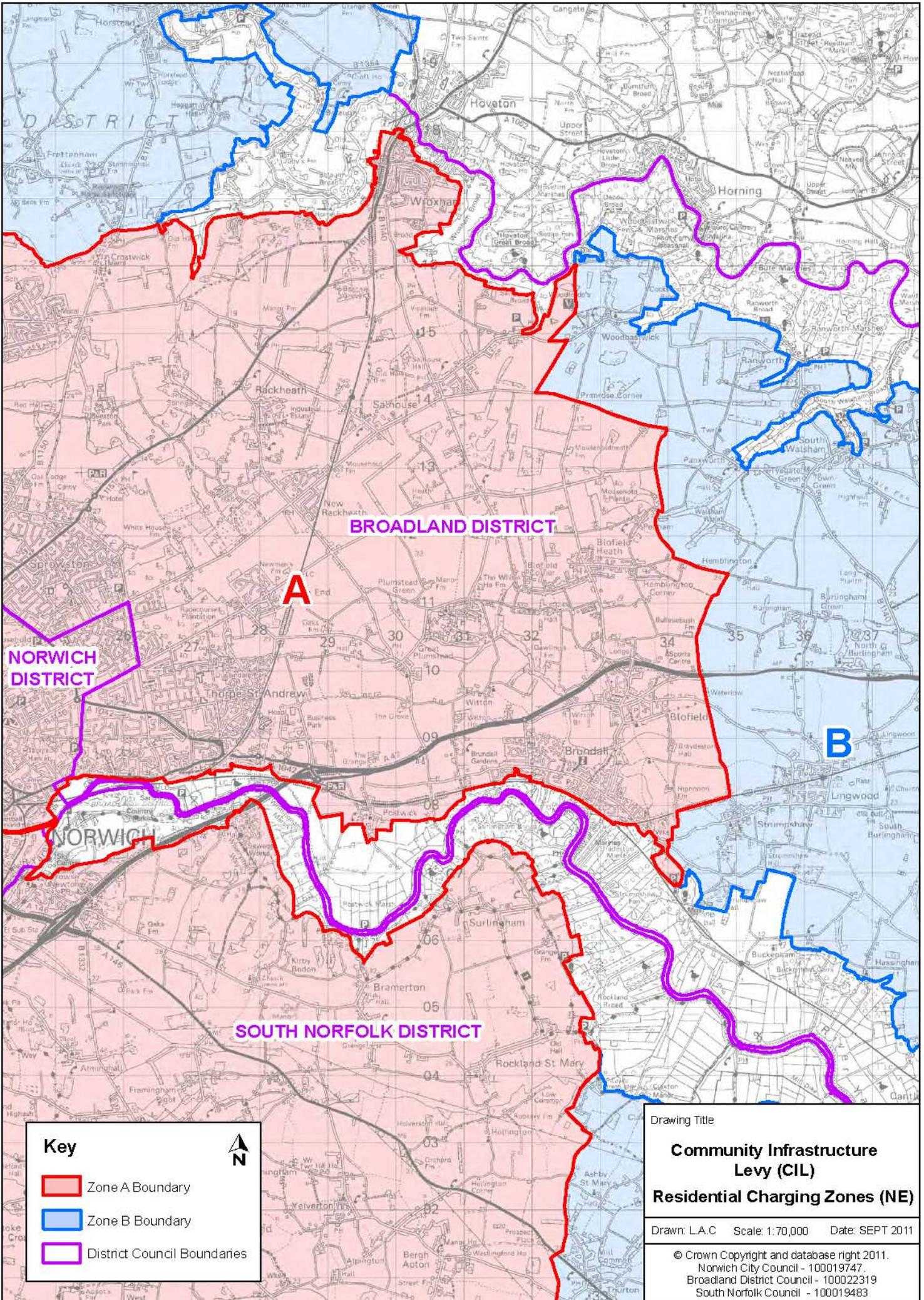
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Drawing Title		
<b>Community Infrastructure Levy (CIL)</b>		
<b>Residential Charging Zones (NE)</b>		
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<b>Key</b>	
 Zone A Boundary	
 Zone B Boundary	
 District Council Boundaries	

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