



Suffolk Coastal...
...where quality of life counts

Community Infrastructure Levy

Draft Charging Schedule

Consultation period:
6th October to 17th November 2014

SUFFOLK COASTAL DISTRICT COUNCIL

COMMUNITY INFRASTRUCTURE LEVY

DRAFT CHARGING SCHEDULE

September 2014

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SUFFOLK COASTAL DISTRICT COUNCIL

COMMUNITY INFRASTRUCTURE LEVY

DRAFT CHARGING SCHEDULE

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1.0 INTRODUCTION

- 1.1 This document is Suffolk Coastal District Council's consultation on a Draft Charging Schedule for the Community Infrastructure Levy (CIL). The Draft Charging Schedule is the second stage in the consultation process to introduce CIL across the district.
- 1.2 CIL is a tool which local authorities across the country can choose to charge on new developments within their area. Funds collected through the CIL can be used to support the delivery of infrastructure which the local authority, local communities and stakeholders consider necessary to support the future growth of an area.
- 1.3 Suffolk Coastal District Council will be the Charging Authority for CIL in respect of development within its administrative area.

The Charging Authority	Suffolk Coastal District Council
Date of approval	<i>To be confirmed</i>
Date of effect	<i>To be confirmed</i>

2.0 CIL IN SUFFOLK COASTAL

- 2.1 CIL was first introduced into national legislation by the 2008 Planning Act which stated that the overall purpose of CIL is to ensure that costs incurred in providing infrastructure to support the development of an area can be funded (wholly or partly) by owners or developers of land. The process by which local authorities can set and implement CIL is detailed in the CIL Regulations originally published in 2010, with subsequent amendments in 2011, 2012, 2013 and most recently in February 2014.
- 2.2 CIL is a simple, clear and consistent charge that is placed on most new developments to contribute towards the provision of appropriate infrastructure. The Government is clear that most new developments have an impact on the need for infrastructure, services and facilities and therefore developers are required to help fund the infrastructure that is needed to make their development acceptable.

- 2.3 CIL charges are applicable on the net additional gross internal floor space of all new development within the administrative area of Suffolk Coastal District Council.
- 2.4 Across the district there will be no locally defined exemptions, the only type of development which will be exempt from CIL charges are those which are set out in Part 6: Exemptions and Relief of the CIL Regulations 2010 (as amended).
- 2.5 Developments which meet the following criteria will be exempt or receive discretionary relief from CIL liability:
- Buildings, or extensions to buildings with less than 100 square metres gross internal floor space,
 - Buildings into which people do not normally go, or go only intermittently for the purpose of inspecting or maintaining machinery or equipment,
 - Affordable housing,
 - Buildings owned by charities used for charitable purposes,
 - Self Build developments.

3.0 CIL RATES

- 3.1 The Infrastructure Delivery Plan and the viability study produced have allowed the Council as the Charging Authority to strike the appropriate balance between:
- The desirability of funding from CIL (in whole or in part) the cost of infrastructure required to support the development of its area, and
 - The potential effects (taken as a whole) of the imposition of CIL on economic viability of development across its area.
- 3.2 The rates proposed are not considered to threaten the overall delivery of the Local Plan. The Council has set the rates (seen in Table 1) based on evidence about infrastructure needs within the district and the ability of future development, as outlined in the Core Strategy to fund that infrastructure in whole or in part.

Table 1 – Schedule of CIL Charges

Development Type¹	CIL charge per sqm
Residential Development (low value) on sites of 1-5 net new dwellings	£70
Residential Development (low value) on sites of 6+ net new dwellings	£50
Residential Development (mid value) on sites of 1-5 net new dwellings	£115
Residential Development (mid value) on sites of 6+ net new dwellings	£90
Residential Development (high value)	£150
Adastral Park Development	£0
Wholly or mainly convenience retail	£100
Wholly or mainly comparison retail	£0
All other uses	£0

4.0 CALCULATION OF CIL CHARGEABLE DEVELOPMENT

- 4.1 The CIL rates detailed within the Draft Charging Schedule are outlined as a charge per square metre (sqm) of floor space. The precise amount charged for each development will be calculated by the Council in accordance with Regulation 40 of the CIL Regulations 2010 (as amended).
- 4.2 Suffolk Coastal District Council as Charging Authority has published details of the Draft Instalments Policy which provides opportunity for landowners to pay CIL liability through instalments as opposed to the full liability upon commencement of the development. The Draft Instalments Policy has been prepared in accordance with Regulation 69B of the CIL Regulations 2010 (as amended).
- 4.3 The payment of CIL to the Charging Authority is normally expected to be by financial means. The only payment in kind to satisfy the whole or part of any CIL liability is a land payment or infrastructure payment. Any land payment or infrastructure payment will be calculated by the

¹ For the purposes of the CIL Draft Charging Schedule, the Council will consider developments which fall under the C3 (Dwelling houses) and C4 (Houses in multiple occupation) use class as defined in the Use Classes Order as being subject to the relevant residential rates as detailed. This excludes sheltered / retirement accommodation schemes which are defined as grouped units, usually flats, specially designed for older people encompassing communal non-saleable facilities.

Council in accordance with Regulation 73, 73A, 73B and 74 of the CIL Regulations 2010 (as amended).

5.0 MONITORING AND REVIEW

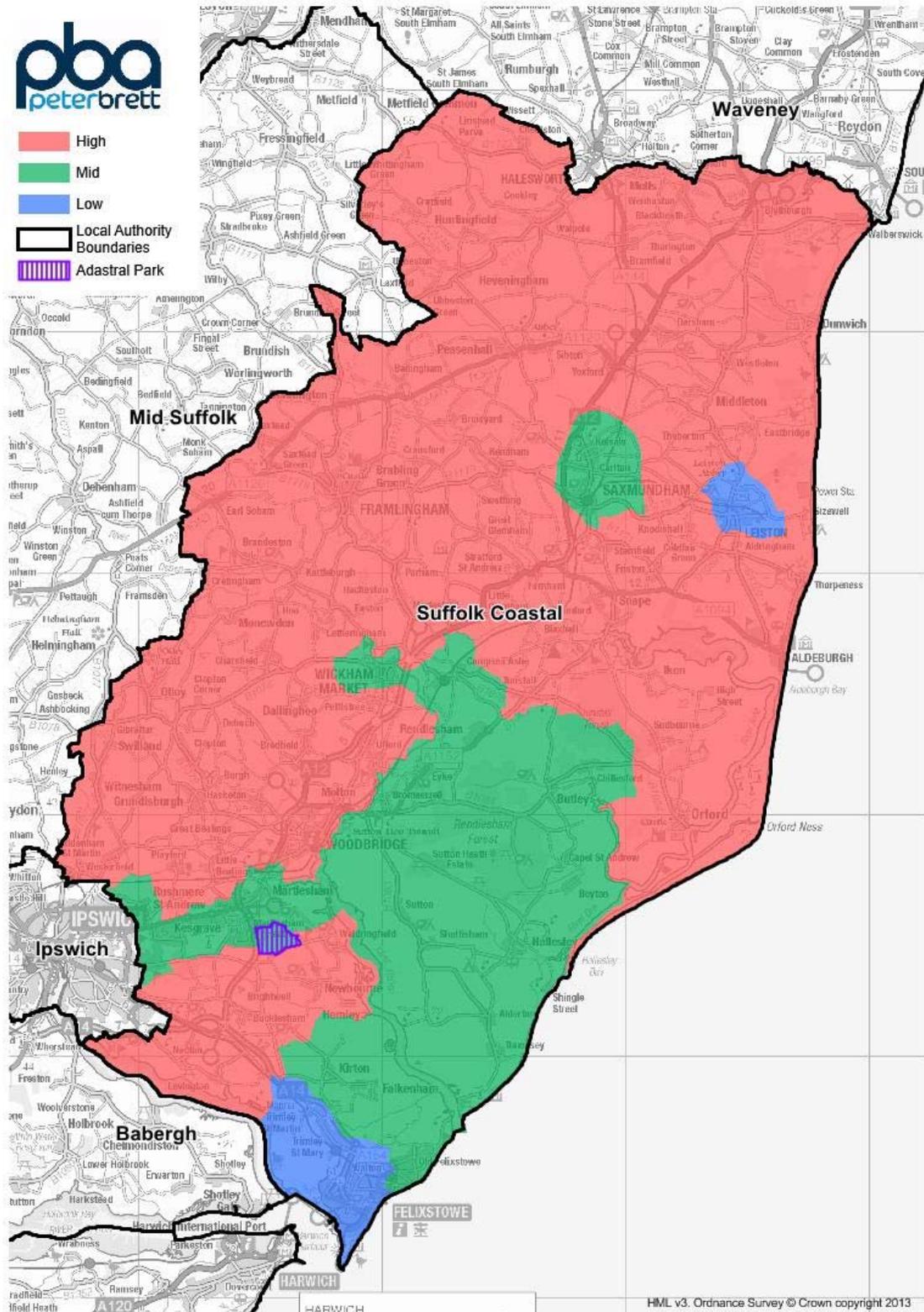
- 5.1 The implementation of the CIL Draft Charging Schedule will be subject to continual monitoring as part of the Suffolk Coastal District Council Authority Monitoring Report (AMR).
- 5.2 The Draft Charging Schedule is based on a robust evidence base which takes account of recent economic conditions and the delivery of development across the district. It is not considered appropriate to review the Draft Charging Schedule until three years after the date of adoption unless economic conditions or infrastructure requirements change significantly in that period.
- 5.3 The Draft Charging Schedule is based on the growth expected in the Core Strategy, adopted July 2013. A review of the Draft Charging Schedule may be undertaken as part of future Local Plan documents which change the strategic direction and targets across the district.

6.0 NEXT STEPS

- 6.1 This Draft Charging Schedule will be subject to formal public consultation for a period of 6 weeks from 6 October 2014 until 17 November 2014.
- 6.2 Following this consultation, all comments received along with all supporting information will be submitted to the Planning Inspectorate for independent examination. Anybody who makes comments in response to this document will have the right to be heard at the examination in public.
- 6.3 Following the examination in public, the independent examiner will publish a report into the examination which will set out their findings. If the examiner approves the Draft Charging Schedule the Council will look to bring the Charging Schedule into effect at the earliest opportunity subject to approval by Full Council.
- 6.4 The Council anticipates that the CIL Charging Schedule will be brought into effect prior to the government target date of April 2015.
- 6.5 Should you have any questions about the CIL project or the process that the Council is undertaking then please contact the Planning Policy and Delivery Team on 01394 444558 or alternatively via email on suffolkcoastallocalplan@eastssuffolk.gov.uk

APPENDICIES

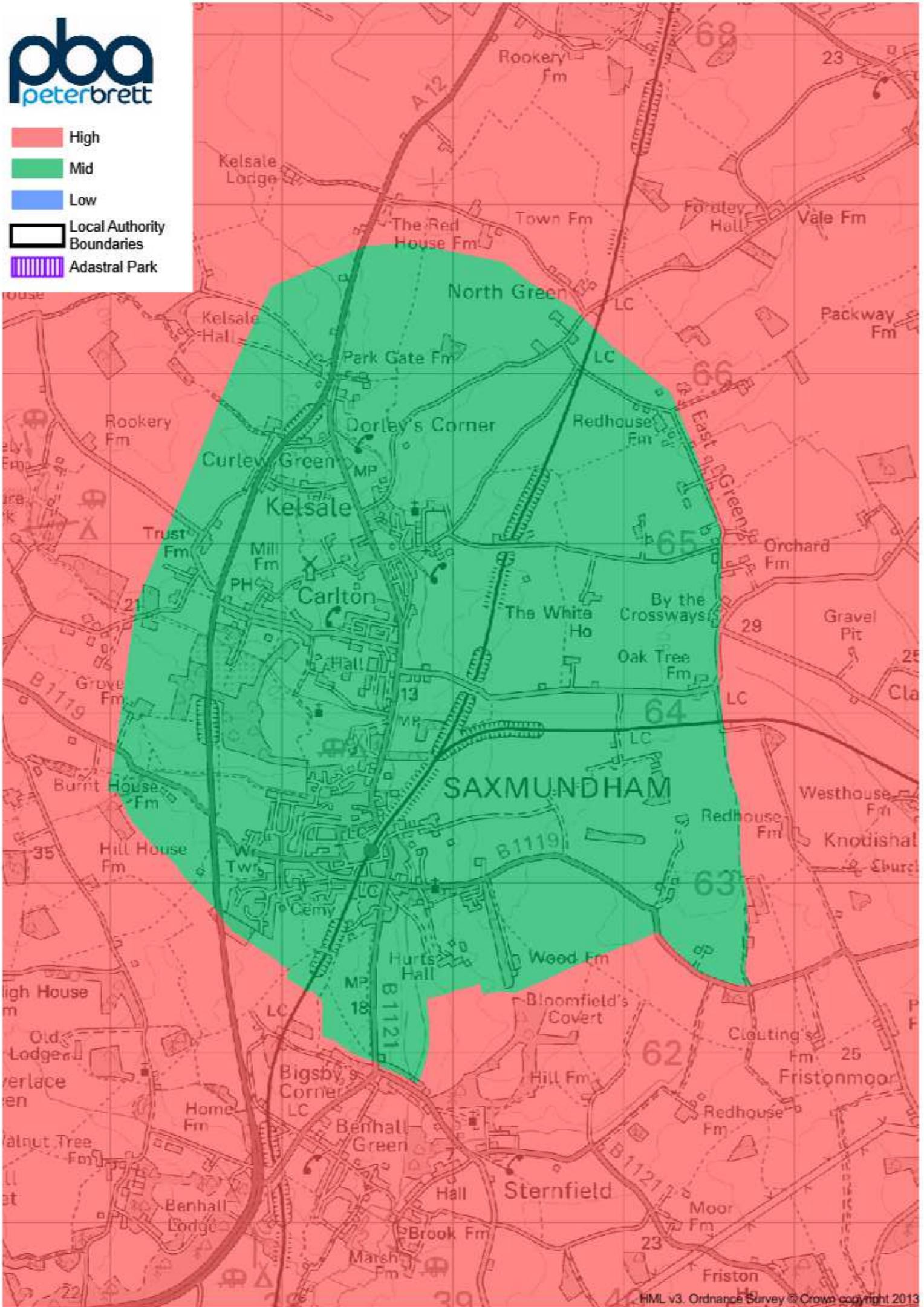
MAP OF CHARGING ZONES



- High
- Mid
- Low

Local Authority Boundaries

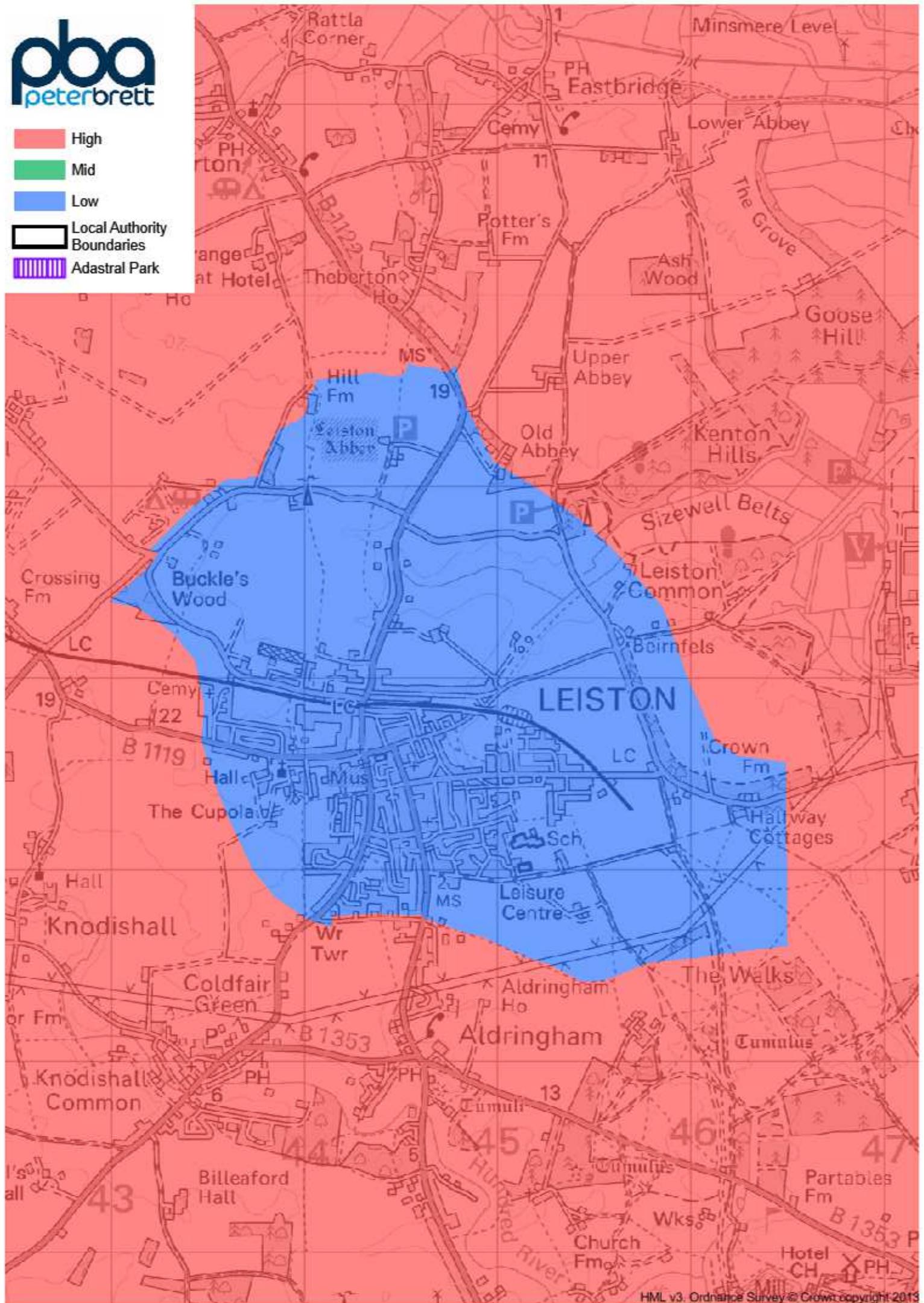
Adastral Park



- High
- Mid
- Low

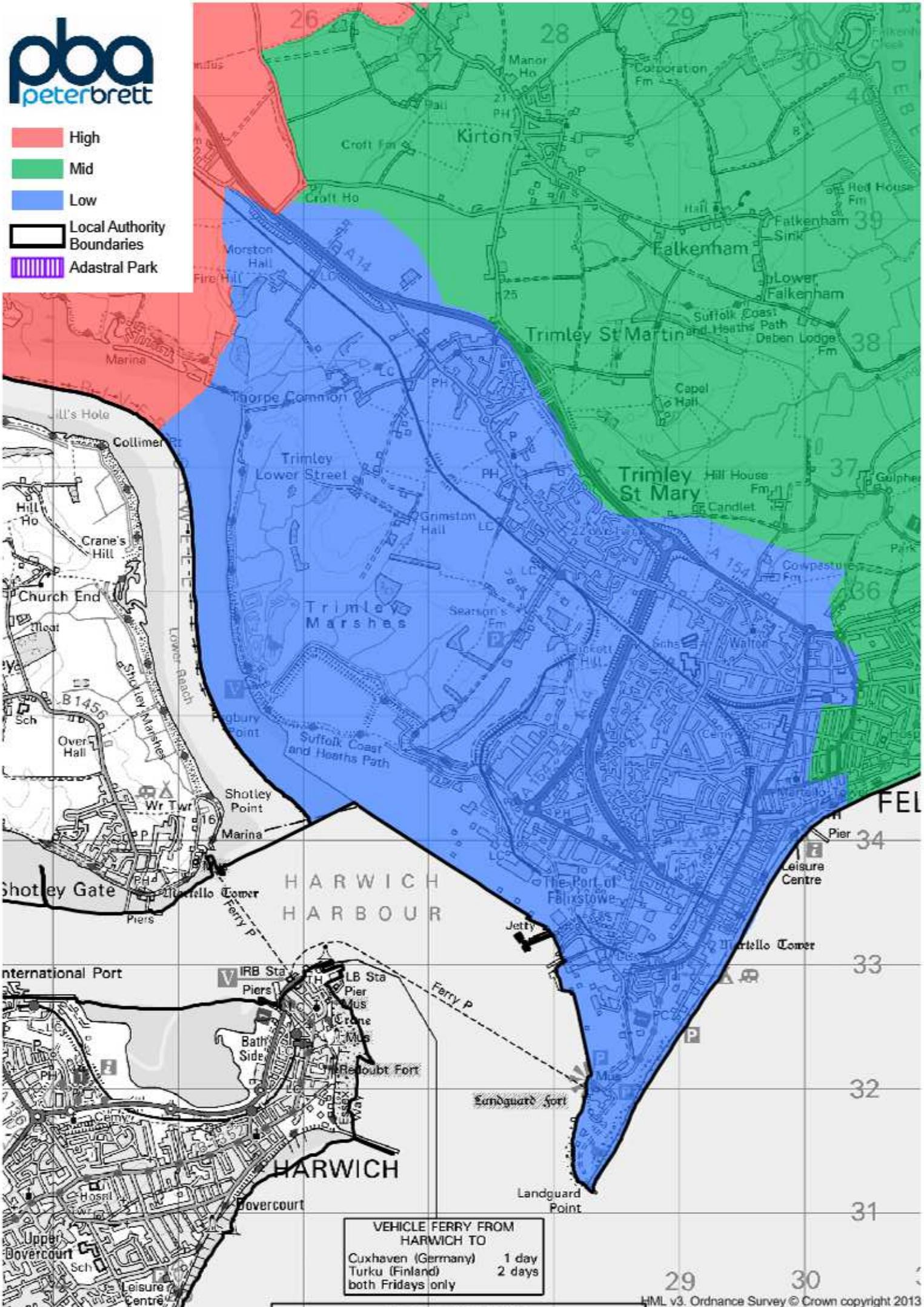
Local Authority Boundaries

Adastral Park



- High
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- Local Authority Boundaries
- Adastral Park



VEHICLE FERRY FROM HARWICH TO

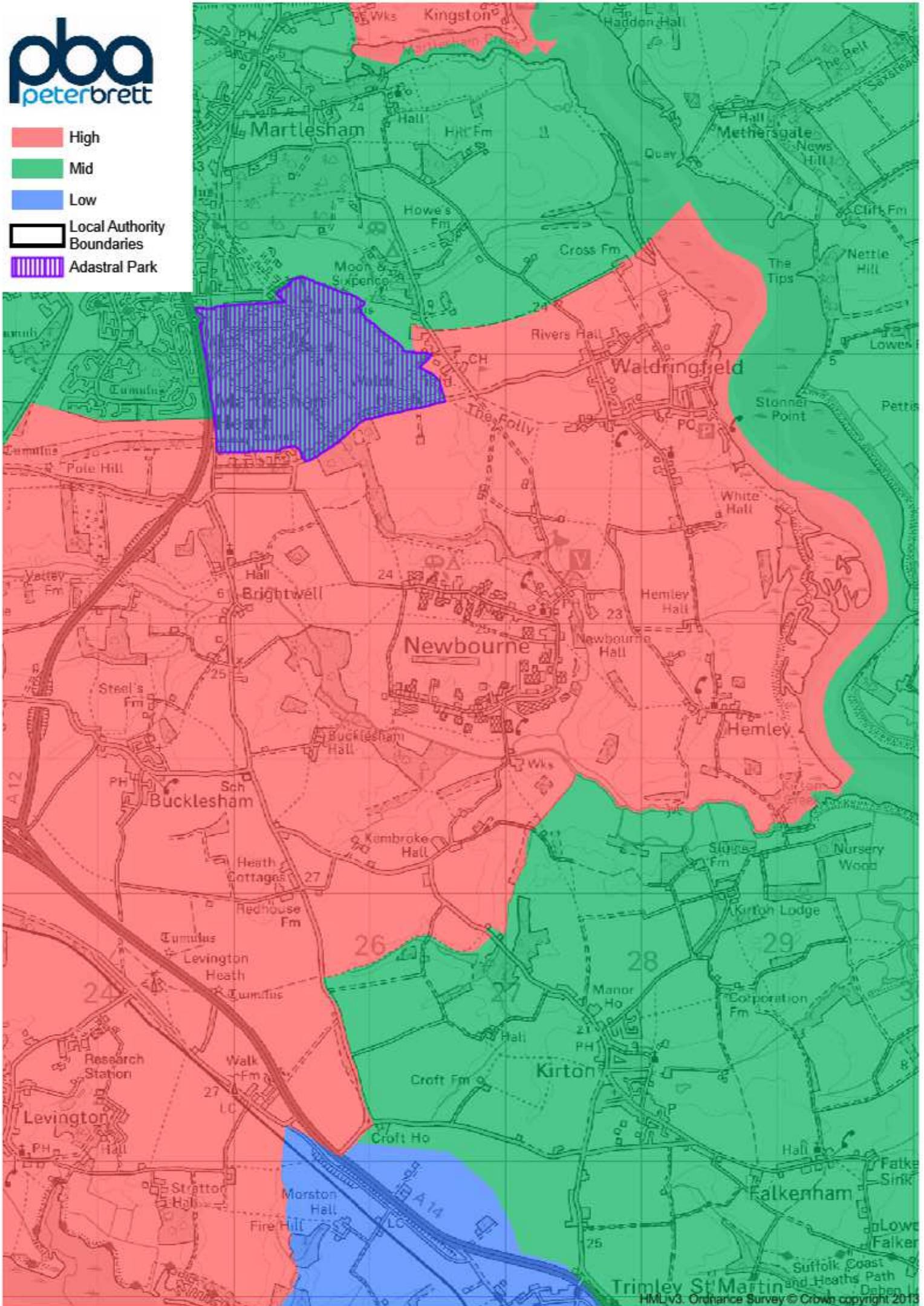
Cuxhaven (Germany)	1 day
Turku (Finland)	2 days

both Fridays only

- High
- Mid
- Low

Local Authority Boundaries

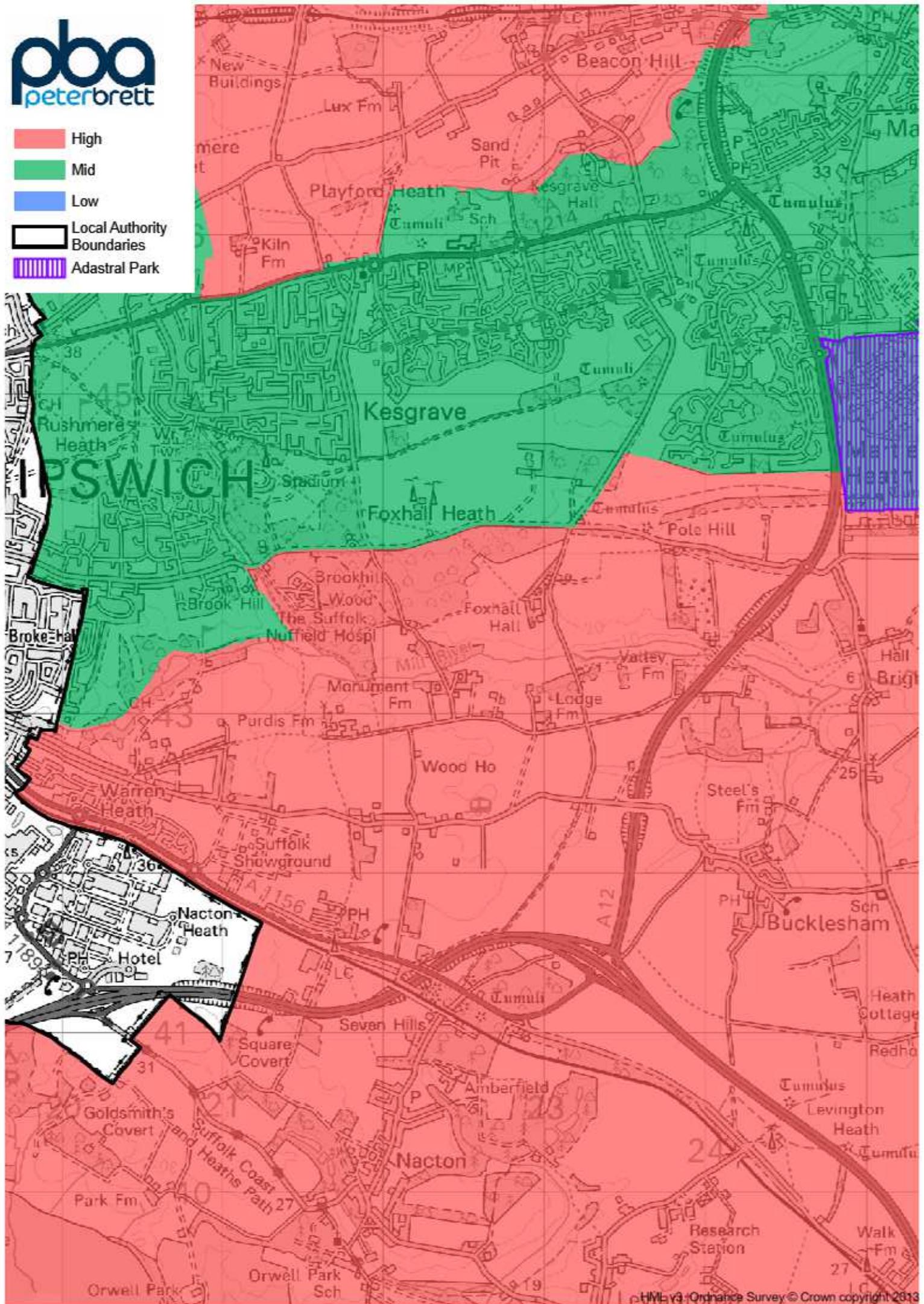
Adastral Park



- High
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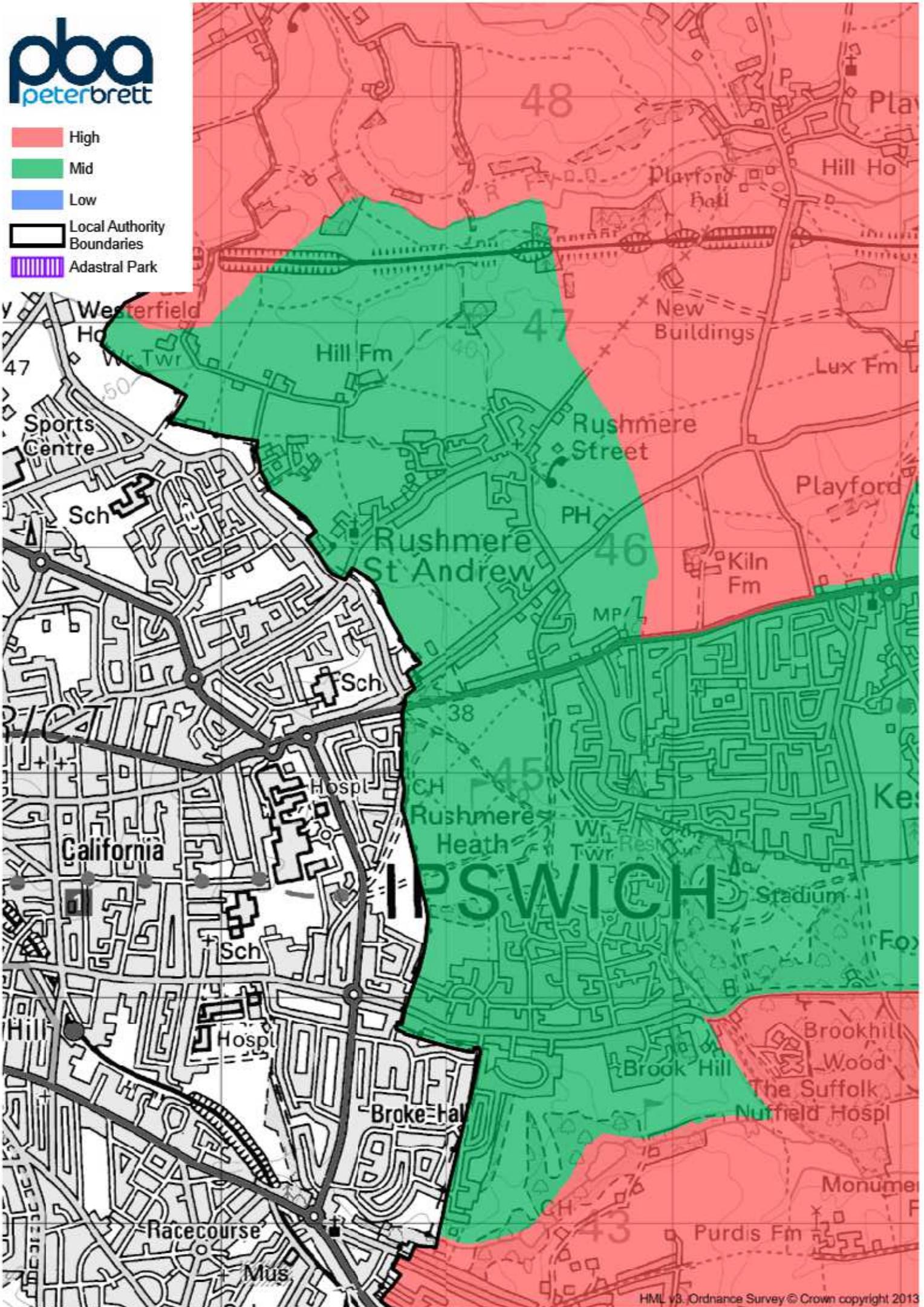
Local Authority Boundaries

Adastral Park



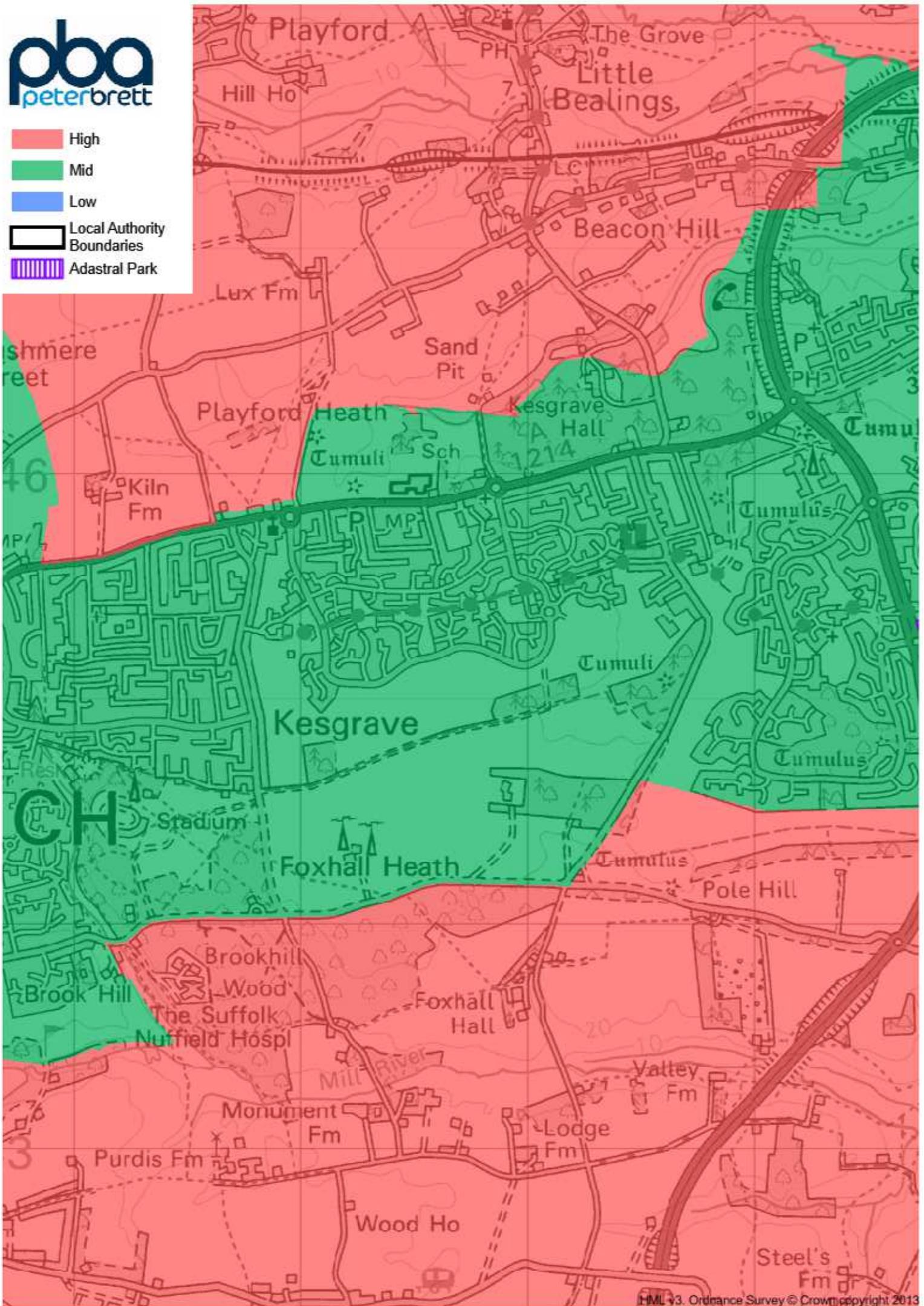
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- Local Authority Boundaries
- Adastral Park



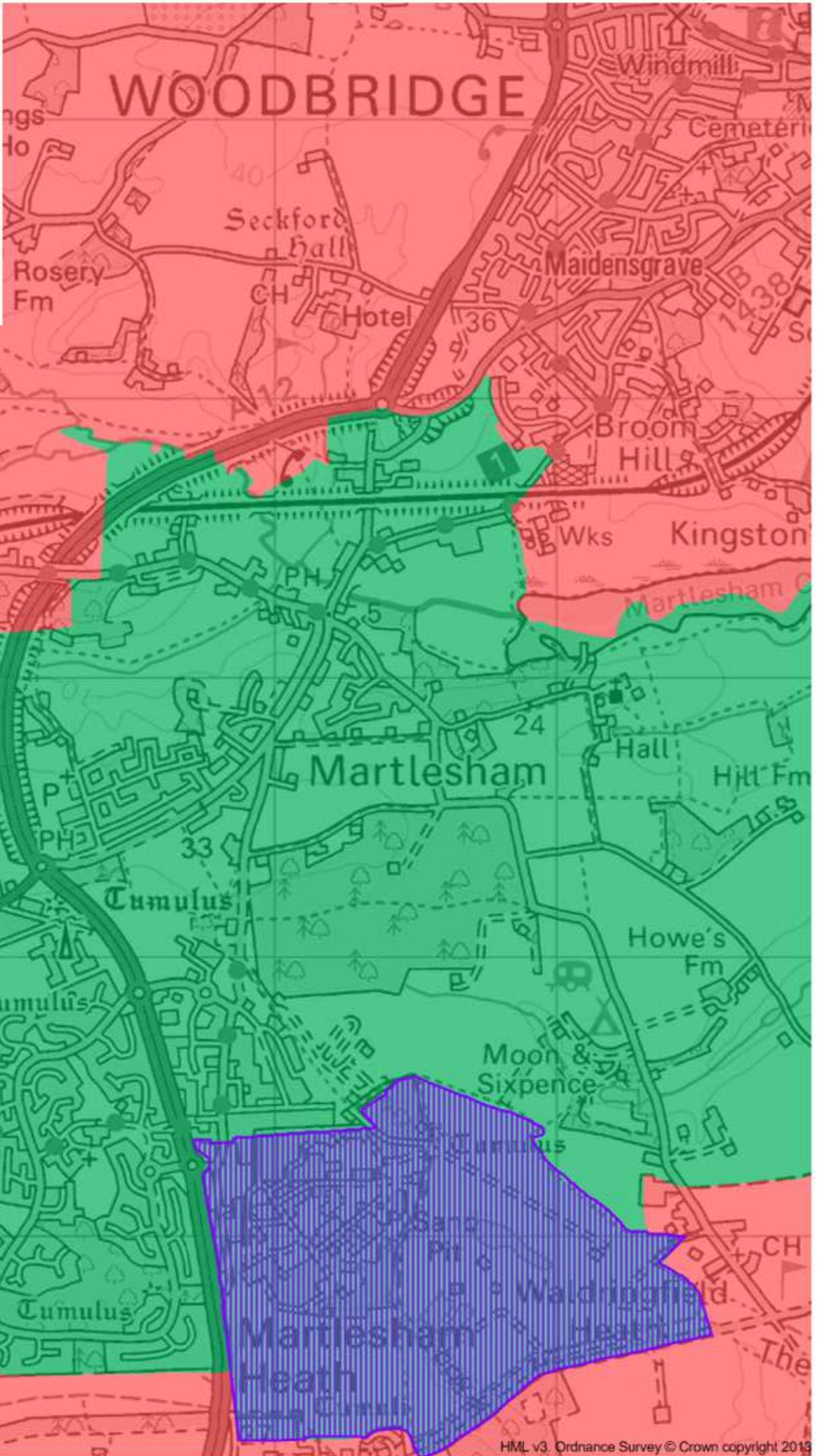
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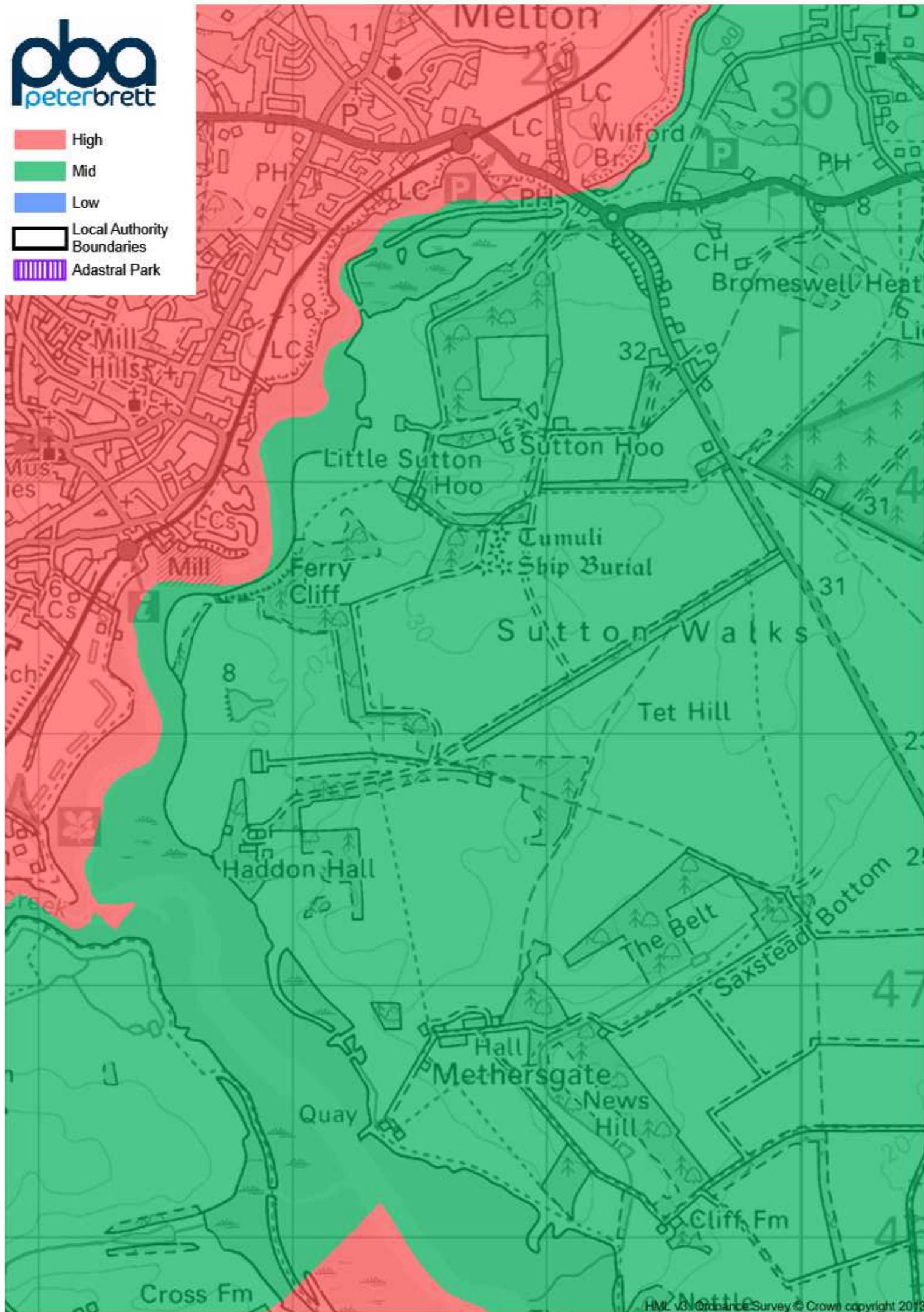


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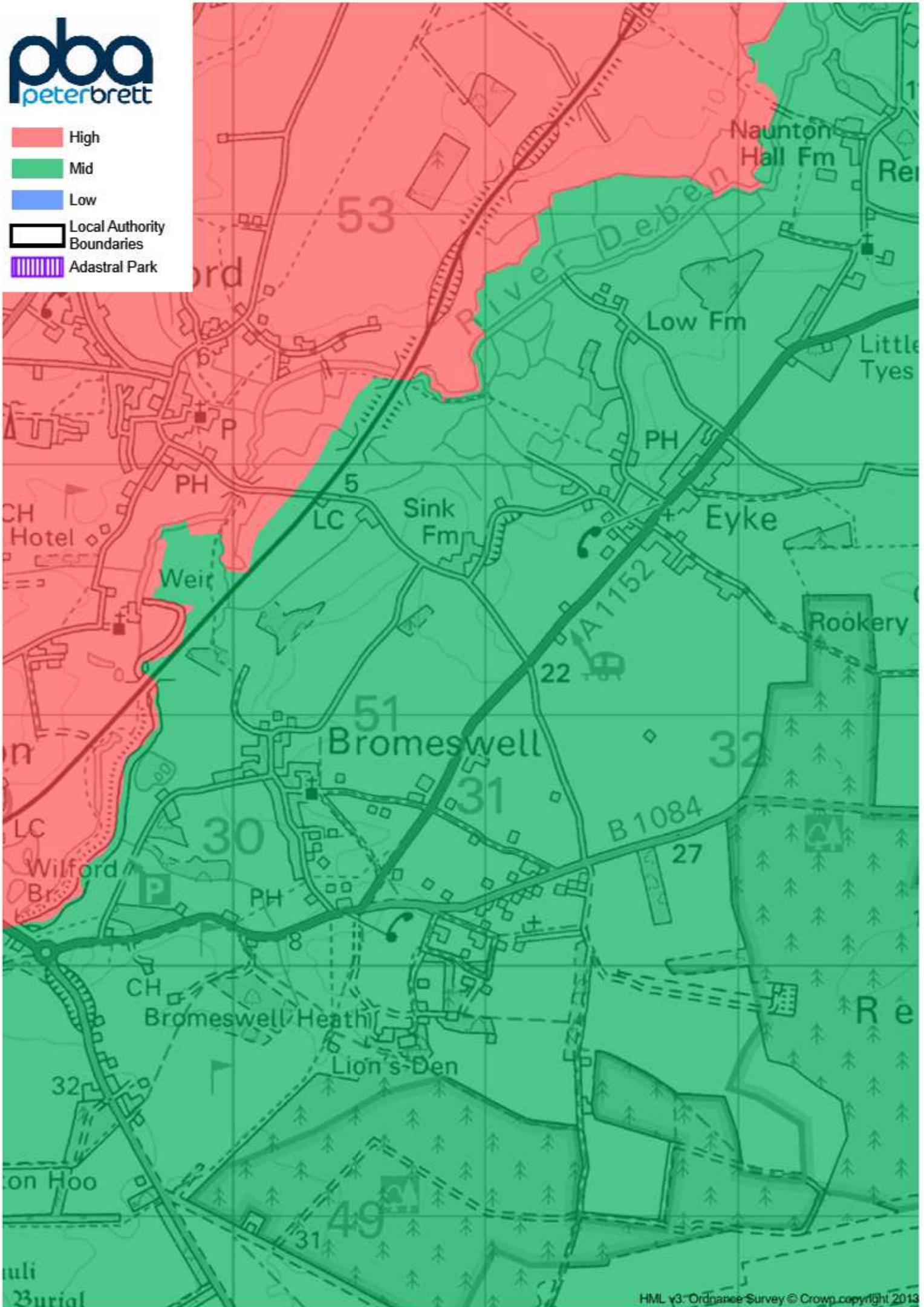


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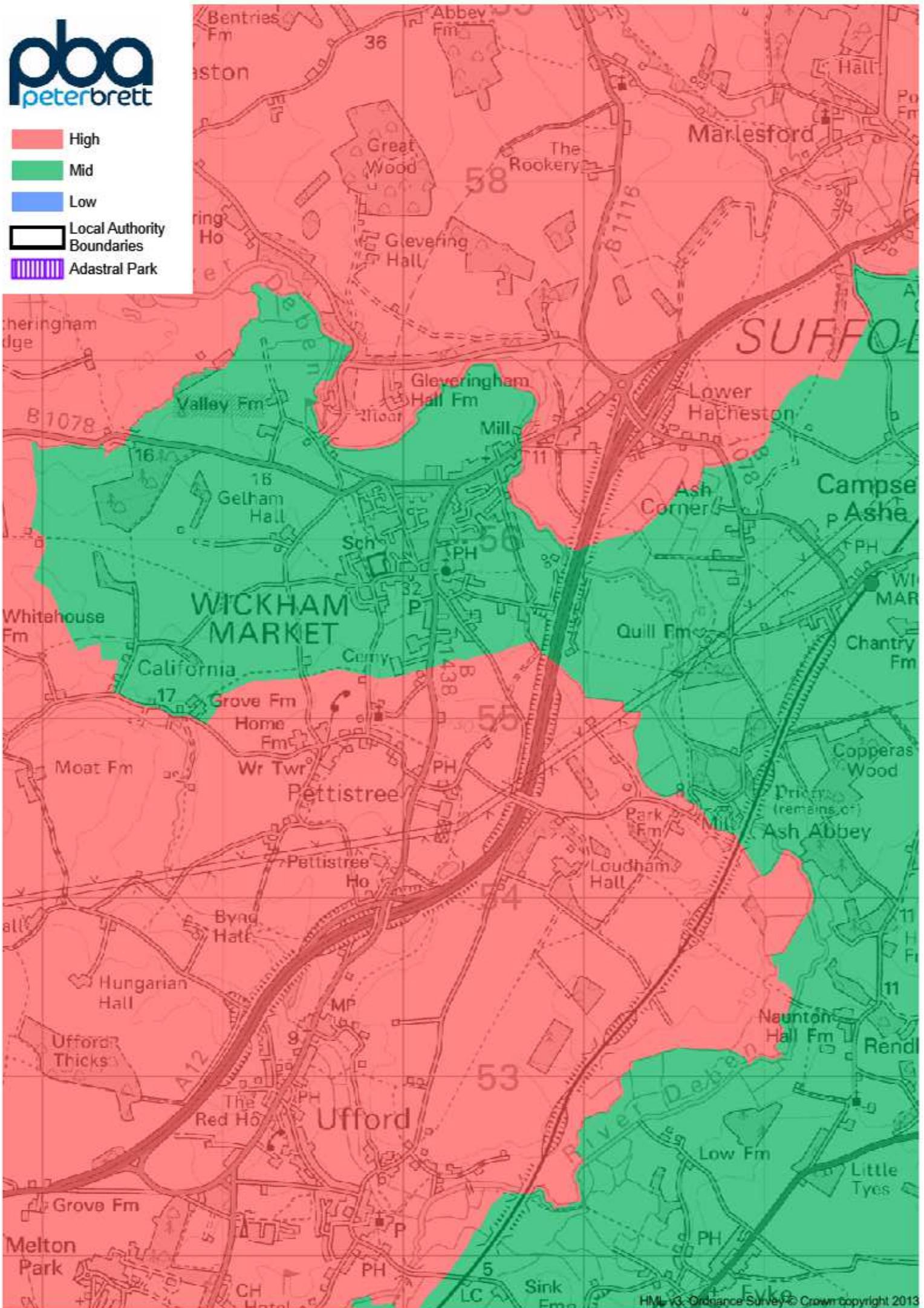
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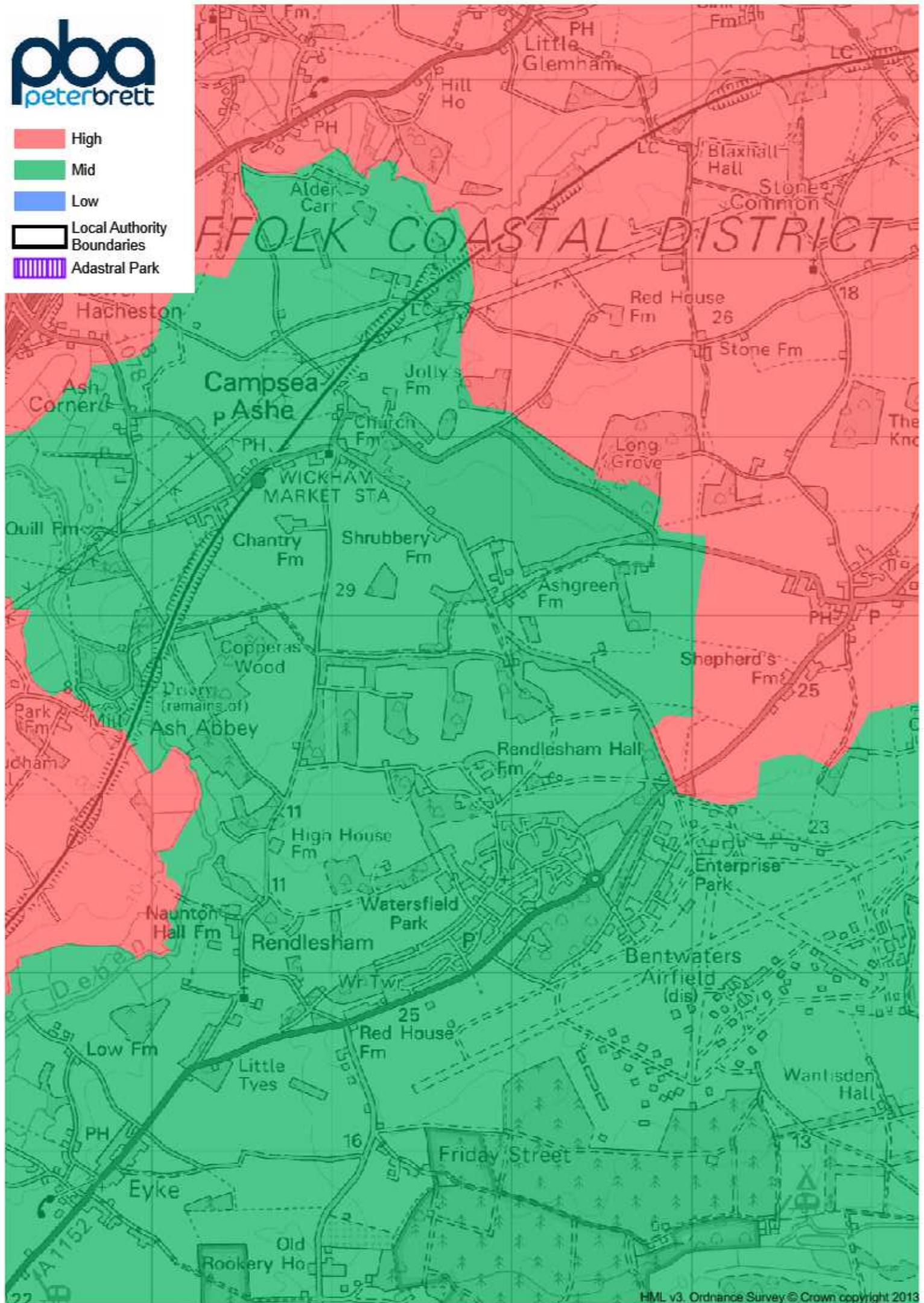
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Local Authority Boundaries

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