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**From:** Janine Gardner [REDACTED]  
**Sent:** 28 August 2019 09:58  
**To:** Planning Policy  
**Subject:** RE: East Devon CIL Draft Charging Schedule consultation

Hi Keith,

Thanks for your email last week.

Cranbrook Town Council responded to the first round of consultation on 12 March (please see below) and would like to reiterate its position to support the provisions proposed in the draft charging schedule, especially the continuation of a Section 106 regime in Cranbrook and its expansion areas.

If I can be of any further assistance please do not hesitate to contact me.

Kind regards,  
Janine

**Janine Gardner**  
Town Clerk and Responsible Financial Officer  
Cranbrook Town Council

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**From:** Janine Gardner  
**Sent:** 12 March 2019 12:43  
**To:** 'Planning Policy' [REDACTED]  
**Subject:** RE: CIL Preliminary Draft Charging Schedule consultation

Dear Planning Team,

Thank you for your email below.

Cranbrook Town Council's Planning Committee considered the CIL Preliminary Draft Charging Schedule consultation at a Committee meeting on 4 March 2019 and I include below the relevant minute:

**P19/6 CIL PRELIMINARY DRAFT CHARGING SCHEDULE CONSULTATION**

The Community Infrastructure Levy (CIL) was a charge to help deliver infrastructure to support development at different rates which were set out in a charging schedule. East Devon District Council adopted its charging schedule in April 2016 and had now begun the process of revising it. The initial stage in preparing a revised charging schedule involved a consultation on the District Council's "preliminary draft charging schedule".

The Chairman reported that East Devon District Council was revising its charging schedule to reflect updated national policy and guidance, latest evidence on development costs and values across the district, and to align with development being proposed in the emerging Cranbrook Plan.

In general, the viability study recommended an increase in residential CIL rates compared to the current adopted charging schedule as indexed, although rates remained within the viability headroom. The exception was Cranbrook, which was not able to support CIL due to the level of Section 106 obligations and other costs associated with that development.

The current CIL regulations required charging authorities to prepare a list of those projects or types of infrastructure which it intended to fund through the levy (the "regulation 123 list") – anything on this list could not be funded through Section 106 contributions. However, draft regulations removed regulation 123 lists, and instead required local authorities to prepare an annual Infrastructure Funding Statement by 31 December each year. This statement will set out how developer contributions had been spent, and anticipated revenue and spend for future years. In addition, the draft regulations remove the pooling restriction which prevents local authorities from using more than five section 106 obligations for a single infrastructure project.

In summary, the preliminary draft CIL charging schedule would not apply to Cranbrook and a Section 106 regime would continue to apply. The Committee noted that the Council's asset delivery working group had been pressing for this outcome for some time.

It was proposed by Cllr Les Bayliss, seconded by Cllr Sarah Gunn and **resolved** to support the provisions proposed in the preliminary draft charging schedule, especially the continuation of a Section 106 regime in Cranbrook.

If I can be of any further assistance please do not hesitate to contact me.

Kind regards,  
Janine

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