

1. Regulation 73A of the Community Infrastructure Regulations 2010 (as amended) allows a Charging Authority to make infrastructure payments available in its area and to accept one or more infrastructure payments in satisfaction of the whole or part of the CIL due in respect of a chargeable development.
2. Where CIL is paid by way of an infrastructure payment the amount of CIL paid is an amount equal to the value of the infrastructure provided. An agreement to provide the infrastructure must be entered into before the chargeable development is commenced. Such an agreement must be in accordance with the provisions in Regulation 73A of the Community Infrastructure Regulations 2010 (as amended).
3. Regulation 73B enables a Charging Authority that wishes to allow infrastructure payments in its area to stipulate the specific infrastructure projects or types, which it will consider accepting the provision of as infrastructure payments.
4. The SDNPA is willing to accept infrastructure payments in its area where these projects or type of infrastructure are directly related to the following SDNPA strategic infrastructure priorities and should already be identified on the SDNPA Infrastructure Delivery Plan List.
 - (a) **Strategic Cycle Network**, including the extension to Centurion Way from West Dean to Midhurst and the completion of the Egrets Way in Lewes District.
 - (b) **Natural Capital** covers a large number of SDNPA projects including large scale landscape improvements and restoration works, such as Big Chalk, Heathlands Reunited and historic parkscapes.
 - (c) **Hubs and Gateways** covers proposals to welcome visitors to the National Park and enhance their experience, particularly around sustainable tourism hubs such as Stanmer Park and transport hubs (rail and bus stations close to but outside the National Park boundary).
 - (d) **Access for All** is a working title to cover non-motorised access for priority groups, for example new access/crossings for public rights of way and other non-motorised user routes over major barriers, such as A27.
 - (e) **Education and Interpretation** includes both formal education projects tied closely to new development and interpretation of National Park assets.
 - (f) **Strategic Floodplain Management** could link similar work of all area offices and relates to growth as Local Plan Preferred Options Policy SD17 requires integrity of existing coastal and river defences to be assessed when determining planning applications. Such work could include re-naturalising river corridors within towns (habitat creation, water quality and enhancing local character, whilst improving surface water management
5. Infrastructure payments will be subject to the following conditions:
 - (a) The person offering in kind payments must have assumed liability to pay CIL, have completed the relevant forms and these must have been formally acknowledged by the SDNPA.
 - (b) The chargeable development must not have commenced before a written agreement has been obtained from the SDNPA to accept the infrastructure payments offered.
 - (c) Any agreement for infrastructure payments must clearly state the value of land or infrastructure to be provided, as valued by an independent assessor in accordance with Regulations 73 and 73A. Any agreement must also specify the timescales and quality for delivery.
 - (d) The land and/or infrastructure being offered must not:

- i. Be otherwise necessary to make the application acceptable in planning terms or ensure compliance with local plan policy requirements
 - ii. Represent an intrinsic element of the scheme
 - iii. Have previously been promoted as an additional benefit over and above CIL contributions during the allocation of application process.
- (e) The land associated with the infrastructure payment must be fit for the relevant purpose and there must be sufficient prospect of achieving the relevant permissions to use the land for the purposes intended.
- (f) The infrastructure provided must be fit for the relevant purpose and its provision as in kind payment must represent a time or cost efficiency to the SDNPA and its partners, or be otherwise more practical than such parties delivering the infrastructure themselves.
6. **This mechanism is offered at the Authority's discretion: this policy does not oblige the Authority to accept any such offer or application.** Any parties interested in paying CIL in this manner are therefore strongly encouraged to enter discussions with the SDNPA before any application is submitted in order to establish whether the principle of payment in kind is likely to be suitable in that instance. The forthcoming Infrastructure Business Plan will be a material consideration in establishing the principles of such proposals.
7. The value of any infrastructure offered by way of payment has to be determined by a suitably qualified, independent assessor. This will determine how much liability the in-kind payment will offset. The SDNPA will require the costs of any such valuation to be met by the applicant.
8. Payments in kind may only be made with the agreement of the liable party, the SDNPA and any other relevant authority that will need to assume responsibility for the land or infrastructure.
9. This Infrastructure Payment Policy takes effect on **1 April 2017**.

