

Environment & Transport Select Committee 6 March 2013

Update on Community Infrastructure Levy (CIL)

1. There has been continued progress in the delivery of CIL by Surrey's Boroughs and Districts. The attached timeline illustrates the progress of Districts and Boroughs in implementing CIL.
2. As a front-runner in the implementation of CIL, Elmbridge Borough Council's charging schedule was found to be acceptable by the Planning Inspectorate following independent examination in November 2012 and is due to come into force on 1 April 2013. Elmbridge will charge the following rates:
 - £125 per m² for residential
 - £50 per m² for all retail
3. All other Districts and Boroughs are on track to adopt CIL charging schedules by April 2014.
4. County Council officers continue to work with Districts and Boroughs, providing evidence to enable the preparation of CIL charging schedules. This will ensure County Council priorities are recognized when local areas agree how CIL receipts should be used.
5. To support the process of identifying suitable infrastructure projects, Local Transport Strategies (local implementation programmes of Surrey's LTP3) are being developed with Districts and Boroughs. These will address existing issues and support future growth identified in the Local Plans.
6. The process for agreeing spending priorities is being discussed with Districts and Boroughs, to set shorter term delivery programmes based on each District and Borough's longer term infrastructure delivery plan. Although each District and Borough will agree their own process, the intention is to agree a universal framework underpinning the various approaches. The principles will ensure County Council Members can influence prioritisation of infrastructure schemes, and that Districts and Boroughs take into account cross-boundary issues and long term priorities for the County.
7. It has now been confirmed that 15% of CIL receipts (25% where there is a neighbourhood plan in place) will be given to local areas where development has taken place. Where there is no town or parish council or neighbourhood forum, the District or Borough Council will need to engage with the communities where development has taken place. The relevant proportion of CIL funding will be spent on agreed local priorities, which may include addressing transport issues. A local authority officer working group is currently reviewing the anticipated CIL

receipts across the County in the light of revised housing numbers and this announcement.

8. The work to prepare for CIL is closely related to other work areas including the major schemes programme and the Surrey Future partnership initiative. To ensure that any available funding is used strategically to meet agreed priorities the County Council needs to establish strong business cases for infrastructure schemes, backed by an evidence base, to inform our priorities and to bid for funding.
9. It is therefore suggested that the new Chairman of the Transport and Environment Select Committee forms a Task Group to consider the issues of wider economic generators for the county, encompassing residential and commercial construction and the allied infrastructure requirements needed to service them. This would provide an overarching baseline for the County's infrastructure needs which can be used to generate a list of suitable projects for CIL funding.
10. Once a baseline of projects is established and suitable levels of CIL funding becomes available, it is suggested that a Member Reference Group is established to monitor the progress of the schemes forming the infrastructure list and deliver a report to the Committee on a regular basis.

Mark Brett Warburton

Community Infrastructure Levy (CIL) Task Group Chairman