

STOCKTON-ON-TEES BOROUGH COUNCIL

CABINET RECOMMENDATIONS

PROFORMA

Cabinet Meeting15th January 2015

1. Title of Item/Report

Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule -Approval for Consultation

2. Record of the Decision

Consideration was given to a report on Community Infrastructure Levy - Preliminary Draft Charging Schedule – Approval For Consultation.

A new planning charge came into force under the previous Government on 6th April 2010 under the Community Infrastructure Levy (CIL) Regulations 2010. It allowed local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money could be used to fund a wide range of infrastructure needed as a result of development. This included transport schemes, flood defences; schools, hospitals and other health and social care facilities, parks, green spaces and leisure centres.

In July 2011, the Council resolved to adopt the CIL as the principal means of funding infrastructure. However it required the setting of a Levy which reflected the costs of the infrastructure, was proportionate, was sound and robust, and had been subject to consultation and testing by an independent Examiner.

The setting of the Levy required the preparation of a Preliminary Draft Charging Schedule and evidence base documents, and that these were published for consultation. Following consultation and any amendments, the resultant document, known as the Draft Charging Schedule be submitted for independent examination and if approved, adopted and implemented by the Council.

The Community Infrastructure Levy Viability Assessment set out the proposed charging rates and justification for those rates. Information in respect of the Infrastructure Funding Gap identified projects and gaps in funding which justified setting a Charging Schedule, a draft Regulation 123 List which set out those projects or types of infrastructure which would be funded by the CIL and confirmed Council's approach in this respect. The Preliminary Draft Charging Schedule set out the CIL rates

and approach to setting the CIL Charge, the approach to a future Relief and Instalment Policy, and the relationship between CIL and Section 106. The infrastructure planning work identified a total cost of £229,925,000 to 2030 and the funding gap was £190,981,000.

It was envisaged that further reports be taken to Cabinet to agree the Draft Charging Schedule for consultation, to report on the outcome of that consultation and documents to be submitted for Independent Examination. Consideration would also need to be given to the method by which spending priorities will be determined.

The Planning Committee considered the RELP at its meeting held on 14th January 2015 they made the following comments:-

1. With regard to the boundaries of the charging zones for residential development that would form part of the Preliminary Draft Charging Schedule, the allocation of Hardwick into a High Value Zone be looked at again.

Members felt that Hardwick should remain in the High Value Zone as this had been the finding of the commissioned viability assessment that had been carried out.

RECOMMENDED to Council that:-

1. The contents of the report be noted.
2. Stockton's CIL Economic Viability Study and Charging Zones be endorsed.
3. The Charging Rates in the report and the attached Preliminary Draft Charging Schedule and Draft Regulation 123 list be agreed.
4. The Council undertake consultation on the Preliminary Draft Charging Schedule, Charging Zone Map and Draft Regulation 123 List.
5. Delegated powers be granted to the Head of Planning in consultation with the Cabinet Member for Regeneration and Transport to make minor amendments to consultation documents as necessary prior to consultation.
6. Further reports be taken, in due course, to report on the outcome of the consultation on the Preliminary Draft Charging Schedule and subsequent modifications, a Draft Charging Schedule be agreed for consultation, to report on the outcome of that consultation, and to agree to documents prior to Examination in Public.

3. Reasons for the Decision

CIL will be the principal means by which in the funding of infrastructure from developer contributions, with S106 contributions making a more limited contribution. The Levy will provide funding for infrastructure beyond that allowed via S106 contribution. The system will make sure that all development, where economically viable and without relief, contributes to the wider infrastructure upon which it make a demand.

It will provide certainty to developers to be able to plan for infrastructure contributions, and give some certainty to the Council regarding the quantum and timing of contributions to better plan for infrastructure provision.

4. Alternative Options Considered and Rejected

None.

5. Declared (Cabinet Member) Conflicts of Interest

None

6. Details of any Dispensations

N/A

7. Date and Time by which Call In must be executed

N/A

Proper Officer
19 January 2015