

Report of	Meeting	Date
Director of Business Development and Growth (Introduced by the Executive Member (Resources))	Executive Cabinet	19 January 2017

GOVERNANCE ARRANGEMENTS FOR THE COMMUNITY INFRASTRUCTURE LEVY AND PROPOSALS FOR THE ALLOCATION OF RECEIPTS

PURPOSE OF REPORT

1. To provide an update on the governance and allocation of CIL infrastructure monies and seek approval for the proposals.

RECOMMENDATION(S)

2. To approve the methodology for assessing and allocating CIL Infrastructure receipts.
3. To approve the allocation £1,300,000 CIL capital infrastructure monies to the Chorley Town Centre enhancements /Flat Iron enhancements Market Walk project for spend in 2017/18.
4. To note the proposal for the governance of the 15% CIL receipts allocated to unparished areas of Chorley (Town Centre).
5. To note that a review of the CIL 123 List will be undertaken in early 2017 in order to remove obsolete projects and provide LCC with a full opportunity to propose new infrastructure projects, particularly education schemes for the allocation of CIL.

EXECUTIVE SUMMARY OF REPORT

6. The Community Infrastructure Levy (CIL) was introduced to simplify the process of calculating and collecting planning obligations and must be spent on infrastructure needed to support the development within the borough.
7. The Council adopted a CIL Charging Schedule in 2013. This required the application of CIL to new planning applications submitted following its adoption. It is a tariff based system based on square metre floor space. CIL is to be used to plug the gap on infrastructure projects which arise as a result of the scale of development required in the Council's Local Plan.
8. The infrastructure projects are included on the CIL Regulation 123 List which is required by the regulations and can only be amended following appropriate consultation. Only infrastructure projects on the list can be funded from the main CIL fund.
9. The CIL charging schedule rates applied to developments for CIL have been calculated by reference to this list and a broad test of viability across the Central Lancashire area. Any substantial changes to it will require the CIL charging schedule to be reviewed subject to an independent examination. There is a need to develop a framework as to how projects on the CIL 123 list will be assessed and how the CIL receipts will be allocated.

10. Given there is £1,549,338.68 of accumulated CIL receipts, it is appropriate to formalise a framework to decide how the money will be spent.

Confidential report Please bold as appropriate	Yes	No
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Key Decision? Please bold as appropriate	Yes	No
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Reason Please bold as appropriate	1, a change in service provision that impacts upon the service revenue budget by £100,000 or more	2, a contract worth £100,000 or more
	3, a new or unprogrammed capital scheme of £100,000 or more	4, Significant impact in environmental, social or physical terms in two or more wards

REASONS FOR RECOMMENDATION(S)

(If the recommendations are accepted)

11. To allocate the CIL Infrastructure fund in the way that it is intended and ensure the methodology of how it is allocation is transparent.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

12. None

CORPORATE PRIORITIES

13. This report relates to the following Strategic Objectives:

Involving residents in improving their local area and equality of access for all	X	A strong local economy	
Clean, safe and healthy communities		An ambitious council that does more to meet the needs of residents and the local area	

BACKGROUND TO COMMUNITY INFRASTRUCTURE LEVY

14. The Community Infrastructure Levy was introduced in the Localism Act 2010. Its purpose was to provide some certainty to developers at an early stage what their likely contribution to local infrastructure costs would be upon development of certain sites. It also simplifies the planning process by reducing the need of for section 106 agreements, and importantly does not delay the commencement of development, unlike section 106 agreements.
15. The CIL is non-negotiable unlike section 106 agreements, and therefore enables more accurate forecasting of planning obligation income whilst also spreading the cost of infrastructure across all developments.

DEFINITION OF INFRASTRUCTURE

16. Infrastructure has to be physical items that are required for the operation of the area, and not simply contribute to its wellbeing. The legislation defines what is qualifying infrastructure as for the purposes of CIL as:

- “A charging authority must apply CIL to funding the provision, improvement, replacement, operation, or maintenance of infrastructure to support the development of its area” Regulation 59(1).
- The CIL Regulations define infrastructure as the meaning given in section 216(2) of the Planning Act 2008, as amended by Regulation 63. The list supplied by the Act includes, but is not exclusive to:
 - a. Roads and other transport facilities;
 - b. Flood defences
 - c. Schools and other educational facilities
 - d. Medical facilities
 - e. Sporting and recreational facilities and
 - f. Open spaces

THE CIL REGULATION 123 LIST

17. The CIL Regulation 123 list, also known as the infrastructure delivery schedule, itemises the essential strategic infrastructure necessary for the delivery of the core strategy.
18. The list includes the infrastructure the Council as a charging authority intends to part fund, or may part fund, through the use of CIL and is based upon the draft prepared when the charging schedule was submitted for examination by the Planning Inspectorate. The list was updated in April 2016 following consultation to remove items that had already been delivered by external partners and include additional schemes.
19. The Council’s infrastructure projects have been grouped into themes including Transport, Cycle Schemes, Health, Education and Public Realm/Green Infrastructure. The list also includes pan central Lancashire projects to be supported, which will serve the residents of Chorley, Bus Rapid Transport Routes for example.
20. Projects for education are included on the list as developer contributions are no longer sought from section 106 agreements and so require a partnership approach with the County Council. It is essential to ensure additional demand arising as a result of development growth is partially funded by CIL.
19. The CIL Regulation 123 list is available for inspection on the Council’s website.

REVIEW OF THE CIL REGULATION 123 LIST

20. The CIL Regulation 123 list is a living document and so requires updating periodically to ensure any new infrastructure is added, and that any projects which are no longer required or have been delivered are omitted.
21. Authorities may amend the regulation 123 list without revising their charging schedule, subject to appropriate consultation with statutory providers including expressions of interest and 4 weeks consultation. However, where a change to the regulation 123 list would have a very significant impact on the viability evidence that supported examination of the charging schedule, this should be made as part of a review of the charging schedule which will be subject to an independent examination.
22. A review of the CIL 123 list in addition to a full review of CIL is planned for 2017. A national panel has been tasked with undertaking a review of CIL and the recommendations of the panel are due to be reported to ministers shortly.
23. A review would enable partners, particularly LCC to propose new infrastructure projects for inclusion on the list, and potential allocation of CIL monies. This is important as LCC have suggested that there is a need for educational contributions to respond to the growing demand on school places in Chorley.

24. Clearly CIL infrastructure can be allocated for educational projects (for example school extensions) provided the projects are specified on the list and meet the criteria for allocation.

CIL CHARGING SCHEDULE

25. Chorley adopted a CIL charging schedule in September 2013. The CIL charge was calculated by reference funding deficit required to deliver the infrastructure contained on the regulation 123 list. The current charge for CIL on qualifying infrastructure is
- | | |
|-----------------------|----------|
| a. Dwelling Houses | £65 sq. |
| b. Convenience Retail | £160 sq. |
| c. Retail Warehouse | £40 sq.m |

However, these are subject to indexation, so currently the charges are circa £78, £193, and £48 respectively. The indexation fluctuates, so this can change on a weekly basis.

26. CIL is payable on commencement of development, and receipts are now starting to accrue.

ALLOCATING CIL EXPENDITURE

27. CIL receipts are split into 3 parts:

- a) administration expenses
- b) the neighbourhood portion
- c) CIL Infrastructure portion.

28. The CIL charging authority can charge up to 5% of CIL receipts for the administration of the CIL regime and the Council are using this in order to part finance the staffing costs for the Planning Obligations officers who run the scheme in addition to other planning obligations.

NEIGHBOURHOOD PORTION

29. The distribution of the neighbourhood portion of CIL is outlined in the Annual CIL Monitoring Report which is published on the Council website in December each year.
30. The CIL regulations require the CIL Charging Authority to pass 15% of CIL receipts collected within the neighbourhood area in which the development takes place, to the Local Council. The amount of the annual neighbourhood portion is capped at up to £100 per dwelling, plus indexation, within that neighbourhood area and therefore may be less than the 15%.
31. The Regulations are not as prescriptive on the spending of the Neighbourhood Portion and allow for it to be used for: The provision, improvement, replacement, operation or maintenance of infrastructure; or, anything else that is concerned with addressing the demands that development places on an area.
32. The neighbourhood portion should be paid to each respective Parish Council every 6 months by 28 October and the 28 April and these funds must be spent within 5 years.
33. Between 2014/15 and 2016/17 £288,070.20 has been paid to parished and non parished areas in neighbourhood CIL funding. Details of the Local Council CIL income and spend within each Parish are reported in the Local Council CIL financial report, which they must publish on their own website.

'CHORLEY PARISH' CIL INCOME

34. The regulations require that when an area where development occurs does not have a Parish/Civil/Town Council, and then the 15% share that would have been passed to those Civil Parishes is instead put into a separate pot to be used as though there is a Parish Council in place.
35. This is the case in Chorley, with Chorley North East, North West, South West, South East, and East, accumulating CIL receipts.
36. To date, Chorley Parish has in budget £60,034.16. This comprises of £3,381.73 collected from developments within Chorley North East, £1,217.14 collected from developments within Chorley East, and £55,435.29 collected from developments within Chorley South East.
37. The regulations prescribe how this money is spent, which is that it has the same parameters as the neighbourhood portion. The regulations do not, however, prescribe a specific process for agreeing which projects it should choose to fund, but it is prudent to ensure that there is clear and transparent consultation with neighbourhoods in deciding how it is spent.
38. Ward Councillors from within the unparished areas which forms 'Chorley Parish', where development has taken place and CIL monies have been collected, will propose how the money is best spent, working with officers and their local community. Spend of the cash will be monitored through the normal budget monitoring processes.

ALLOCATION OF INFRASTRUCTURE MONIES TO CIL 123 LIST PROJECTS

39. The main purpose of this report is to formalise and implement a system for allocating the main CIL monies to infrastructure projects which are on the CIL 123 list.
40. Provided the projects funded are on the CIL 123 list, it is at the charging authorities discretion as to which projects are allocated funding and how much.
41. It is important to recognise that CIL is not intended to fully fund infrastructure projects on the CIL 123 list, rather it is to be used as a source of match funding to enable projects to come forward.

CIL INCOME

42. There is £1,549,338.68 of CIL infrastructure funding accumulated and currently available for allocation to projects.

METHODOLOGY FOR ASSESSING PROJECTS

43. The proposed methodology for the allocation of infrastructure funds is detailed in the document at appendix two.
44. The methodology sets out the steps which will be used to assess and rank the infrastructure schemes applying the key principles of
 - Strategic priority
 - Deliverability
 - % match funding secured
45. The methodology includes five clear steps which involve collecting the necessary information as to the status of each infrastructure scheme (because situations change and

some may be at different stages, some may no longer be a priority or have any match funding secured).

46. Appendix three is the information which was gathered from the relevant statutory authorities responsible for the projects on the CIL 123 list.
47. We wrote to the lead agencies for the strategic projects and from the data returned, we determined that only one project met the criteria.
48. Representations were received from Lancashire County Council regarding education contributions however no requests for funding of the projects on the CIL 123 list were requested. A request was made for a school extension at Brookwood Way however this project is not currently on the CIL 123 List and therefore cannot receive an allocation at present.
49. LCC also requested a contribution for funding towards the development of Central Lancashire Cycling Strategy, however, as this is for consultancy fees as opposed to actual infrastructure, it cannot be financed from CIL.
50. The one project which is 'oven-ready' and has secured match funding is Chorley Town Centre Enhancements. This is an infrastructure project which is on the CIL 123 List and has been developed by the council as part of a town centre masterplan process.
51. The project meets the criteria as set out in the policy for the Allocation of CIL Infrastructure as it is strategic, deliverable and has match funding.
52. It is recommended that this project is approved for a CIL allocation as detailed in the table below.

Infrastructure Project	Lead Authority	What the Project will deliver	Total Cost	Capital Secured	Start and End Dates	Recommended CIL allocation
Chorley Town Centre enhancements Flat Iron enhancements	CBC	Public realm improvements, footpaths, car parking and town centre accessibility.	£6,713,899	£5,487,286	Jan 2017- Jan 2019	£1,300,000
					Total Allocation of CIL	£1,300,000

53. There is £1,549,338.68 CIL infrastructure funding available and so it is recommended that the residual amount of £249,338.68 is rolled over to the next cycle of allocation.

IMPLICATIONS OF REPORT

54. This report has implications in the following areas and the relevant Directors' comments are included:

Finance	X	Customer Services	
Human Resources		Equality and Diversity	
Legal	X	Integrated Impact Assessment required?	
No significant implications in this area		Policy and Communications	X

COMMENTS OF THE STATUTORY FINANCE OFFICER

55. The September 2016 report to Full Council identified potential financing sources for the public realm works relating to the extension of the Market Walk shopping centre. One of the potential sources identified was Community Infrastructure Levy funds. Subject to the approval of using £1.3m CIL funds, this will then be included in the financing of the Council's capital programme for 2017/18 onwards.
56. Use of CIL funds is not committed until the cash is received from the developers. In addition to the figures quoted in this report, invoices totalling £337k have been sent to developers, and therefore the balance available for funding of infrastructure projects would increase when the invoices have been paid.

COMMENTS OF THE MONITORING OFFICER

57. The expenditure of CIL receipts is defined by statute. A proportion (15% or 25% where there is a neighbourhood plan) should be spent within the neighbourhood of the receipt. The balance must be spent on infrastructure anywhere in the borough provided it is contained within the regulation 123 list. This report sets out proposals on how the council should allocate this spend. The methodology proposed is sound and transparent and will enable the council to best meet local priorities and support wider infrastructure projects.
58. The proposed allocation of CIL to town centre redevelopment works is an example of how the assessment methodology operates. This is a strategic objective, which is due to commence in the near future, funding has been secured for the additional costs and it is all supported by a project plan.

CHRIS SINNOTT
DIRECTOR OF POLICY & GOVERNANCE

There are no background papers to this report.

Report Author	Ext	Date	Doc ID
Zoe Whiteside	5771	10/01/2017	***

**CHORLEY COUNCIL
COMMUNITY INFRASTRUCTURE LEVY
Regulation 123 List**

Adopted September 2013

The Regulation 123 List was updated on 7 April 2016

Introduction

The purpose of the list is to demonstrate the broad range and type of infrastructure that it is likely the Council will seek to spend CIL funds upon. This is a 'living' document and will be the subject of on-going update and monitoring.

Regulation 123 List

The Community Infrastructure Regulations 2010 (as amended) restrict the use of planning obligations where there have been 5 or more obligations in respect of a specific infrastructure project or type of infrastructure entered into on or after 6 April 2010.

The Regulations (paragraph 123) provide for a charging authority to set out a list of projects or types of infrastructure that the levy is intended to fund, and this is referred to as the 'Regulation 123 List'.

The purpose of this Regulation 123 List is to ensure clarity on what CIL might be spent on and there is no duplication ('double dipping') between CIL and S106 agreements in funding the same infrastructure projects.

A CIL charging authority is expected to publish a list of infrastructure that it intends will benefit from CIL on its website. The Council can review this list at least once a year as part of its monitoring of CIL collection and expenditure.

The inclusion of a project or type of infrastructure in this list does not signify a commitment from the Council to fund either in whole or in part the listed project or type of infrastructure through CIL. Nor does the order of the table imply any order of preference or weighting of one project as opposed to another.

Background

The Regulation 123 List (adopted September 2013) was derived taking into account the background supporting documents that were prepared in association with the Central Lancashire Core Strategy (adopted July 2012), which sets out the infrastructure needed to deliver the development set out in the Core Strategy up to 2026 and the Lancashire County Council adopted LTP3 Strategy and Implementation Plan 2011-2021 which sets out the strategic objectives for transport and travel.

Infrastructure projects to be funded at least in part by the CIL

CHORLEY INFRASTRUCTURE DELIVERY SCHEDULE

PROJECT	TIMING	FUNDING DEFICIT £M
Transport		
New Coppull Railway Station	2014-2024	8
Mini interchange: Clayton Green Asda	2012-2015	0.2
Chorley Railway Station car parking –Friday Street (110 spaces)	2012-2015	0.8
Car park on Southport Road, Chorley (100 spaces to support Astley Park)	-	-
Cycle Schemes		
Clayton-le-Woods	2015-2020	0.2
Clayton Brook and Whittle-le-Woods to Chorley A6	2015-2020	0.5
Canal towpath, Botany to Blackburn	2015-2020	0.5
Chorley to Abbey Village –old railway	2015-2020	1
Cycle Schemes near Wheelton on the A676	2015-2020	0.125
Chorley North-East-Harpers Lane, Railway Rd-Park Rd	2015 -2020	0.3
Cycle Link, Croston to Ulnes Walton to Leyland	2015-2020	0.15
Euxton-Wigan Rd and School Lane	2015-2020	1.5
Buckshaw-Chancery Lane-Cuerden Valley Park-Southport Road	2015-2020	0.6
Chorley East –Eaves Lane, Lyons Lane, Yarrow Gate to Carr Lane/Myles Standish Way	2015-2020	0.25
Improvements to Cycle Links - Adlington	2015-2020	0.34
Chorley South to Coppull	2015-2020	0.4
Eccleston to Chorley via Back Lane	2015-2020	0.15
Health		
Local Community Health Hub, Friday Street, Chorley	-	-
Education		
Group 1 Site, 1 form entry primary school, Buckshaw Village	2016-2021	2.5
Adlington half form entry primary places	2016-2021	2
Clayton-le-Woods 1 form entry	2016-2021	3.5 – 5
Eccleston half form entry places	2016-2021	1.72
Green Infrastructure/public realm		
Chorley Town Centre enhancements	2012-2016	1
Flat Iron enhancements		0.30

PAN CENTRAL LANCASHIRE

PROJECT	TIMING	FUNDING DEFICIT £M
Transport		
Bus Rapid Transport Routes: Chorley to Preston B6258 Preston East – City Centre Preston - Lostock Hall – Leyland Cottam – Preston Cuerden – Preston via A6	2012-2018	
HOV/Bus Lanes on A582 corridor serving Park & Ride sites	2012-2018	55.2

CHORLEY COUNCIL
COMMUNITY INFRASTRUCTURE LEVY
Methodology for Allocation of Infrastructure
Funds

Background

This document sets out how collected receipts for community infrastructure levy will be allocated to infrastructure projects on the published Community Infrastructure Levy Regulation 123 list. This process will generally be undertaken annually to fit in with the budget cycle however it could be more frequent depending on the levels of capital collected.

This process will only be used to allocate collected receipts. No decisions are to be made regarding invoiced but not collected CIL or forecasted income.

The Community Infrastructure Regulations 2010 (as amended) restrict the use of planning obligations where there have been 5 or more obligations in respect of a specific infrastructure project or type of infrastructure entered into on or after 6 April 2010.

The Regulations (paragraph 123) provide for a charging authority to set out a list of projects or types of infrastructure that the levy is intended to fund, and this is referred to as the 'Regulation 123 List'.

The purpose of the Regulation 123 List is to ensure clarity on what CIL might be spent on and there is no duplication ('double dipping') between CIL and S106 agreements in funding the same infrastructure projects.

A CIL charging authority is expected to publish a list of infrastructure that it intends will benefit from CIL on its website. The Council can review this list at least once a year as part of its monitoring of CIL collection and expenditure.

The inclusion of a project or type of infrastructure in this list does not signify a commitment from the Council to fund either in whole or in part the listed project or type of infrastructure through CIL. Nor does the order of the table imply any order of preference or weighting of one project as opposed to another.

The principles by which the council will allocate CIL receipts to infrastructure are

- Strategic priority
- Deliverability
- % match funding

This document sets out the methodology which will be used to collate essential data necessary to assess each scheme however the council reserves the right to exercise its discretion in making decisions whilst always acting reasonably.

Procedure

The regulations set out the methodology for how monies collected from the CIL are to be distributed as illustrated in the table below.

Purpose of Funding	% Allocated
Administration	5% of all receipts
Neighbourhood area portion	15% of CIL collected within that area capped at £100 per dwelling
*Neighbourhood area where there is a neighbourhood plan in place (25%)	25% of CIL collected within that area uncapped.

CIL Infrastructure	Remaining CIL receipts collected for the financial year.
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Step one Identifying Available CIL Monies for Infrastructure

A full breakdown of the CIL receipts collected for the previous financial year along with the distribution of those monies is published in the Annual CIL Monitoring report published each December.

This is the first step in carving up the CIL monies and establishing the total amount of CIL available to be allocated to the CIL 123 Infrastructure Projects,

Step Two: Assessing CIL 123 Infrastructure Projects

The projects specified on the CIL Regulation 123 List are strategic, long term schemes which can require significant lead in times in order to secure the necessary funding, resourcing and decision making processes are in place. Therefore at any one time, some of these projects will be more deliverable than others.

The second step in identifying which schemes are recommended for an allocation of CIL is a desktop gathering exercise.

The infrastructure projects are led by a range of statutory authorities and infrastructure providers and therefore this data collection form will be sent to the appropriate bodies for completion and return to Chorley Council.

Upon return of the data sheets for each project, the information will be collated and scored in accordance with the following criteria illustrated in the table below.

	Criteria	Pass/Fail	Desirable	Example Evidence Upon Request
1	Strategic Priority	✓		Referenced in a published corporate document or masterplan
2	Timeline for Delivery(start and end)	✓		Detailed project plan or timeline demonstrating project is feasible
3	Total Cost £	✓		High Level Budget
4	Match funding secured to date (£)	✓		Details of budget gap
5	Contribution from CIL sought (if known)£	✓		Details of the budget gap and confirmation no other capital source can be identified.
6	Included within the local plan		✓	Referenced published Chorley Local Plan

Any scheme not achieving a pass in any of the essential criteria will automatically fail to progress to stage 3 as these are considered not to be deliverable at this time. For as long as a scheme remains on the CIL 123 list, it will continually be assessed annually for an allocation of CIL.

If a project has been completed or is no longer being pursued and remains on the CIL 123 list, for the purpose of this exercise it will simply be omitted from the assessment and accounted for in the next review of the CIL 123 List.

If a project is not included within the local plan, officers will need to verify that the proposal is policy compliant and does not contravene either Chorley Council's Local Plan or associated Central Lancashire Core Strategy and SPDs. Information may be followed up from the lead authority to demonstrate that the project is acceptable in planning terms.

Projects need to be identified to start within the following financial year to be considered. This start does not have to be an actual start on site but it must be clear in any evidence requested that there is a clear project plan which illustrates the need for preparatory work to commence. CIL monies cannot be used to pay for the design of infrastructure.

In the event that a formal decision of the start date is subject to confirmation of CIL funding, this is acceptable however payment of any CIL monies will only be made upon written confirmation of that start date with evidence of the formal approval within the organisation, statutory body etc.

Step Three: Ranking of Schemes According to Financial standing

Projects which have passed in all the essential criteria will then be assessed based on their financial standing and ranked according to *deliverability*. This ranking will be based on the amount of gap funding required, as a % of the total project cost required to enable the project to be delivered, starting with the smallest % first. For example,

Project A-total cost of £800,000
 Capital secured to date £700,000
 CIL contribution sought £100,000 (12.5%)

Project B-Total cost £5M
 Capital secured to date £1.25M
 CIL Contribution sought £3.75 (75%)

Project C- total cost £5M
 Capital secured to date £4.5M
 CIL contribution sought £500,000.(10%)

Project D –total cost £3M
 Capital secured to date £2.5M
 CIL contribution sought £2.5M (50%)

The Council will only allocate CIL where there is sufficient CIL available to provide 100% of the funding sought. The Council will not allocate a fraction of the CIL contribution sought as this may still mean that the scheme is not immediately deliverable. This will not negate the scheme from being reconsidered for CIL monies in future rounds. Project costs and finance information can be reviewed and updated at any time prior to the CIL allocation process.

The projects are ranked as illustrated in the table below.

Infrastructure Scheme	Funding Secured	Funding Required	Scheme Start if Capital Secured	CIL Contribution Recommended
Project C	£4.5M	£500,000	2017/18	£500,00
Project A	£700,00	£100,00	2017/18	£100,000
Project D	£2.5M	£2.5M	2017/18	NIL
Project B	£1.25M	£3.75M	2017/18	NIL

Step Four

The final step will consist of a series of recommendations to Executive Cabinet for approval which will include a summary of the projects and what they will deliver. This will be provided along with confirmation of the total CIL funding for infrastructure. It is not necessary for all the monies to be allocated in the cycle; some may simply roll over for allocation in the next round.

The information to be provided will include the following:

Infrastructure Project	Lead Authority	What the Project will deliver	Capital Secured	Start and complete Dates	Recommended CIL allocation
<i>Project C</i>	<i>CBC</i>	<i>XXX</i>	<i>£4.5M</i>	<i>March 2017</i>	<i>£500,00</i>
<i>Project A</i>	<i>LCC</i>	<i>XXX</i>	<i>£700,000</i>	<i>April 2017</i>	<i>£100,000</i>
Total Allocation of CIL					£600,000

Step Five

Upon the allocation of the monies to schemes, this will be presented to Council as part of the budget cycle and the successful accountable body (where it is not Chorley Council) will be formally notified of the allocation.

Information regarding the allocation of CIL funds will be published in the annual CIL monitoring report.