



REPORT TO CABINET

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| DATE OF MEETING | 14 July 2026 |
| REPORT TITLE | CIL Strategic Project Funding |
| LEAD MEMBER | Cllr James Moriarty |
| LEAD OFFICER | Amanda Driver, Senior CIL Officer |
| CONSULTEES | Officers, Hannah Wood-Handy, Stuart Ashworth, ELT, Spending Panel, R&D Panel |
| WARDS AFFECTED | All |

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|-------------------------------------|---------|
| KEY DECISION | NO |
| DECISION MAKER | Cabinet |
| IS THE REPORT OPEN OR EXEMPT | OPEN |

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|---|----------------------|
| FINANCIAL IMPLICATIONS | NO |
| HR IMPLICATIONS | NO |
| POLICY IMPLICATIONS | NO |
| STATUTORY IMPLICATIONS | NO |
| RISK MANAGEMENT IMPLICATIONS | NO |
| ENVIRONMENTAL IMPLICATIONS | NO |
| EQUALITY IMPACT ASSESSMENT COMPLETED | PRE-SCREEN COMPLETED |

SUMMARY OF REPORT

In line with the Community Infrastructure Levy (CIL) Spending Strategy and Policy approved by Cabinet in September 2025, 80% of the strategic CIL pot is to be allocated to corporate infrastructure projects aligned with Capital Programme tiers 1–3. For schemes requesting over £100,000, the CIL Spending Panel is required to make recommendations to Cabinet.

Following the Spending Panel meeting on 18 May 2026, five applications have been put forward for Cabinet consideration. The total CIL funding available within the 80% allocation is £4,252,442.98, against which the Panel has recommended funding totalling £4,588,600.

Cabinet is therefore asked to consider the proposed allocations set out in Appendix 1, noting that the recommendations exceed the available funding by £336,157.02, and to determine how best to prioritise funding in line with the Council's strategic infrastructure objectives

RECOMMENDATIONS

Cabinet resolves to:
 Consider the recommendations provided by the Spending Panel and allocate CIL funding to Corporate Projects as set out in the attached project list at Appendix 1.

REASON FOR DECISION

To ensure that CIL monies collected are being spent in accordance with CIL legislation and local policy on appropriate infrastructure projects.



CORPORATE STRATEGY

How does this proposal support our Corporate Priorities [Our priorities | Corporate Strategy 2023 - 2027 | Borough Council of King's Lynn & West Norfolk](#)

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| Promote growth and prosperity to benefit West Norfolk | All projects on the list will support this corporate priority directly, by increasing West Norfolk's infrastructure provision with safety & economic benefits. |
| Protect our Environment | The Hunstanton Coastal Defences & Cliff Top Facilities projects will support this priority. |
| Efficient and effective delivery of our services | Projects on the list will support this corporate priority, including the King's Lynn South Fire Station & Cliff Top Facilities. |
| Support our communities | All projects on the list will support this corporate priority directly, by ensuring that communities have appropriate facilities & infrastructure available to them, particularly Hunstanton Coastal Defences & West Lynn Ferry. |

REPORT DETAIL

1. Introduction

- 1.1. The Borough Council of King's Lynn & West Norfolk approved the introduction of the Community Infrastructure Levy (CIL) in December 2016 and began charging in February 2017. The levy is payable to the council by developers upon implementation of planning permissions. Within the borough, CIL is currently charged on residential and supermarket developments at a rate per square metre for schemes that deliver one or more new dwellings, or in excess of 100sqm of additional floorspace.
- 1.2. CIL receipts must be spent in accordance with the Community Infrastructure Levy Regulations 2010 (as amended), specifically on 'the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area'.
- 1.3. Following Cabinet approval of the CIL Spending Strategy and Policy in September 2025, all expenditure decisions are required to align with this agreed framework.
- 1.4. The move to a more strategic approach to CIL expenditure was intended to better align investment decisions with the Council's Corporate Priorities, Corporate Strategy, and Local Plan. This approach enables the council to maximise the impact of CIL funding across the borough and, where appropriate, leverage additional external funding to support the delivery of key infrastructure.

2. Background

- 2.1. A list of potential infrastructure projects was identified through engagement across Council services and consideration of known infrastructure needs arising from planned growth, to inform the Spending Panel's deliberations.



- 2.2. The CIL Spending Panel met on 18 May 2026 to consider the proposals. Lead officers attended to respond to questions from members relating to the schemes. In line with the agreed approach, projects with a value below £100k were not considered, as it was felt that the available funding should focus on the most strategically significant infrastructure.
- 2.3. Details of the five applications exceeding £100k, which are now presented for Cabinet determination, are set out in Appendix 1. Full scheme details of these schemes are available in the Spending Panel agenda [here](#).
- 2.4. The assessment of infrastructure proposals has been undertaken in accordance with the criteria set out in the [CIL Spending Strategy](#) and [CIL Policy Document](#), as referenced in the background papers.

3. Proposal

- 3.1. It is proposed that 80% of the available CIL receipts are allocated to support relevant and appropriate infrastructure projects, as identified in Appendix 1, in order to facilitate and support sustainable growth within the borough.

4. Options Considered

- 4.1. Cabinet may choose to approve, amend or reject the funding allocations recommended by the CIL Spending Panel.
- 4.2. The recommendations from the Spending Panel exceed the available CIL funding by £336,157.02. Cabinet is therefore required to consider the prioritisation of projects and determine an appropriate allocation within the available funding envelope.
- 4.3. The Spending Panel's recommendations have been informed by the information provided within the agenda papers [here](#), alongside member discussion and officer input. A summary of the Panel's considerations and comments is included in Appendix 1.
- 4.4. The Council is required to ensure that all CIL expenditure complies with the Community Infrastructure Levy Regulations 2010 (as amended). Within this framework, the prioritisation and allocation of infrastructure funding remains a matter for Cabinet, having regard to the Council's strategic priorities and identified infrastructure needs.
- 4.5. In prioritising projects, the following options are available to Cabinet ensure an appropriate allocation within the available funding envelope (£4,252,442.98).
- 4.6. Option1
Reduce the allocation for Hunstanton Coastal Defences Capital Works Project from £2,840,000 to £2,500,000 (a reduction of £340,000) allowing the four remaining infrastructure projects to receive the full funding allocation and



spending remains within the funding envelope. An allocation of this level would continue to provide funding for immediate emergency works with a contribution towards the main works, the subject of potential grant funding thereafter (once detailed designs are finalised).

4.7. Option 2

Top-slice the allocation for all five infrastructure projects proportionately to ensure the shortfall (£336,157.02) is captured and spending remains within the funding envelope. This would spread funding fairly but ensure all projects receive an appropriate allocation.

5. Financial Implications

5.1. None specifically. CIL receipts are collected and administered by the Borough Council and are ringfenced for expenditure on qualifying infrastructure in accordance with the CIL Regulations 2010 (as amended). The total funding available within the 80% strategic allocation is £4,252,442.98. The recommendations from the CIL Spending Panel exceed this sum by £336,157.02 which will need to be addressed through the Cabinet's decision-making.

5.2. Should Cabinet determine that allocations are to be reduced below the available level, the Spending Panel has requested that the decisions be remitted to the Panel in order for further recommendations to be made.

6. HR Implications

6.1. None specifically.

7. Policy Implications

7.1. None specifically, as the policies have already been approved by Cabinet.

8. Climate Change and Environmental Implications and considerations

8.1. None specifically, although individual projects may have positive environmental impacts.

9. Statutory and Legal Implications

9.1. CIL spending and governance must conform to the relevant regulations and local policies.

10. Local Government Reorganisation Implications

10.1. No specific implications, as it is assumed that money collected in BCKLWN's area will continue to be ringfenced for the area.



11. Health and Safety Implications

11.1. No direct health & safety implications.

11.2. Health and safety implications relating to specific projects will be dealt with by the relevant person at project level.

12. Consultees

12.1. The Spending Panel, Cabinet members, ELT, officers (including relevant ADs and service managers) have all been consulted on the attached requests for CIL funding.

12.2. Comments from the Spending Panel are included in Appendices 1 & 2. The reports for individual projects were written by the relevant project officer.

13. Equality Impact Assessment

13.1. Pre-screening EIA completed and attached.

14. Risk Management Implications

14.1. None specifically; monitoring of spending and delivery is important to ensure that money is directed to improved infrastructure in the Borough.

15. Conclusion

15.1. Cabinet is invited to discuss and approve the options for CIL funding for this round of funding, based on the Spending Panel's recommendations.

| LIST OF APPENDICES |
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| 1. CIL Strategic Funding List |

| LIST OF BACKGROUND PAPERS |
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| 1. Cabinet Minutes 23.09.2025 (pages 3-4) |
| 2. CIL Spending Strategy |
| 3. CIL Policy Document |
| 4. Spending Panel Agenda 18.05.2026 (from page 20) |