

From: Davis, Rowena (Places Directorate - Solihull MBC) on behalf of Policy & Spatial Planning, PSP
Sent: 31 October 2013 09:10
To: Jones, Charlene (Places Directorate - Solihull MBC)
Subject: FW: Solihull MBC Community Infrastructure Levy Draft Charging Schedule (October 2013) RESPONSE BY NETWORK RAIL

Follow Up Flag: Follow up
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Rowena Davis
Housing Strategy & Support Assistant

From: Stephenson Jill [<mailto:Jill.Stephenson@networkrail.co.uk>]
Sent: 29 October 2013 16:28
To: Policy & Spatial Planning, PSP
Subject: Solihull MBC Community Infrastructure Levy Draft Charging Schedule (October 2013) RESPONSE BY NETWORK RAIL

Dear Sir/Madam

Solihull MBC Community Infrastructure Levy Draft Charging Schedule (October 2013)

Consultation Response - Network Rail Infrastructure Ltd

Network Rail is the "not for dividend" owner and operator of Britain's railway infrastructure, which includes the tracks, signals, tunnels, bridges, viaducts, level crossings and stations – the largest of which we also manage. All profits made by the company, including from commercial development, are reinvested directly back into the network, and any loss of income through the Community Infrastructure Levy (CIL) represents the direct loss of railway infrastructure investment, and ultimately public transport provision.

Network Rail welcomes the opportunity to respond to the CIL consultation, published in October 2013. Network Rail's response to the Draft Charging Schedule is summarised below:

- Network Rail believes that developments on the railway infrastructure should be exempt from CIL or that its development should at least be classified as payments in-kind;
- We would encourage the railways to be included on the list of the types of infrastructure projects that will be funded through CIL via the Regulation 123 List, but a clear distinction needs to be made to allow for developer contributions where a proposed development has the potential to impact on level crossings, and for this funding to be pooled if necessary to cater for cumulative impact.
- Network Rail would like to seek a clear definition of buildings in the draft charging schedule. Railway stations are open-ended gateways to railway infrastructure and should not be treated as buildings. Likewise lineside infrastructure used to operate the railway (such as sheds, depot buildings etc) should be classed as railway infrastructure and not treated as buildings for the purposes of the charging schedule.
- Under the current proposals, Network Rail's operational buildings would fall under "All other uses", proposed to have a nil rate. Should this rate be amended in future, we would encourage the Council to maintain a nil rate for operational public transport buildings/infrastructure.

I trust that all facts contained within our response will be given full consideration as the Draft Charging Schedule is finalised. For further information about this response or Network Rail's proposals for railway investment please don't hesitate to contact me.

Regards



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