

# Community Infrastructure Levy (CIL) Revised Draft Charging Schedule

## Cabinet on 9<sup>th</sup> October 2013

It is proposed that the following revisions be made to the documents; prior to public consultation and these require Cabinet approval.

**Amendment 1:** Inclusion of explicit definition of convenience retail.

**The following definition is proposed to be included in the Revised Draft Charging Schedule (page 2 - s5.3):**

*Superstores/supermarkets are defined as shopping destinations in their own right where weekly food shopping needs are met and which can also include non-food floorspace as part of the overall mix of the unit.*

*Retail warehousing is defined as shopping destinations specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods, catering for a significant proportion of car-borne customers.*

This definition reflects definitions used in adopted Charging Schedules of other Charging Authorities.

**Amendment 2:** Amend the Infrastructure Planning and Funding Gap Report to clarify the impact of Wood Wharf in a CIL context.

**The following clarification is proposed to be included in the Infrastructure Planning and Funding Gap Report (Page 10 - s2.11 and 2.12, Pages 17 and 19 - Appendices B and C):**

**The projected CIL receipt for Wood Wharf of £56,738,487 would increase the CIL projections figure from £148,277,130 to £205,015,617 and reduce the funding gap from £228,950,000 to £172,211,513.**

This amendment ensures that the impact of this scheme is presented. It was originally excluded as the site is a permitted but *unimplemented* scheme. However, should a scheme come forward on this site in a CIL context, the projected receipt would be significant. In spite of this, a large funding gap is still demonstrated which means LBTH would still be able to charge a CIL.