

**Royal Borough of Greenwich Community Infrastructure Levy  
Draft Charging Schedule Statement of Modifications – Representations  
Note of discussion held between the GLA and the Royal Borough on  
23 December 2014**

Present at discussion:

Richard Linton (RL)	Greater London Authority (GLA)
Neil Lees (NL)	Transport for London (TfL)
Clare Loops (CL)	Royal Borough of Greenwich (RBG)

1. Background

- 1.1 RBG submitted its draft charging schedule to the Secretary of State on 17 November 2014. A statement of modifications was produced and representations could be made in reference to this document between 17 November and 15 December 2014.
- 1.2 The GLA (representing the Mayor of London and Transport for London) submitted a representation, objecting to proposed modification 5, and requesting an addition to proposed modification 8. A meeting was arranged for 23 December 2014 at City Hall to discuss the representation and agree a way forward.

2. Summary of discussion

- 2.1. Proposed Modification 5 – the Mayor of London’s objection to this modification arises from the way in which it is described in the schedule of modifications. This gives the impression that the Royal Borough wishes to exempt retail ancillary car parking from CIL charging on revenue grounds, which the CIL regulations would not permit. In addition, the RICS definition of GIA (used in CIL calculations) can include undercroft parking, depending on the circumstances.
- 2.2. It was agreed that it is up to the Royal Borough to decide what type of development would be CIL liable (within the scope of the CIL legislation) and what rate would be charged. The GLA advised that if the Royal Borough wished to exclude retail ancillary car parking from CIL, this should be done by zero rating it. For clarity, the GLA/TfL and RBG have agreed the following modification (highlighted in yellow) proposed to the Draft Charging Schedule, which removes footnote 3 (as set out in the submission draft charging schedule) and places a similar worded statement into the charging schedule itself:

Development type	CIL rate (£psm)
Supermarkets/superstores <sup>1</sup> and retail warehousing <sup>2</sup> (280sqm and over)	£100
Ancillary car parks, including undercroft car parking, for supermarkets/superstores and retail warehousing (280 sqm and over)	£0
Hotels	£100
Student Housing	£65
Residential (excluding extra care housing <sup>3</sup> )	£70
All other development <sup>4</sup>	£0

2.3. Therefore, it is proposed that this note should act as an addendum to the published Statement of Modifications [CIL submission document CE2] with Table I of this document amended to reflect the above agreed modification. In Table I, M5 will now read:

Ref	Page	Section	Modification	Reasons for modification
M5	5	Table 3.1	A footnote has been added after the words '280sqm and over'. Include a new row under Supermarkets/superstores and retail warehousing that reads: Ancillary car parks for the above retail uses, including undercroft parking, for supermarkets/superstores and retail warehousing (280sqm and over) : CIL rate (£psm) £0) are not included in the chargeable floorspace.	This modification makes clear that ancillary car parking for retail superstores/supermarkets and retail warehouses is zero CIL rated. as this type of development is not revenue producing in its own right but is necessary to make a large retail scheme viable.
M8	5	Section 3	Please note that these charges will be The Mayor of London is a charging authority for Greater London. The rates set out in this charging schedule will apply in addition to the Mayoral CIL of rates set out in the Mayor of London's community infrastructure levy charging schedule, which for Royal Greenwich is currently set at £35 per sqm subject to indexation, for chargeable development.	To clearly set out that the Mayor of London's CIL charging rates are in addition to the charging rates set out in the table.

<sup>1</sup> Superstores/supermarkets are shopping destinations in their own right where weekly food shopping needs are met and that can also include non-food floor space as part of the overall mix.

<sup>2</sup> Retail warehouses are large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods, catering for mainly car-borne customers.

<sup>3</sup> As defined in the CIL Viability Assessment

<sup>4</sup> All other development includes: all retail (A uses) smaller than 280sqm and retail uses 280sqm and larger that are not defined in notes 1 and 2. It also includes B uses, D uses and Sui Generis uses.

- 2.4. Proposed Modification 8 – For the avoidance of doubt, the Mayor and TfL suggest adding the words ‘subject to indexation’ after ‘£35psm’ but before ‘for chargeable development.’ This change is proposed in the table above.

Signed, on behalf of the Greater London Authority



**Stewart Murray**

Assistant Director – Planning

14 January 2015

**GREATERLONDONAUTHORITY**

Signed, on behalf of the Royal Borough of Greenwich



**Mike Hows**

Assistant Director – Planning

19 January 2015



**ROYAL** *borough of*  
**GREENWICH**