

Cabinet – 05 December

Community Infrastructure Levy (CIL) – Addenda

Cabinet Planning and Parking Panel (CPPP) on Thursday 09 November resolved that the CIL Draft Charging Schedule in Table 1 and Instalments Policy in Appendix C should be recommended to Cabinet for agreement for public consultation. The following are subsequently noted as corrections to the report and Appendix B.

1. **Report Paragraph 3.13** – As noted during discussions at CPPP, paragraph 3.13 of the report lists the settlements within into each proposed Zone for CIL. Appendix A (the viability report) and Appendix B (the map) list Woolmer Green as CIL Zone 2, whereas paragraph 3.13 of the covering report incorrectly lists Woolmer Green as CIL Zone 3. The Viability Report and map showing the CIL Zones in the borough as a whole are correct, therefore there needs to be a correction in paragraph 3.13 in the covering report to list Woolmer Green as CIL Zone 2.
2. **Appendix B** – Map showing zones for the proposed CIL charging schedule. On further review, it has become clear that the boundary between Zone 2 and Zone 3 needs modification in one location. Whilst it is often appropriate to use permanent features such as roads, railway lines etc. as boundaries for simplicity and clarity, in this case the map appended to the CPPP report used the main road through Lemsford village as part of the boundary between Zone 2 and Zone 3. This however means that the village of Lemsford would be split, with different parts of the village in different zones. To remedy this, it is proposed to make a small modification to the boundary in this location and use the parish and ward boundary for clarity, slightly further to the north. This would mean that the whole of Lemsford falls into Zone 2, meaning a CIL rate of £140 per sqm. The impact of this on CIL receipts is expected to be negligible given that Lemsford remains a village “washed over” by the Green Belt, with no development proposed there through the Local Plan. A revised map is attached to the Cabinet report as Appendix B and the main CIL Viability Report (Appendix A) has been updated to reflect this.

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November 2023