

# CIL14

## Legacy Corporation Community Infrastructure Levy Charging Schedule Review: Regulation 15 (Preliminary Draft Charging Schedule) Consultation Report

### Introduction

The Legacy Corporation is undertaking a review of its Community Infrastructure Charging Schedule. This is being undertaken in accordance with the Community Infrastructure Regulations 2010 (as amended) (“CIL Regulations”). National planning guidance states that CIL charging authorities should keep their CIL charging schedules under review to ensure that they remain appropriate over time, taking account of changes in market conditions and remain relevant to the funding gap for the infrastructure needed to support the development of the area. You can find out more about CIL on the GOV.UK website [www.gov.uk/guidance/community-infrastructurelevy](http://www.gov.uk/guidance/community-infrastructurelevy).

The Legacy Corporation undertook an initial consultation on its revised CIL Charging Schedule between 5<sup>th</sup> November and 17<sup>th</sup> December 2018 (known as the Preliminary Draft Charging Schedule) as required by Regulation 15 of the CIL Regulations.

A total of 15 representations were received as a result of the Regulation 15 consultation. These are summarised below in **Table 1**, along with a response from the Legacy Corporation (LLDC) which identifies whether it agrees with the matters raised and where it does not, explains why that is the case. Copies of the full written responses received are available at **Appendix 1**.

The Regulation 15 Consultation was undertaken in parallel with consultation on the Legacy Corporation Revised Local Plan, which has also been reviewed. Notification of the consultation was sent to all those on the Legacy Corporations Planning Policy consultation List and the consultation bodies required to be notified in the CIL Regulations. A flyer was distributed to 17,000 addresses within and around the Legacy Corporation’s area with information about this consultation and that for the Revised Local Plan. Publicity also included the placing of advertisements with information about the consultations in four local papers. An online consultation portal was also made available and publicised which contained the consultation material and a web-based form to enable comments to be easily submitted in an electronic form. Copies of the relevant material have been included at **Appendix 2**.

**Table 1. Summary schedule of representations and Legacy Corporation response**

| <b>Respondent/<br/>Respondent<br/>Ref:</b> | <b>Summary of representation</b>  | <b>LLDC response to representation</b>   |
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| <b>PDCS001<br/>(Private individual)</b>    | I think the following: Community Facilities, Nurseries and Primary Schools, Primary Care Centres and Children's centres should be prioritised in terms of timing and funding through CIL.   | Comment noted. The Infrastructure Delivery Plan along with the draft Revised Local Plan set out where community facilities, schools and other relevant community infrastructure is planned or required as part of new development. The Planning Obligations Supplementary Planning Guidance document also sets out the approach to the use of S106 Planning Obligations and CIL in delivering such infrastructure. In many cases it is considered more appropriate and effective to use S106 Planning Obligations to secure such delivery given the scale and nature of development within the LLDC area and this is reflected within the projects listed within the draft Infrastructure (Regulation 123) List.   |
| <b>PDCS002<br/>(Private Individual)</b>    | Has no comment to make on the Preliminary Draft Charging Schedule.  | Comment noted.   |
| <b>PDCS003<br/>(Private Individual)</b>    | Supports the principle of charging CIL. Identifies that the local hospital emergency department is already stretched it should be a priority. Money should be made available to the local hospital (Homerton) before this increase in population (both permanent and transitory) so it can increase it's provision before it gets overwhelmed. Why was provision for local hospitals deemed unnecessary, it not be a legal requirement but that does not mean there is not going to be a huge impact on services at the local hospital. It means the law was inadequate. Please consider some CIL to support services at Homerton Hospital. | Comment noted. The Infrastructure Delivery Plan has reviewed primary healthcare provision and identified related planned provision as part of new development or that which may be needed and supported through S106 Planning Obligations or CIL. The current draft IDP Projects List that identifies projects that can be supported by such contributions is kept under review and presents the opportunity for healthcare providers to identify specific projects that can be added to the list, including those related to acute hospital-based care where appropriate. However, addition of a project to the list does not guarantee project funding from S106 or CIL sources. Such funding would generally be provided through mainstream health/NHS funding. |
| <b>PDCS004</b>                             | Notes the limited relationship between CIL and designated heritage assets. Recommends that the LLDC bear in mind the  | Comment noted. However, as noted in the consultation response the CIL regulations do not present a direct opportunity to take  |

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| <p><b>Historic England</b></p>      | <p>viability of development projects reusing historic buildings or heritage-led regeneration proposals in developing the draft charging schedule and look to ensure eligibility for relief in such circumstances.</p>   | <p>account of the heritage status of buildings or other heritage assets in setting charging rates. Excepting these is not currently considered to be appropriate or practical. Rather, where these present an issue of scheme viability, it will remain more appropriate to take these into account through scheme-based viability assessment at the planning application stage.</p>  |
| <p><b>PDCS005 Bellway Homes</b></p> | <p><b>Bellway interests in sites within the Pudding Mill site allocation area (SA4.3) in the LLDC Local Plan</b><br/>Identifies Bellway Homes interest in land within the site allocation area having recently completed Phase 1 of their Legacy Wharf development and their interests in pursuing planning permission for Phase 2 and pursuing land interests for a Phase 3. Highlights concerns about the proposed changes to the CIL Charging Schedule in respect of the residential rate and the introduction of a 'All other uses' rate.</p> | <p>Comment noted. See below for response to issues related to residential and 'All other uses' proposed rates.</p>  |
| <p><b>PDCS005 Bellway Homes</b></p> | <p><b>Premature Consultation</b> – Given the status of LLDC's emerging Local Plan, alongside the emerging London Plan, it is not yet known for certain where the sites will come forward for development within the Corporation area during the Plan period. We therefore question whether the PDCS is premature given the uncertainty and potential risk to housing delivery if the rates are set incorrectly.</p>   | <p>Comment noted. However, nothing within the Regulations, the current Planning Practice Guidance or the NPPF (2018) suggests that it is inappropriate to prepare or review a Local Plan and CIL Charging Schedule in parallel. In addition to this, the viability of the revised LLDC Local Plan has been subject to viability assessment. It is therefore not considered premature to review the CIL Charging Schedule.</p>   |
| <p><b>PDCS005 Bellway Homes</b></p> | <p><b>Impact on housing delivery</b><br/>Highlights concern over level of housing delivery within the LLDC area when compared to current Local Plan housing target of 1471 homes per annum (and 2161 within the draft new London Plan and the LLDC draft Revised Local Plan). Highlights the 753 level of delivery from the 2017 Annual Monitoring Report.</p>  | <p>The figure quoted from the 2017 Annual Monitoring Report relates to only one year. Housing delivery within the compact LLDC area is by its nature variable, with much delivery through large and strategic schemes. Evidence on delivery associated with the review of the Local Plan shows that over the period to date considered in the adopted Local Plan, that housing delivery has cumulatively remained on track. For example, the 2018 AMR shows 1,295 completions and 4,125 units under construction. It is therefore not considered that there is any evidence to suggest that either planning policy or CIL rates have had a significant impact on rates of housing delivery to date.</p> |

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| <p><b>PDCS005</b><br/><b>Bellway</b><br/><b>Homes</b></p> | <p><b>Impact on affordable housing delivery</b><br/>Identifies the current LLDC Local Plan affordable housing delivery target of 455, identifying that 74 were completed in 2017. Considers that under delivery of housing must be considered when proposing any adjustment to a CIL Charging Schedule. Identifies an overall affordable housing target of 50%.</p>  | <p>As with overall housing delivery, the information presented here relates to one year. For comparison, affordable housing completions in 2018 were 155 and affordable housing under construction at the end of the year was 634. Overall delivery of affordable housing needs to be seen in the context of the permissions being implemented, with those dating back further generally requiring lower amounts, while more recent permissions have been achieving greater levels, with several recent permissions securing affordable housing at 35%. It is therefore not accepted that current planning policy or amendments proposed to this, or current and proposed CIL charging rates have or will have a detrimental impact on affordable housing delivery.</p> |
| <p><b>PDCS005</b><br/><b>Bellway</b><br/><b>Homes</b></p> | <p><b>Impact on employment floorspace delivery</b><br/>Highlights the LLDC Local Plan policy requirements for employment floorspace, with 25% of non-residential floorspace required across the site allocation area and the encouragement for provision of affordable workspace within schemes. Identifies that there is no CIL relief available for affordable workspace in the same way that there is for affordable housing, considering that might impact the viability of delivering employment floorspace given the increase in Mayoral of London CIL rates and the proposed 'All other uses' charge within the revised LLDC CIL Charging Schedule.</p> | <p>Monitoring has shown that significant amount of employment floorspace have been permitted in schemes within the LLDC area to date, including the securing of affordable workspace through S106 Agreements (610,000 sqm total B class use floor space and around 18,800 sqm of this secured as affordable workspace). This has continued throughout the period since adoption of the Local Plan and CIL Charging Schedule and there is no evidence available to suggest that this or their proposed revised versions would have any identifiable effect on future delivery. The PDCS sets a nil rate of CIL for affordable workspace. It is also noted that the relief for affordable housing is a statutory relief rather than a relief in the PDCS.</p>             |
| <p><b>PDCS005</b><br/><b>Bellway</b><br/><b>Homes</b></p> | <p><b>Infrastructure (Regulation 123) List and Infrastructure Delivery</b><br/>Notes the proposed updating of the Infrastructure (Regulation 123) List and considers it imperative that the allowance set for S106 Agreements be realistic within the CIL viability testing. To strike an appropriate balance between funding of infrastructure and viability, it is considered that the local planning authority carefully considers the items that will remain sought through S106 to ensure that development can come forward without an adverse impact on affordable housing provision.</p>  | <p>It is considered that the amounts allowed within the viability study in respect of S106 cost is a realistic figure to apply for an area wide assessment. The LLDC Planning Obligations SPD sets out the approach to S106 agreements, taking CIL into account. The Local Plan and the IDP Infrastructure List is considered to provide robust guidance on infrastructure within the LLDC area. In the case of Pudding Mill, an area focused SPD has also been adopted to provide further guidance on the requirements within the Local Plan and its specific site allocation. Current implementation of housing and</p>   |

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|   |   | <p>mixed-use schemes within the LLDC area provide confidence that the correct balance between CIL, S106 and affordable housing is in place.</p>  |
| <p><b>PDCS005<br/>Bellway<br/>Homes</b></p> | <p><b>Approach to Viability</b><br/>Suggest that the viability testing to support the Preliminary Draft Charging Schedule has only tested office development and shared living/co-living development. Is concerned that there has not been viability testing for the rates relating to the Bellway Homes proposals for residential and employment use (falling within the 'All other uses' category). Considers that the potential significant costs related to the Bellway schemes for demolition and remediation have not been considered in proposing to increase the CIL rates. Consider that a range of hypothetical development scenarios are modelled to include industry standard development appraisal assumptions alongside site specific scenarios that may include abnormal costs to ensure that all nature of sites are tested across the LLDC area.</p> | <p>It is considered that the viability testing undertaken has been carried out using appropriate assumptions and inputs. Those uses added to the existing charging schedule have been explicitly and robustly tested as reflected within the 'Update Viability Study'. Rates for uses within the current charging schedule have simply been increased to reflect the amount that would currently be paid by development when indexation is applied. Where this approach has been taken to updating existing CIL rates within the charging schedule it has been accepted that specific testing is not required. For example the CIL Examiners report for the London Borough of Southwark's Draft Revised Charging Schedule (August 2017) where the examiner stated that "my examination is purely concerned with the substantive revision, and not with the changes to rates due to the inflation uprate as provided for in the Regulations".</p> |
| <p><b>PDCS005<br/>Bellway<br/>Homes</b></p> | <p><b>Interpretation of viability testing results</b><br/>Considers that it is not clear what indexed rate has been applied to achieve the indexed rate increase of the existing CIL charges within the PDCS. Considers that the proposed rate increase has not been tested as required by the CIL Regulations and therefore market industry assumptions (cost and values) have not been taken into account and therefore whether schemes will be viable and deliverable.</p> <p>Considers that viability testing has not been undertaken for the proposed "All other uses rate" and express fundamental concerns over the approach taken for this of setting a nominal rate. Request that additional viability appraisals including site specific appraisals are provided with policy compliant and industry standard assumptions to support the proposal.</p>       | <p>The 'Updated Viability Study' is clear that the indexation rate applied is that of the BCIS All-in-Tender Price Index at October 2018. The uprating of the existing headline CIL rates to reflect the current chargeable amount is considered to be an accepted approach (see above).</p> <p>The 'Update Viability Study' sets out in detail the approach to the 'All other uses' nominal proposed charge, indicating that this would equate to approximately 1% of development cost and so not be a determinative factor in scheme viability and without having an impact on viability across the area, while ensuring a benefit to delivery of infrastructure required to support development schemes. This is an approach that has been considered acceptable by CIL Examiners elsewhere in London including Royal Borough of Kingston upon Thames, London Borough of Bexley and London Borough of Hounslow.</p>                           |

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| <p><b>PDCS005</b><br/><b>Bellway</b><br/><b>Homes</b></p>      | <p><b>Mayor of London CIL increase</b><br/>Identifies the increase in Mayoral CIL through introduction of MCIL2 in April 2019 which will increase rates from £20 sqm (indexed) and £35 sqm (indexed) to £60 sqm across the LLDC area. Considers that this has not been taken into account in the viability testing work undertaken in support of the Preliminary Draft Charging Schedule.</p>   | <p>The new charging rates for the Mayoral CIL within MCIL2 have specifically been considered within the “Update Viability Study’ assessments. Where LLDC CIL rates have been uprated to include the current indexed rate charged, there will be a difference in the relevant liable amount as a result of the inclusion of the indexed amount within the Headline LLDC CIL charge. The impact of MCIL2 has been tested and accepted as a result of testing it at Examination.</p>  |
| <p><b>PDCS005</b><br/><b>Bellway</b><br/><b>Homes</b></p>      | <p><b>Application of a buffer</b><br/>Considers that it has not been made clear whether consideration has been made for a viability ‘buffer’ when interpreting the viability evidence and proposing the new commercial rates. Strongly recommends that a minimum viability cushion of 40% should be adopted and request that the Council confirms that this approach has been undertaken when justifying the proposed CIL Charging Schedule.</p>  | <p>The proposed rate for office development within the Stratford Retail Area has allowed a buffer of approximately 54%. The Co-living/shared living rate a buffer of approximately 65% (approximately 1.1% of development value). As set out above, the “All other uses’ proposed charge is nominal and considered to represent approximately 1% of development value. As a nominal rate, this is not considered to have an impact on viability across the area and is an approach accepted through the Examination of other CIL Charging Schedules in London.</p> |
| <p><b>PDCS005</b><br/><b>Bellway</b><br/><b>Homes</b></p>      | <p><b>Instalments Policy</b><br/>Considers that in the light of the proposed increased CIL rates and the increase in Mayoral CIL that an alternative instalments policy should be considered that will reflect timing of development delivery and not put unnecessary pressure on cash flow and viability.</p>  | <p>The proposal to continue to utilise the Mayor of London’s MCIL instalments policy is considered to appropriate and unlikely to influence development delivery.</p>  |
| <p><b>PDCS006</b><br/><b>Environment</b><br/><b>Agency</b></p> | <p>Welcomes the inclusion of Hackney Wick and Hackney Marshes Flood alleviation and habitat enhancement on the draft list of identified infrastructure delivery plan projects. Within the LLDC Boundary, two key water bodies; the Lee (Tottenham Locks to Bow Locks/Three Mills Locks) and Regents Canal, lower section. Includes a list of opportunities which have been identified to help these water bodies achieve Good Ecological Potential under the Water Framework Directive (WFD). These projects would provide multiple benefits, including enhancing local green infrastructure, aesthetically pleasing space and flood alleviation.</p> | <p>Comments noted and will be considered when reviewing the Infrastructure Delivery Plan Projects List.</p>  |

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| <p><b>PDCS007<br/>Natural<br/>England</b></p>        | <p>Does not consider that this Community Infrastructure Levy poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation.</p>   | <p>Comment noted.</p>  |
| <p><b>PDCS008<br/>Canal and<br/>Rivers Trust</b></p> | <p>Has no comment to make on the Preliminary Draft Charging Schedule.</p> <p>Notes that the draft Infrastructure List includes local projects to be funded by CIL that affect the Trust's waterways. Has no objection in principle but notes that it will need to be engaged as projects move to implementation and in some instances its formal agreement will be required.</p> <p>Welcomes the infrastructure projects identified within the IDP relating to the Trust's waterways. Suggest adding to these to refer to:</p> <ol style="list-style-type: none"> <li>1. Improving connections to the towpaths of the River Lee navigation and Hertford Union Canal from White Post Lane.</li> <li>2. New access ramp to the towpath at Three Mills Lane.</li> </ol> <p>Identifies a need to discuss options for upgraded bridges/connections at Old Ford Lock. Considers that there are sections of towpath that need improvement such as widening, resurfacing and is keen to build support for a Lee Navigation Quietway. Considers that a project for less carbon-generating sources for the area energy network should be included in the IDP. The potential link over the Hertford Union Canal bottom lock has been removed in changes to the Local Plan as has been found to be unfeasible but this is still referred to in the IDP and should be removed.</p> | <p>Comments noted. The identified potential infrastructure projects will be taken into account within the updating of the Infrastructure Delivery Plan Project List as this is reviewed and updated overtime taking account of the level of project definition and detail available.</p> |
| <p><b>PDCS009<br/>Transport<br/>for London</b></p>   | <p>Is pleased to note that the proposed MCIL2 has been taken into account by BNP Paribas Real Estate in their Viability Study Report, and subsequently, in the rates proposed in the preliminary draft charging schedule. Would also welcome recognition that the LLDC CIL rates should be kept under review to ensure that they</p>  | <p>Comments noted. The Preliminary Draft Charging Schedule sets out the principle of regular review of the Charging Schedule.</p> <p>LLDC will continue to work closely with TfL on TfL related infrastructure delivery and the inclusion of the Western Overbridge</p>                  |

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|   | <p>remain appropriate over time taking account of changes in market conditions and infrastructure needs.</p> <p>Note that LLDC has included a draft regulation 123 list, which indicates the types of the infrastructure projects, or types of infrastructure intended to be funded or part funded through CIL. We welcome the inclusion of this work so that that it can be properly considered by interested parties. The proposal to include the 'TfL cycle hire scheme' (extending to beyond Queen Elizabeth Olympic Park, as in the existing reg. 123 list) and 'Western Overbridge at Stratford Station' as part of a package of contributions to enable the delivery of the overbridge as part of an integrated congestion relief scheme (to be led by Network Rail) are broadly welcome. However, further discussions on the Western Overbridge project are necessary to ensure that the proposed approach does not limit the ability to secure funding. As TfL may have a key role in the delivery of projects in the LLDC area alongside Network Rail and other stakeholders, we wish to work together to develop transport proposals, ensuring that current thinking on potential transport infrastructure projects and their funding is aligned.</p> | <p>project within the Infrastructure (Regulation 123) List is considered to currently be the most effective approach to funding and delivery in the context of the wider range of potential projects related to wider projects associated with Stratford Station.</p>  |
| <p><b>PDCS010</b><br/><b>London</b><br/><b>Borough of</b><br/><b>Tower</b><br/><b>Hamlets</b></p> | <p>Based on the Borough's own current review and Draft Charging Schedule which has enabled an increase in residential rates, considers that it may be worthwhile the LLDC exploring its own residential evidence base with their viability consultants to ensure that they are maximising the amount of CIL that can be secured to meet local infrastructure needs.</p> <p>'All Other Uses' Category<br/>The Council supports the introduction of a small charge of £20/m<sup>2</sup> for 'all other uses' as this will ensure miscellaneous use classes contribute financially towards infrastructure which they will benefit from in the longer term. Additionally, the Council</p>  | <p>Support noted and welcomed. Based on the viability and review work and advice of the LLDC's viability consultants, it is comfortable that the proposed approach to uprating the residential CIL charge to include the currently indexed amount strikes an appropriate balance for the whole of the LLDC area.</p> |



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|   | <p>supports the exclusion of education, healthcare and affordable workspace from being CIL liable as this will better enable the delivery of infrastructure in these key areas for the social and economic benefit of all residents.</p> <p>Inclusion of 'Shared Living' in Residential Definition<br/>The Council supports the proposal to include Shared Living/ Co-living and residential institutions (except hospitals), which would otherwise be classed as sui generis, within the definition of 'Residential' for CIL purposes.</p> <p>Inclusion of "Commercial Offices"<br/>The council is in support of this inclusion, absorbing a sufficient rate for this use class. The growing demand for offices within the area of Stratford becoming a Metropolitan Centre should be taken in to consideration.</p>                                 |   |
| <p><b>PDCS010</b><br/><b>London</b><br/><b>Borough of</b><br/><b>Tower</b><br/><b>Hamlets</b></p> | <p>Draft Infrastructure Delivery Plan Project List<br/>The Council supports, in principle, the projects set out in the IDP Project List. However, the Council notes that the Improvements to Bromley-by-Bow Underground Station (including new lifts) have been removed making it inconsistent with the previous iteration of the Project List. The Council requests that this project is reinstated.</p> <p>The Council also wishes to highlight that the Bromley-by-Bow Community Space and Cultural Facilities project no longer sets out the floorspace required (1,315m<sup>2</sup>). The Council encourages LLDC to consider whether the inclusion of a floorspace measurement would be beneficial in safeguarding and justifying sufficient floorspace for community uses in Bromley-by-Bow in the future.</p> <p>Planning Obligations SPD</p> | <p>Comments noted. The Bromley-by-Bow Station Project has been added back into the IDP Project List as requested.</p> <p>Item 37 of the IDP Project List, the Bromley-by-Bow South Community Facility is identified within the Local Plan site allocation as a requirement and supported by further detailed guidance within the Bromley-by-Bow SPD (2017). The entry has been amended to clarify that there is further information available from these sources.</p> |

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|   | <p>The Council notes that LLDC intend to review their Planning Obligations SPD in the next couple of years. Tower Hamlets Council will also be reviewing their Planning Obligations SPD and we look forward to working together during this process.</p>   |  |
| <p><b>PDCS011</b><br/><b>Sport</b><br/><b>England</b></p>                                   | <p>The Preliminary Draft Charging Schedule states that the charging rates for education developments would be nil. Education facilities can contain sports facilities that can be made available to the local community outside school hours which is vital in many areas to meet the sporting needs of a community where there are many competing demands on land. The proposal, therefore, to charge a nil rate for education facilities is welcomed. However, it is rarely viable for community sports facilities, such as leisure centres, to pay CIL but the Preliminary Draft Charging Schedule would appear to require sport, leisure and recreation development to pay the levy. The requirement for such developments to pay CIL could have considerable negative implications on schemes coming forward and therefore compromising DCMS and Sport England's strategies, and the Mayors direction of travel, to achieve active and healthy communities. Sport England therefore object to the Preliminary Draft Charging Schedule's requirement for sport, leisure and recreation facilities being required to pay CIL and would seek that such development and uses have a charging rate of nil.</p> | <p>The comments are noted; however, many uses that fall within Use Class D2 are operated on a commercial basis and it is considered that it is appropriate for these uses to be CIL liable at the nominal rate identified unless specifically tied to an education use which would make this exempt. Any indoor sport or leisure facility owned and used mainly for charitable purposes will also be able to claim exemption from CIL. This is consistent, for example with the approach in Mayor of London CIL Charging Schedule.</p>                               |
| <p><b>PDCS012</b><br/><b>Stratford</b><br/><b>City Business</b><br/><b>District Ltd</b></p> | <p>Considers that LLDC has taken a sensible and cautious approach to date in setting CIL rates and notes that the proposed changes mainly seek to update the existing rates based on indexation.</p> <p>Notes the LLDC's Update CIL Viability Study (2018) refers to the ambition for the area to become a Metropolitan Centre with the potential for an international role and that progress has been made and that the Centre has matured with rents increasing over the period since the previous charging schedule was produced. On this basis it suggests a rate of £127 per m<sup>2</sup> for Office</p>   | <p>While comments are noted, it is considered the proposal to introduce a charge for Use Class B1(a) floorspace within the Stratford Retail area strikes the appropriate balance sought by the CIL Regulations and that the buffer included by setting the rate at the level proposed would be unlikely to have a significant impact on development cost.</p> <p>The results of the appraisals set out in the 'Updated Viability Study' for office developments in the Stratford area indicate that a maximum CIL rate of between £0 and £1,003 per square metre</p> |

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| <p>floorspace (B1a Use Class), which would be chargeable on top of Mayoral CIL (MCIL), which itself will be increased from £20 per m<sup>2</sup> to £60 per m<sup>2</sup> for IQL through the commencement of MCIL2 in 2019. This will mean that CIL liability for new office development if the CIL charging schedule were implemented with these rates would be £187 per m<sup>2</sup>. Despite the great progress made at IQL caution is urged in assuming that it is already an established location and that therefore there is a risk in implementing a CIL charge for office uses. Highlights unprecedented political and economic uncertainty and considers it important that new charges are not introduced that might put at risk future investment. In these circumstances what might appear marginal changes in development costs could influence decisions of both funders and developers in investing in new office provision, particularly as CIL payments are triggered at the commencement of development before any income is secured particularly where rent free periods are also required. Considers that it is also important to consider the potential financial benefits to the area of ongoing Business Rate payments, given wider reforms to local Government finance. The establishment of Stratford as an established office location can help underpin local finances in the area and the LLDC needs to balance the risk of notional short-term income from CIL deterring long term investments which will make recurring payments to the local economy.</p> <p>Considers that introducing the proposed CIL charge for office floorspace (B1a Use Class) in the Stratford Retail Area is premature and if adopted could have a negative effect on areas of London that continue to establish themselves in challenging economic conditions. Considers it more appropriate to monitor and develop a more refined understanding of the situation, both as Stratford establishes itself as an office location and demand</p> | <p>could be levied, depending on the value of the existing use of the site. The recommended charging rate is based on the result of the maximum LLDC CIL rate identified against CUV2 at £269 per sq m. At the proposed charge of £123.17 this equates to a buffer of circa 54%. The report further identifies that this level of charge amounts to circa 2% of development costs.</p> <p>It should be noted that the appraisals have factored in the rate now agreed for Mayoral CIL within the proposed MCIL2 charging schedule or £60 sq m.</p> |
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|   | for office floorspace and development capacity in the CAZ before introducing a CIL charge on office floorspace in the central zone.  |   |
| <b>PDCS013</b><br><b>Port of London Authority</b> | Confirms the Port of London Authority (PLA) has no comments to make on the London Legacy Development Corporation consultation on the Preliminary Draft Charging Schedule Document.   | Comment noted.  |
| <b>PDCS014</b><br><b>St William Homes LLP</b>     | <p><b>Evidence Base</b></p> <p>Considers that strategic level viability studies are by their very nature strategic, and unable to reflect the economics of site-specific assessments. General concerns exist over the presented evidence base in respect of robustness and transparency of the following.</p> <p>Considers that the evidence base underpinning the study does not comply with CIL guidance, nor has it followed principles set out in the Royal Institution of Chartered Surveyors (RICS) Financial Viability in Planning Guidance Note (94/2012) insofar as this is an evidence based process and there is a requirement to set out the evidence to which an assessor has had regard in forming their opinion. It does not accord with the requirements set out in National Planning Guidance<sup>1</sup> which outlines a requirement for a transparent and sufficient evidence base.</p> <p>Is of the opinion the charging authority has not collated and set out in their report an appropriate level of detailed evidence to underpin their proposed levy rates.</p> <p>Concludes, however, that many of the rates and assumptions set out are not unrealistic and as such is supportive of the proposed CIL rates that will hold-over for residential.</p> | Comments noted. However, it is considered that the approach taken to the review of the rates, including the Update Viability Study, has been robust and in accordance with the CIL Regulations and relevant Planning Practice Guidance. It should be noted that the proposed updating of the residential CIL rate has simply increased this to the currently indexed amount. Where this approach has been taken to updating existing CIL rates within the charging schedule it has been accepted that specific assessment is not required. For example, the CIL Examiners report for the London Borough of Southwark's Draft Revised Charging Schedule (August 2017) where the examiner stated that "my examination is purely concerned with the substantive revision, and not with the changes to rates due to the inflation uprate as provided for in the Regulations". |
| <b>PDCS014</b><br><b>St William Homes LLP</b>     | <p><b>Exceptional Relief</b></p> <p>Identifies that the proposed charging schedule does not expressly provide for exceptional relief, as per regulation 55-57 of the Community Infrastructure Levy Regulations 2010 (as amended).</p>  | Notification of the availability of Exceptional Circumstances Relief is at the discretion of the charging authority. The LLDC is not aware of circumstances that would in its view currently demonstrate the need for exceptional circumstances relief. It is, however, noted that it would be possible for the charging authority to introduce an  |

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|   | An allowance for exceptional relief should be made in the charging schedule.   | Exceptional Relief policy in the future should it subsequently consider that it was justifiable.   |
| <b>PDCS014<br/>St William<br/>Homes LLP</b> | <b>Payments in Kind</b><br>The CIL charging schedule should also recognise in accordance with Regulation 73 that certain elements of the identified infrastructure may well be provided on site, directly, as part of the development schemes. Accordingly, this should be acknowledged in the charging schedule.  | The charging authority is not currently aware, in the light of current known infrastructure requirements, where payment in kind would be necessary or desirable. However, such a payment in kind can be made in accordance with the CIL Regulations without this being specifically identified as a possibility within the charging schedule. It is therefore not considered necessary to include such a recognition.  |
| <b>PDCS014<br/>St William<br/>Homes LLP</b> | <b>Infrastructure Regulation 123</b><br>The local plan review identifies the potential for a new primary school at Rick Roberts Way (SA3.6) but is silent as to its delivery mechanism. The school is not identified in the charging schedule or Regulation 123 List and accordingly, would need to be funded by alternative means, most likely through s106 contributions in addition to CIL. However, the school would meet wider education needs in the area and the site allocation itself would not generate sufficient demand for school places for the entire school. As such, it is entirely appropriate for a new school on the site to be funded through CIL monies and for this to be included on the LLDC Regulation 123 List. | The charging authority's approach to achieving a balanced approach between the charging of CIL and the use of S106 Planning Obligations is set out in its adopted Planning Obligations SPD. This reflects the approach identified for other locations and sites in the LLDC area where schools are required by inclusion with a site allocation and have been secured (either in term of land or/and financial contribution) based on the large and strategic nature of the site allocation. |
| <b>PDCS015<br/>Highways<br/>England</b>     | Considers that, in terms of the Draft Charging Schedule, it should be noted that, in accordance with DCLG guidance, any development contributions towards SRN improvements would be secured via S278 agreements, and not via a CIL Reg 123 List or S106. The use of S278s will enable multiple sites to contribute if appropriate, and also secures the Secretary of State's position by ensuring that 100% of contributions go towards the SRN improvement. However, in some cases it could be more expedient for Highways England to be party to the S106 and secure mitigation through obligations.   | Comment noted.   |

**APPENDIX 1: COPIES OF FULL CONSULTATION RESPONSES RECEIVED**

**APPENDIX 2: COPIES OF RELEVANT CONSULTATION MATERIAL**

## Rick Roberts Way, Stratford SA3.6

### Preliminary Assessment of Suggested Rates for LLDC Updated CIL Charging Schedule Representations on behalf of St William Homes LLP

- 1.1 We are writing on behalf of St William Homes LLP ('St William') in relation to the consultation on The London Legacy Development Corporation's (LLDC) Community Infrastructure Levy Charging Schedule (CIL) Update Viability Study (the Study) (date), prepared by BNP Paribas (BNPPRE).
- 1.2 Established in 2014, St William is a joint venture between the Berkeley Group and National Grid Property ('National Grid'). The partnership combines National Grid's extensive portfolio of surplus brownfield sites across London and the South East with the Berkeley Group's design expertise and proven track record of delivery to create high-quality residential and mixed-use developments.
- 1.3 St William has an interest in the former Abbey Lane Gasworks off Rick Roberts Way ('the Site'). The Site is situated in the London Borough of Newham (LB Newham) but falls within the area administered by the LLDC for planning purposes. The site falls within site allocation SA3.6 [C303]. The Site extends to cover 0.98 hectares (ha) of previously developed land.
- 1.4 The Study is an update to LLDC's adopted CIL Charging Schedule from April 2015 and does not seek to update the majority of CIL rates, other than for Office uses, and the consideration of an appropriate tariff for Shared-Living/Co-Living uses. The proposed Updated CIL Charging Schedule is set out in the table below.
- 1.5 The methodology is generally considered reasonable in light of statutory requirements and prevailing local plan assessment best practice.

**Table 7.11.1: Adopted CIL Charges (including indexation) and Suggested rates for LLDC's Updated CIL Charging Schedule**

| Use   | Adopted Charging Rate (2018 Indexed Rate)<br>(£ per square metre) | Suggested Updated Rate<br>(£ per square metre)                               |
|---|---|--|
| Residential   | £60<br>(£73.90)   | £73.90   |
| Shared-Living / Co-Living   | Nil   | £73.90   |
| Student Accommodation   | £100<br>(£123.17)   | £123.17  |
| Convenience supermarkets and superstores and retail warehouses (over 1000 sq m) | £100<br>(£123.17)   | £123.17  |
| Offices in 'Stratford Office Area'  | Nil   | £123.17  |
| Hotels  | £100<br>(£123.17)   | £123.17  |
| Comparison and all other retail (A1-A5) in 'Stratford Retail Area'              | £100<br>(£123.17)   | £123.17  |
| Comparison and all other retail (A1- A5) outside 'Stratford Retail Area'        | Nil   | Remove category as included within all other uses                            |
| All other uses except education and healthcare and Affordable Workspace         | Nil   | £20  |
| Education, Healthcare and Affordable Workspace                                  | Nil   | Consider removing category as already omitted from "all other uses category" |

- 1.6 Strategic level viability studies are by their very nature strategic, and unable to reflect the economics of site-specific assessments. General concerns exist over the presented evidence base in respect of robustness and transparency.

### **Exceptional Relief**

- 1.7 The proposed charging schedule does not expressly provide for exceptional relief, as per regulation 55-57 of the Community Infrastructure Levy Regulations 2010 (as amended). An allowance for exceptional relief should be made in the charging schedule.

### **Payments in Kind**

- 1.8 The CIL charging schedule should also recognise in accordance with Regulation 73 that certain elements of the identified infrastructure may well be provided on site, directly, as part of the development schemes. Accordingly, this should be acknowledged in the charging schedule.

### **Infrastructure Regulation 123**

- 1.9 The publication draft local plan (Regulation 19) is currently out for consultation and separate representations have been made on behalf of St. William. The list of infrastructure requirements should identify all the infrastructure to meet the needs arising from the local plan review. The local plan review identifies the potential for a new primary school at Rick Roberts Way (SA3.6) but is silent as to its delivery mechanism. The school is not identified in the charging schedule or Regulation 123 List and accordingly, would need to be funded by alternative means, most likely through s106 contributions in addition to CIL. However, the school would meet wider education needs in the area and the site allocation itself would not generate sufficient demand for school places for the entire school. As such, it is entirely appropriate for a new school on the site to be funded through CIL monies and for this to be included on the LLDC Regulation 123 List.

### **Evidence Base**

- 1.10 Strategic level viability studies are by their very nature strategic, and unable to reflect the economics of site-specific assessments. General concerns exist over the presented evidence base in respect of robustness and transparency of the following
- 1.11 The evidence base underpinning the study does not comply with CIL guidance, nor has it followed principles set out in the Royal Institution of Chartered Surveyors (RICS) Financial Viability in Planning Guidance Note (94/2012) insofar as this is an evidence based process and there is a requirement to set out the evidence to which an assessor has had regard in forming their opinion. It does not accord with the requirements set out in National Planning Guidance<sup>1</sup> which outlines a requirement for a transparent and sufficient evidence base.
- 1.12 We are of the opinion the charging authority has not collated and set out in their report an appropriate level of detailed evidence to underpin their proposed levy rates.

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<sup>1</sup> Paragraph: 010 Reference ID: 10-010-20180724



- 1.13 However, that said many of the rates and assumptions set out are not unrealistic and as such our client is supportive of the proposed CIL rates that will hold-over for residential.

**Conclusion**

- 1.14 We are of the opinion the Charging Authority has not sufficiently tested the proposed levy rates in current market conditions, nor acted transparently in presenting their evidence base. However, whilst some of the inputs and assumptions are not evidenced, they do not appear to be unrealistic.

  
17 December 2018

Date: 06 December 2018  
Our ref: 263774  
Your ref: Community Infrastructure Levy



Planning Policy and Decisions Team  
London Legacy Development Corporation  
Level 10, 1 Stratford Place,  
Montfichet Road  
London. E20 1EJ

Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

T 0300 060 3900

**BY EMAIL ONLY**

[planningpolicy@londonlegacy.co.uk](mailto:planningpolicy@londonlegacy.co.uk)

Dear Sir or Madam

**Community Infrastructure Levy- Preliminary Draft Charging Schedule**

Thank you for your consultation request on the above dated and received by Natural England on 5<sup>th</sup> November 2018.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

**Natural England does not consider that this Community Infrastructure Levy poses any likely risk or opportunity in relation to our statutory purpose, and so does not wish to comment on this consultation.**

The lack of comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment. Other bodies and individuals may wish to make comments that might help the Local Planning Authority (LPA) to fully take account of any environmental risks and opportunities relating to this document.

If you disagree with our assessment of this proposal as low risk, or should the proposal be amended in a way which significantly affects its impact on the natural environment, then in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, please consult Natural England again.

Yours faithfully

  
Consultations Team

CIL Preliminary Draft Charging Schedule Consultation  
Planning Policy & Decisions Team  
London Legacy Development Corporation  
Montfichet Road  
London E20 1EJ

By email: [cilands106@londonlegacy.co.uk](mailto:cilands106@londonlegacy.co.uk)

7 December 2018

Dear Sir/Madam

### London Legacy Development Corporation – CIL Preliminary Draft Charging Schedule

Thank you for consulting Historic England Preliminary Draft Charging Schedule for the Corporation's Community Infrastructure Levy (CIL).

As the Government's statutory adviser, Historic England is keen to ensure that conservation and enhancement of the historic environment is fully taken into account at all stages and levels of the planning process although we note that there is a limited relationship between CIL and designated heritage assets as regulations are currently set out.

Nevertheless, we would recommend that the Council bear in mind the viability of development projects reusing historic buildings or heritage-led regeneration proposals in developing the draft charging schedule, and look to ensure their eligibility for relief in such circumstances. We would also encourage the involvement of the Council's own historic environment expertise in the process if this has not already been the case, as such staff are often best placed to advise on relevant heritage issues.

Please note that this advice is based on the information that has been provided to us and does not affect our obligation to advise on, and potentially object to any specific development proposal which may subsequently arise from these documents, and which may have adverse effects on the environment.

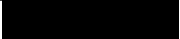
I trust these comments are helpful. Please do not hesitate to contact me should you require any further information or clarification.

Yours faithfully





Historic England



MRTPI

Historic Environment Planning Adviser



Historic England, 4<sup>th</sup> Floor, Cannon Bridge House, Dowgate Hill, London EC4R 2YA  
Telephone 020 7973 3700 Facsimile 020 7973 3001  
[HistoricEngland.org.uk](http://HistoricEngland.org.uk)

Please note that Historic England operates an access to information policy.  
Correspondence or information which you send us may therefore become publicly available.



# CIL PRELIMINARY DRAFT CHARGING SCHEDULE GUIDANCE NOTE AND RESPONSE FORM

## Community Infrastructure Regulations 2010 (as amended) – Regulation 15 Consultation

### WHAT IS REGULATION 15 CONSULTATION?

Regulation 15 consultation is the first of two consultations that are required when reviewing a Community Infrastructure Levy (CIL) Charging Schedule. This provides an initial opportunity to comment on the proposed new CIL charging rates and the evidence that has been published to support this. ‘The Regulations’ are the Community Infrastructure Levy Regulations 2010 (as amended). You can find out more about CIL on the GOV.UK website [www.gov.uk/guidance/community-infrastructure-levy](http://www.gov.uk/guidance/community-infrastructure-levy)

### WHY IS THE CIL CHARGING SCHEDULE BEING REVIEWED?

The Community Infrastructure (CIL) regulations require that existing CIL rates are regularly reviewed to ensure that they remain appropriate over time, taking account of changes in market conditions and remain relevant to the funding gap for the infrastructure needed to support the development of the area.

### WE WANT TO HEAR YOUR VIEWS

This consultation provides the opportunity to comment on the proposed new CIL charging rates and the evidence that is required to support it. This evidence has been prepared to demonstrate the economic viability impacts of the charging schedule on development within the area and of the need to fund infrastructure. The following documents have been published as part of this consultation:

- Preliminary Draft Charging Schedule (October 2018)
- Community Infrastructure Levy Update Viability Study (October 2018)
- Draft Infrastructure (Regulation 123) List (October 2018)
- Draft Infrastructure Delivery Plan Project List (October 2018)

The Legacy Corporation has also previously adopted a Planning Obligations Supplementary Planning Document to support its CIL Charging Schedule and explain the relationship between CIL and S106 Planning Obligations within the Legacy Corporation Area. These documents can be found on the Legacy Corporation website using the following link [www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/community-infrastructure-levies](http://www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/community-infrastructure-levies)

## WHAT HAPPENS NEXT

This consultation will run for a period of six weeks. A consultation on the Revised Legacy Corporation Local Plan is taking place at the same time and you can find out more about this on the Legacy Corporation website [www.queenelizabetholympicpark.co.uk/local-plan-review](http://www.queenelizabetholympicpark.co.uk/local-plan-review)

After this consultation the Legacy Corporation will assess the responses to this consultation and consider whether any changes are required to the proposed CIL charges. A further consultation will then take place for a minimum of four weeks, after which an independent Examiner will be appointed to carry out an Examination of the revised draft CIL Charging Schedule. The Examiner will recommend whether the CIL Charging Schedule can be approved, rejected or approved with specified modifications.

## HOW TO MAKE YOUR REPRESENTATION

You will need to make your representation in writing to the Legacy Corporation by the end of the consultation period in one of the following ways:

- Using the Consultation Portal: [lldcplan.commonplace.is](http://lldcplan.commonplace.is)
- By returning the attached form by email to the following email address:  
[cilands106@londonlegacy.co.uk](mailto:cilands106@londonlegacy.co.uk)
- In writing, using the attached form to:  
**CIL Preliminary Draft Charging Schedule Consultation, Planning Policy & Decisions Team,  
London Legacy Development Corporation, Level 10, 1 Stratford Place, Montfichet Road,  
London E20 1EJ**

Responses must be received no later than 5pm on 17th December 2018.

## HOW YOUR INFORMATION WILL BE USED


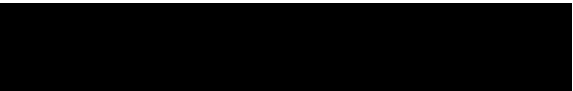
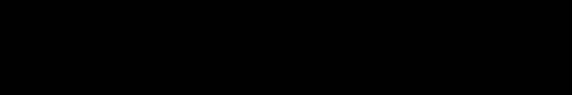
Due to the process of having an Independent Examination, the Legacy Corporation is required by law to make any information and/or responses publicly available and so they are not confidential. Names, company names and associated comments submitted as part of the formal consultation process (whether online, by email or in hard copy) will be made publicly available on the Legacy Corporation's Consultation Portal. The Legacy Corporation may share your personal details and responses with their professional advisors involved with the Local Plan Review and also in due course with the Independent Examiner and other relevant authorities. Your personal details will be used solely in connection with the Local Plan Review process and Examination and except as set out above, the Legacy Corporation will not share personal information with other third parties or publish the personal information provided by you when completing this form.

You can access details of our privacy policy at [www.queenelizabetholympicpark.co.uk/privacy-policy](http://www.queenelizabetholympicpark.co.uk/privacy-policy)

# CIL Preliminary Draft Charging Schedule Response Form

This form should be used to respond to the consultation on the Legacy Corporation CIL Preliminary Draft Charging Schedule.

## PART 1 – CONTACT INFORMATION

|                               | Personal information  | Agent details (where applicable) |
|-------------------------------|---|----------------------------------|
| Title                         |   |                                  |
| Name                          |    |                                  |
| Job title*                    |   |                                  |
| Company name or organisation* |   |                                  |
| Address                       |   |                                  |
| Telephone                     |  |                                  |
| Email                         |  |                                  |

**NOTE:** where a response is made by an agent all communications will be with that agent unless subsequently notified otherwise.

If you would like to receive updates on the Local Plan or be consulted on other planning policy consultations please indicate below as appropriate:

|  |  |       |  |                 |  |
|--|--|-------|--|-----------------|--|
| <b>I would like to receive notification of future consultations and receive updates on CIL or the Local Plan. My preferred method of notification is (PLEASE TICK)</b> |  |       |  |                 |  |
| Email:   |  | Post: |  | Post and email: |  |
| <b>I do not wish to receive any further notification of future consultation or updates on CIL or the Local Plan (PLEASE TICK)</b>                                      |  |       |  |                 |  |

## **PART 2 – RESPONSE**

Please use the following questions and response boxes in order to respond to this consultation.

**1. Do you have any comments on the Preliminary Draft Charging Schedule Document?**

**2. Do you have any comments on the proposed charging rates in the Schedule?**

**3. Do you have any comments on the Infrastructure Delivery Plan or the projects listed within it?**

**4. Do you have any comments on which projects in the Infrastructure Delivery Plan should be prioritised in terms of timing and in terms of funding through CIL?**

**5. Do you have any comments on the methodology or conclusions of the Viability Study?**

**6. Are there are any other comments you would like to add to those made above?**

**FOR OFFICE USE ONLY (do not write in the boxes below)**

REPRESENTOR NUMBER

ASSIGNED REPRESENTATION NUMBER

Please continue on a separate sheet if necessary.



We welcome the inclusion of Hackney Wick and Hackney Marshes Flood alleviation and habitat enhancement on the draft list of identified infrastructure delivery plan projects. Within the LLDC Boundary, two key water bodies; the Lee (Tottenham Locks to Bow Locks/Three Mills Locks) and Regents Canal, lower section. We have included below opportunities which have been identified to help these water bodies achieve Good Ecological Potential under the Water Framework Directive (WFD). These projects would provide multiple benefits, including enhancing local green infrastructure, aesthetically pleasing space and flood alleviation. Please note, all values provided here are a rough guided estimation and should not be taken as a final evaluation.

The table below identifies relevant to Hackney Wick and Hackney Marshes Flood alleviation and habitat enhancement (Project 114 of Appendix 9: Draft Infrastructure Delivery Plan Project List).

| WATERBODY NAME                                       | STATUS           | DESCRIPTION   | TOTAL COST VALUE | OPERATIONAL COST VALUE | CAPITAL COST VALUE | NGR          | EASTING | NORTHING | EXTENT LENGTH KM |
|--|------------------|---|------------------|------------------------|--------------------|--------------|---------|----------|------------------|
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Improve floodplain connectivity with Hackney Marshes (1.1km)    | £72,726          | 0                      | 72726              | TQ3601486329 | 536014  | 186329   | 1.1              |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Improve floodplain connectivity with Walthamstow Marshes (900m) | £68,387          | 0                      | 68387              | TQ3480787581 | 534807  | 187581   | 0.89             |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Improve floodplain connectivity with Wick Field (360m)          | £18,223          | 0                      | 18223              | TQ3668885460 | 536688  | 185460   | 0.36             |

We have identified the following projects that relate to strategic flood mitigation options and surface water flooding mitigation (Projects 115 and 116 of Appendix 9: Draft Infrastructure Delivery Plan Project List).

| WATERBODY NAME                                       | STATUS           | DESCRIPTION   | TOTAL COST VALUE | OPERATIONAL COST VALUE | CAPITAL COST VALUE | NGR | EASTING | NORTHING | EXTENT LENGTH KM |
|--|------------------|---|------------------|------------------------|--------------------|-----|---------|----------|------------------|
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Develop and implement a catchment wide urban drainage strategy  | 0                |                        | 0                  |     |         |          |                  |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Promote the use of SUDS to mitigate the effects of urban runoff into the Lee (Tottenham Locks to Bow Locks/Three Mills Lock). |                  |                        | 20000              |     |         |          |                  |

|  |                     |   |        |   |        |              |        |        |      |
|--|---------------------|---|--------|---|--------|--------------|--------|--------|------|
| Lee<br>(Tottenham<br>Locks to Bow<br>Locks/Three<br>Mills Locks) | Heavily<br>Modified | Planting<br>along artificial<br>channel<br>banks to bring<br>back marginal<br>aquatic<br>habitat<br>(Whole Water<br>Body) | 104625 |   | 104625 |              |        |        |      |
| Lee<br>(Tottenham<br>Locks to Bow<br>Locks/Three<br>Mills Locks) | Heavily<br>Modified | Manage<br>riparian and<br>marginal<br>vegetation to<br>create more<br>diverse<br>habitats<br>(8km)                        | 222363 | 0 | 222363 | TQ3819482226 | 538194 | 182226 | 7.97 |

We have also identified the follow projects that would provide multiple benefits to green infrastructure and flood alleviation, and therefore should be considered for the infrastructure delivery plan projects list.

| WATERBODY<br>NAME   | STATUS              | DESCRIPTION   | TOTAL<br>COST<br>VALUE | OPERATIONAL<br>COST VALUE | CAPITAL<br>COST<br>VALUE | NGR          | EASTING | NORTHING | EXTENT<br>LENGTH<br>KM |
|---|---------------------|---|------------------------|---------------------------|--------------------------|--------------|---------|----------|------------------------|
| Lee<br>(Tottenham<br>Locks to<br>Bow<br>Locks/Three<br>Mills Locks) | Heavily<br>Modified | Incorporate<br>diffuse pollution<br>improvements<br>(Whole Water<br>Body)   |                        |                           |                          |              |         |          |                        |
| Lee<br>(Tottenham<br>Locks to<br>Bow<br>Locks/Three<br>Mills Locks) | Heavily<br>Modified | Improve the<br>drainage from the<br>A12 (Whole Water<br>Body)               |                        |                           |                          |              |         |          |                        |
| Lee<br>(Tottenham<br>Locks to<br>Bow<br>Locks/Three<br>Mills Locks) | Heavily<br>Modified | Improve the<br>drainage from the<br>A406 (Whole<br>Water Body)              |                        |                           |                          |              |         |          |                        |
| Lee<br>(Tottenham<br>Locks to<br>Bow<br>Locks/Three<br>Mills Locks) | Heavily<br>Modified | Resolve the low<br>flow issues<br>(Whole Water<br>Body)                     |                        |                           |                          |              |         |          |                        |
| Lee<br>(Tottenham<br>Locks to<br>Bow<br>Locks/Three<br>Mills Locks) | Heavily<br>Modified | Eradicate floating<br>pennywort   | 112500                 |                           |                          |              |         |          |                        |
| Lee<br>(Tottenham<br>Locks to<br>Bow<br>Locks/Three<br>Mills Locks) | Heavily<br>Modified | Improve highway<br>runoff<br>management                                     |                        |                           |                          |              |         |          |                        |
| Lee<br>(Tottenham<br>Locks to<br>Bow<br>Locks to<br>Bow)            | Heavily<br>Modified | In channel habitat<br>enhancement in<br>association with<br>the development | 1149137                | 0                         | 1149137                  | TQ3566989752 | 535669  | 189752   | 0.7                    |

|  |                  |   |         |   |         |              |        |        |       |
|--|------------------|---|---------|---|---------|--------------|--------|--------|-------|
| Locks/Three Mills Locks)                             |                  | of Blackhorse Lane (700m)   |         |   |         |              |        |        |       |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Soft engineering solution from South Access Road (200m)                                   | 24340   |   | 24340   |              | 536103 | 188118 | 0.2   |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Replace hard engineering with soft engineering solution including reedbed habitat (300m)  | 36000   | 0 | 36000   | TQ3588288270 | 535882 | 188270 | 0.3   |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Soft engineering solution from near High Maynard reservoir (1.2km)                        | 112000  | 0 | 112000  | TQ3566989752 | 535669 | 189752 | 1.2   |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Soft engineering solution from near Gillender Street (7.2km)                              | 2250000 | 0 | 2250000 | TQ3819482226 | 538194 | 182226 | 7.19  |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Remove timber board weir on Dagenham Brook  |         |   | 22500   |              |        |        | 22500 |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | In channel habitat enhancement integrating to Leyton Jubilee Park (1.5km)                 | 115000  | 0 | 115000  | TQ3687087358 | 536870 | 187358 | 1.5   |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | In channel habitat enhancement adjacent to Primary School (100m)                          | 15000   | 0 | 15000   | TQ3654687896 | 536546 | 187896 | 0.1   |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | In channel habitat enhancement through Low Hall/St James Park (300m)                      | 35000   |   | 35000   |              | 535882 | 188270 | 0.3   |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Invasive species awareness raising/education campaign (Whole Water Body)                  |         |   | 50000   |              |        |        | 50000 |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Increase awareness of the 'preventative approach' for invasive species (Whole Water Body) |         |   | 50000   |              |        |        | 50000 |
| Lee (Tottenham Locks to                              | Heavily Modified | In channel habitat enhancement through North  | 50000   | 0 | 50000   | TQ3610388118 | 536103 | 188118 | 0.1   |

|  |                  |  |         |   |         |              |        |        |        |
|--|------------------|--|---------|---|---------|--------------|--------|--------|--------|
| Bow Locks/Three Mills Locks)                         |                  | Olympic Fringe development site (100m)   |         |   |         |              |        |        |        |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Soft engineering solution from near Tudor Court (100m)   | 0       | 0 | 0       | TQ3654687896 | 536546 | 187896 | 0.1    |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Soft engineering solution from near Leyton Orient Football Ground (1.2km)                            | 0       | 0 | 0       | TQ3687087358 | 536870 | 187358 | 1.18   |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Install fish pass at Lea Bridge Weir   |         |   | 230000  |              |        |        | 230000 |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Educate landowners and riparian users on preventing the spread of invasive species                   |         |   |         |              |        |        | 20000  |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Restore tidal creek habitats upstream of Three Mills Lock to Lea Bridge weir (5 km)                  |         |   |         |              | 535649 | 186570 | 5      |
| Lee (Tottenham Locks to Bow Locks/Three Mills Locks) | Heavily Modified | Replace hard engineering with soft engineering solution from Lea Bridge to Three Mills Lock (5 km)   |         |   |         |              | 535649 | 186570 | 5      |
| Regents Canal, lower section                         | Artificial       | Renaturalise banks and carry out riparian planting where possible. (Whole Water Body)                | 5557499 |   | 5557499 |              |        |        |        |
| Regents Canal, lower section                         | Artificial       | Manage riparian and emergent vegetation to create more diverse habitats. (Whole Water Body)          | 1566900 |   | 1566900 |              |        |        |        |
| Regents Canal, lower section                         | Artificial       | Install awareness raising/information boards on invasive species (Whole Water Body)                  |         |   | 20000   |              |        |        | 20000  |
| Regents Canal, lower section                         | Artificial       | Educate recreational users of Regents Canal (Lower Section) on protection of ecology and invasive sp |         |   |         |              |        |        | 20000  |



**CIL PDCS Consultation  
Planning Policy & Decisions Team  
London Legacy Development Corporation**  
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**Officer:** [REDACTED]  
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**13<sup>th</sup> December 2018**

Dear Sir/Madam

**London Legacy Development Corporation's (LLDC) CIL Preliminary Draft CIL Charging Schedule (PDCS) Consultation**

Thank you for engaging the London Borough of Tower Hamlets ('Council') as part of your review of the CIL Charging Schedule. The Council has a positive working relationship with the LLDC and look forward to continuing to partner together to support growth and infrastructure delivery.

The Council wishes to thank the LLDC for hosting a workshop on 23rd November to provide an overview of the proposed changes to the Charging Schedule. Officers found the discussions at this workshop informative and helpful.

In respect of the LLDC's PDCS consultation, please see the Council's points below:

Indexation

The London Borough of Tower Hamlets is currently consulting on its own revised Draft Charging Schedule. By renewing our residential rate evidence we have been able to increase our rates in the areas of our Borough that abut the LLDC area. It may be worthwhile the LLDC exploring their own residential evidence base with their viability consultants to ensure that they are maximising the amount of CIL that can be secured to meet local infrastructure needs.

'All Other Uses' Category

The Council supports the introduction of a small charge of £20/m<sup>2</sup> for 'all other uses' as this will ensure miscellaneous use classes contribute financially towards infrastructure which they will benefit from in the longer term. Additionally, the Council supports the exclusion of education, healthcare and affordable workspace from being CIL liable as this will better enable the delivery of infrastructure in these key areas for the social and economic benefit of all residents.

Inclusion of 'Shared Living' in Residential Definition

The Council supports the proposal to include Shared Living/ Co-living and residential institutions (except hospitals), which would otherwise be classed as *sui generis*, within the definition of 'Residential' for CIL purposes.

Inclusion of "Commercial Offices"

The council is in support of this inclusion, absorbing a sufficient rate for this use class. The growing demand for offices within the area of Stratford becoming a Metropolitan Centre should be taken in to consideration.

Draft Infrastructure Delivery Plan Project List

The Council supports, in principle, the projects set out in the IDP Project List. However, the Council notes that the Improvements to Bromley-by-Bow Underground Station (including new lifts) have been removed making it inconsistent with the previous iteration of the Project List. The Council requests that this project is reinstated.

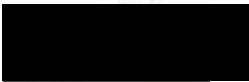
The Council also wishes to highlight that the Bromley-by-Bow Community Space and Cultural Facilities project no longer sets out the floorspace required (1,315m<sup>2</sup>). The Council encourages LLDC to consider whether the inclusion of a floorspace measurement would be beneficial in safeguarding and justifying sufficient floorspace for community uses in Bromley-by-Bow in the future.

Planning Obligations SPD

The Council notes that LLDC intend to review their Planning Obligations SPD in the next couple of years. Tower Hamlets Council will also be reviewing their Planning Obligations SPD and we look forward to working together during this process.

The Council looks forward to continuing to work with LLDC to support growth and infrastructure delivery in the area.

Yours sincerely



Infrastructure Planning Manager

London Legacy Development  
Corporation  
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1 Stratford Place  
London  
E20 1EJ

Monday 17 December 2018

Dear Sir / Madam

**LLDC Preliminary Draft Charging Schedule Consultation**

Thank you for your consultation.

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

Our waterways, including the adjacent towpaths, provide important areas for recreation, biodiversity, sustainable transport (with a related air quality benefit), business, tourism, a focal point for cultural activities and, increasingly, a space where Londoners are choosing to live. They can also provide a resource that can be used to heat and cool buildings, a corridor in which new utilities infrastructure can be installed, a way of sustainably draining surface water away from new developments and providing non-potable water. We would welcome on-going engagement with the LLDC and developers about the wide range of opportunities that our waterways provide.

The Trust has no comments to make on the Preliminary Draft Charging Schedule itself. We note that, as proposed on the Draft Infrastructure List, local projects to be funded by CIL include those that will affect the Trust's waterways. This is largely consistent with the existing Reg. 123 list. We have no objection in principle to this but we will need to be engaged further on these projects as they move to implementation and in some instances our formal agreement will be necessary.

There are numerous other waterway related infrastructure schemes included in the Infrastructure Delivery Plan that are not to be funded by CIL and are, therefore, legitimate recipients of funding through planning obligations, where they are not delivered as part of the development, in accordance with para 4.8 of the Corporation's Planning Obligations SPD. We note that the Update Viability Study, published alongside the Charging Schedule consultation document, assumes a level of £1000 per unit for planning obligations for co-living / shared living development and £20 per sq m for office development. The former appears to be consistent with the Viability Assessment that supported the adopted CIL Charging Schedule, which allowed for £1000 per residential unit for s106 and s278 costs. We have no objection to this.

**Canal & River Trust**

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The Trust has submitted comments on the Local Plan Review (Regulation 19). The following comments were made on the Infrastructure Delivery Plan. We suggest that these are also relevant to this consultation.

We welcome the fact that there are a number of infrastructure improvements that relate to the Trust's waterways and we look forward to working with the Corporation on appropriate implementation schemes. We suggest that the following should also be added:

1. Improving the connections to the towpaths of the River Lee Navigation and Hertford Union Canal from White Post Lane, which is awkward both in terms of the ramp, but also the connection with the road. We note that this is identified as a "key connection" in the Sub Area 1 section.
2. New access ramp to the towpath at Three Mills Lane.

We note that a Principal Connection Improvement across Old Ford Lock appears to be shown on p180 of the revised Local Plan. This doesn't seem to be included within the IDP but an upgraded bridge over the Old River Lea in this area is included. We would be keen to discuss options for both bridges in this location. The Old Ford Lock bridge (known as Bridge 10) is owned by the Trust and intended only for staff access to the lock island. However, it is heavily used by the local community as an important connection. It is currently very narrow and will become more intensely used as the area becomes more populated and towpath visitors increase, especially cyclists.

In addition, we suggest that there are sections of towpath in the Corporation's area that could benefit from improvements by way of resurfacing and/or widening. Under-bridge lighting may also be appropriate in some locations. The Trust is keen to build support for a Lee Navigation Quietway, encompassing projects such as these and improved access points. We provided detail on this in our response to the regulation 18 consultation. We have previously suggested that this should be included within the Infrastructure Delivery Plan as a sustainable transport scheme that will support the development in the Corporation area.

We believe that a project to secure less carbon-generating sources for the area's energy centres should be included in the IDP.

We note that whilst the references to a new link across the Hertford Union Canal bottom lock have been removed from the Local Plan, following our previous comments that this had been considered and not found to be feasible, this remains within the IDP at project 45.

Yours faithfully,

**Steve Craddock MRTPI**  
Planning Manager South & South Wales



<https://canalrivertrust.org.uk/specialist-teams/planning-and-design>

## Canal & River Trust

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17<sup>th</sup> December 2018  
MSBL421834 – Barbers Road (Legacy Wharf Phase 3)



CIL Preliminary Draft Charging Schedule Consultation  
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Dear Sir/ Madam

**London Legacy Development Corporation Preliminary Draft Charging Schedule Consultation representation submitted on behalf of Bellway Homes (Thames Gateway)**

This representation has been prepared by Savills (UK) Limited (hereafter “Savills”) on behalf of Bellway Homes (Thames Gateway) (hereafter “Bellway”). It is made in respect of the London Legacy Development Corporation (hereafter “LLDC”) updated Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule (PDCS) and its viability evidence base document prepared by BNP Real Estate Paribas (hereafter “BNP”) <sup>1</sup> for the LLDC. The Council are consulting on their PDCS between 5<sup>th</sup> November 2018 and 17<sup>th</sup> December 2018.

**Background**

- 1.1 Our client, Bellway, is a major national housebuilder, with considerable expertise in delivering homes that people want to live in. Bellway is committed to developing the sites which they own as soon as they can, and have a track record of working in some of London’s key regeneration areas, including sites within the LLDC area. Bellway are currently building out Phase 1 of Legacy Wharf on Cooks Road, Pudding Mill which is the first land parcel to come forward on the Island.
- 1.2 In addition, they own neighbouring Phase 2 of Legacy Wharf, and are in the process of purchasing Phase 3 on the neighbouring site at Barbers Road, for which two full planning applications will soon be

<sup>1</sup> London Legacy Development Corporation: Community Infrastructure Levy Update Viability Study (October 2018)



submitted for a major mixed use redevelopment. Further demonstrating their commitment to the changing landscape in the LLDC, Bellway are relocating their Thames Gateway offices from a business park in Orpington to the B1a floorspace approved in Phase 1 in 2019. Additionally, Bellway has delivered a number of very high quality mixed use redevelopment schemes in other parts of London and the South East.

- 1.3 LLDC first adopted a CIL charging schedule on 29<sup>th</sup> January 2015 with implementation from the 6<sup>th</sup> April 2015. The Charging Authority’s CIL charge is levied in tandem with the London Mayoral CIL (MCIL1) which was first adopted in April 2012. At present, £60 per square metre is charged on new floorspace for all residential development., and there is no charge for new business floorspace (Use Classes B1 – B8).
- 1.4 The Mayor is currently consulting on a proposed MCIL2 Charging Schedule with a provisional target for adoption in April 2019. MCIL2 proposes a single rate of £60 per square metre for the whole of the Legacy Corporation area.
- 1.5 Given Bellway’s interest within the SA4.3 site allocation, this representation specifically relate to the proposed CIL rates for residential and employment floorspace outside of Stratford (Use Class B1-B8), education, healthcare and affordable workspace, therefore to be captured under ‘all other uses’ as shown in **Table 1** below:

**Table 1 – Proposed Updated CIL Charging rates**

| Development Type   | Exclusive of Mayoral CIL |
|--|--------------------------|
| Residential (C3 and C4)  | £73.90                   |
| All other uses except education, healthcare and affordable workspace | £20                      |

Source: LLDC PDCS (October 2018)

**Purpose**

- 1.6 The purpose of this representation is to set out Bellway’s concerns in regards to the proposed revised and new CIL rates for LLDC alongside requesting that further evidence be provided in regards to the approach to the viability testing and proposed rates.
- 1.7 The desirability of funding from CIL is a key test of the Regulations. The purpose of CIL is to facilitate the delivery of development, including new housing to meet the key National Planning Policy

Framework (NPPF)<sup>2</sup> objective to significantly boost the supply of housing. The NPPF provides perspective on how desirable CIL funding may or may not be, in relation to the range of legal and planning mechanisms available to secure infrastructure delivery.

- 1.8 Bellway would like to highlight that they are supportive of the principle of CIL and recognise the significant infrastructure that the levy has contributed towards to date. The objective of this representation is therefore not to oppose CIL; it merely seeks to ensure a reasonable rate, based on the evidence, and a collective interest to deliver well planned, viable and feasible development across LLDC.
- 1.9 In submitting this representation, Bellway is only commenting on particular key areas of the viability issues and approach to the proposed CIL residential and ‘all other uses’ rates. The lack of reference to other parts of the evidence base cannot be taken as agreement with them and Bellway reserves the right to make further comments upon the evidence base at the Draft Charging Schedule stage.
- 1.10 Section 211 (7a) of the Planning Act (as amended), requires Councils to use “*appropriate available evidence*” to inform their Charging Schedules. In the case of the PDCS, we have assumed the Council has relied upon the Viability Review<sup>3</sup> produced by BNP as their “*appropriate available evidence*”. We have critically examined the report as part of this representation to determine if the proposed updated CIL PDCS Charging Schedule has sufficiently met the requirements of Section 211 (7a) in preparing the proposed rates.

## Legislation

- 1.11 It should be noted that this representation is made in the context of the Community Infrastructure Levy Regulations 2010 (as amended) (“the Regulations”) and relevant statutory guidance<sup>4</sup>. The most recent amendments to the Regulations and associated guidance came in to force on 9<sup>th</sup> February 2018. The CIL consultation will therefore be subject to the requirements of these latest set of Regulations and Guidance.

## Overview

- 1.12 Savills has been asked on behalf of Bellway to review the available evidence, the approach to viability testing and the proposed revised Charging Schedule. The objective is therefore to ensure a reasonable

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<sup>2</sup> Communities and Local Government, National Planning Policy Framework, March 2012

<sup>3</sup> LLDC Community Infrastructure Levy Update Viability Study prepared by BNP Paribas Real Estate (October 2018)

<sup>4</sup> April 2014 (as amended)

rates of CIL are proposed, which allows for the policy requirements for sustainability and affordable housing, and anticipated residual Section 106/ 278 and other site specific infrastructure.

1.13 We have split our response in to the following Sections:

- **Part 1** - Planning Overview;
- **Part 2** - Approach to Viability;
- **Part 3** - Interpretation of Results;
- **Conclusions** - Overview of key concerns and proposed CIL rates.

### **Part 1 – LLDC Local Plan Overview and Housing Delivery**

1.14 LLDC's Local Plan guides development within its authoritative area. The Local Plan consists of the following documents:

- Legacy Development Corporation Local Plan 2015-2031 (July 2015).

1.15 Local planning policies in the borough are guided by the London Plan (2016) which provides the regional planning policies for LLDC. All local planning policies must be consistent with the London Plan. The London Plan was originally adopted in 2011 and has been consolidated with alterations up to March 2016, revisions of which included an increased annual housing target across London.

### **Emerging Policy**

1.16 The Mayor of London is currently undertaking steps to put in place a new (replacement) London Plan. This draft new London Plan was first consulted upon between December 2017 and March 2018, and minor modifications were released in August 2018. The document will then undergo examination in public by independent inspectors in the new year before adoption in late 2019.

1.17 LLDC is currently undertaking a review into its Local Plan. LLDC has prepared and published the revised draft Local Plan for consultation under Regulation 19 of the Town and Country Planning Regulations 2012. This will run from Monday 5<sup>th</sup> November 2018 to Monday 17<sup>th</sup> December 2018. The LPA's latest Local Development Scheme (February 2017) estimates adoption of the Local Plan review in October 2019.

1.18 LLDC has a duty to prepare a Local Plan which includes sufficient strategic housing sites to meet identified housing needs. LLDC also intends to adopt a revised Charging Schedule which sets out CIL rates across the borough. It is therefore vital that the proposed CIL rates are set at an appropriate rate

so as not to threaten the deliverability of LLDC sites which would contribute to meeting LLDC's planned housing supply within the area.

## Housing

1.19 The London Plan sets the borough targets for the minimum housing delivery over the period 2015 to 2025. The current annual target for London is 42,389 net additional homes. London Plan Policy 3.3 (Increasing Housing Supply) splits this by borough. The LLDC has a target of 14,711 dwelling completions over the ten-year period, which equates to an annual completion target of 1,471 units. Of key importance is the revised ten-year housing target in the draft London Plan for LLDC to deliver 21,610 homes, which equates to an annualised average of 2,161 homes. This is an increase on the adopted housing target by 690 dwellings annually.

1.20 Strategic Policy SP.2 within the LLDC adopted Local Plan replicates the London Plan minimum housing delivery targets. LLDC's local planning policy related to the delivery of affordable housing units is found within Policy H.2. This states that:

*"Affordable housing will be maximised on sites capable of providing ten units or more, broken down as 60 per cent Affordable Rent and Social Rent, and 40 per cent intermediate. The following shall be considerations or maximising provision:*

1. *Identified needs and tenure requirements*
2. *Affordable housing targets and delivery rates*
3. *The need to facilitate development*
4. *Viability including phased viability re-appraisal".*

1.21 The accompanying policy text at paragraph 5.13 identifies a minimum target of 35 per cent of affordable homes across the whole of the Legacy Corporation area. The affordable housing target identified is therefore 455 units per annum.

1.22 The emerging London Plan Policy H6 updates affordable housing policy across London. This includes Non-Designated Industrial Sites appropriate for residential uses. Part B of emerging policy H6 'Threshold approach to applications' states:

*"The threshold level of affordable housing is initially set at:*

*A minimum of 35 per cent; or*

1. *50 per cent for public sector land where there is no portfolio agreement with the Mayor;*
- or*

2. *50 per cent for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses in accordance with Policy E7 'Industrial intensification, co-location and substitution', where the scheme would result in a net loss of industrial capacity".*

1.23 As a Non-Designated Industrial Site, the emerging policy as a starting point for negotiation will require the provision of 50% affordable housing on residential development proposals on allocated land at Pudding Mill. This is in addition to the proposed increases to CIL charges (as shown in **Table 1**). Combined, these requirements threaten both the viability and the deliverability of development proposals at Pudding Mill.

### **Employment/ Non-residential Floorspace**

1.24 London Plan policy E7 – 'Intensification, co-location and substitution of land for industry, logistics and services to support London's economic function' supports mixed-use or residential development proposals on Non-Designated Industrial Sites where:

1. *There is no reasonable prospect of the site being used for the industrial and related purposes; or*
2. *It has been allocated in an adopted local development plan document for residential or mixed-use development; or*
3. *Industrial, storage, or distribution floorspace is provided as part of mixed-use intensification where this is feasible; or*
4. *Suitable alternative accommodation is available in reasonable proximity to the development proposal and subject to relocation support arrangements for existing businesses before the commencement of new development.*

1.25 The policy also states that mixed use development proposals on Non-Designated Industrial Sites which co-locate industrial, storage or distribution floorspace with residential and/or other uses are required to meet additional design criteria under part E(4) of the policy.

1.26 Furthermore, London Plan Policy E2 – 'Low-cost business space' also states that "Development proposals for new B1 business floorspace greater than 2,500sqm (gross external area), or a locally determined lower threshold in a local development plan document, should consider the scope to provide a proportion of flexible workspace suitable for micro, small and medium-sized enterprises".

1.27 LLDC's local planning policy related to the strengthening of the economy is found within Policy SP.1. This states that:

*“The Legacy Corporation will work with its partners to develop a strong local economy, driving the transformation of east London through:*

- 1. Expansion of opportunities for local, national and international business and promotion of cultural, tourist and leisure expansion*
- 2. Supporting higher and further education expansion, including opportunities for postgraduate study and research, and promoting access to skills and employment training*
- 3. Strengthening the local economic profile of the area, including support of flourishing business sectors and providing additional floorspace in a range of sizes, types and forms*
- 4. Growth of the town centre economies through development of appropriate scale and use to each location and maximising opportunities for vibrant interim uses throughout the area”.*

1.28 Site Allocation Policy SA4.3 within both the local and emerging policy requires the delivery of 25% non-residential floorspace across the allocated area. This is likely to trigger the requirement to deliver affordable workspace under London Plan Policy E2. Unlike affordable housing, affordable workspace is not exempt from Mayoral CIL, and its delivery, in addition to the proposed CIL charges on employment space, is particularly onerous on developers.

### **Impact on LLDC's Housing Delivery**

1.29 The most recent iteration of LLDC's Annual Monitoring Report (2017) (“the AMR”) covers the period from 1<sup>st</sup> January 2017 to 31<sup>st</sup> December 2017. The purpose of the AMR is to set out performance progress against Local Plan key performance indicators; one of which is housing delivery against its adopted housing target.

1.30 **Figure 1**, below, taken from the AMR breaks down the delivery of housing within LLDC by planning permission. From Q1 to Q4 of 2017, LLDC managed to deliver only 753 units. This is just over 51% of the annual housing target. This is shown below:

**Figure 1: Homes completed in LLDC 2017**

| Table 3 Homes completed in 2017                    |     |
|--|-----|
| Glasshouse Gardens (S7)                            | 219 |
| Chobham Manor Phase 1 remainder                    | 94  |
| 10/02291/FUL 2-12 High Street                      | 191 |
| 16/00298/PNCOU Queensway House                     | 35  |
| 15/00164/FUL The River House, 3, Blaker Road       | 7   |
| 06/90011/FUMODA Stratford Edge , 80-92 High Street | 202 |
| 13/00397/FUL Abbey Lane                            | 5   |
|  | 753 |

*Source: LLDC AMR (2017)*

- 1.31 LLDC has failed to meet their current housing targets over the last three years. This will increase the pressure on LLDC to meet future housing targets. This is especially relevant given the impending introduction of the Housing Delivery Test. On the basis of the sites currently being built out, LLDC expect to meet their 2018 targets.
- 1.32 Notwithstanding the above, if the emerging London Plan housing targets (annualised average of 2,161 dwellings) are extrapolated against the projected completions in the AMR, it is apparent that LLDC would fall well short of delivering its housing requirements. It is therefore key that LLDC maintain an ‘appropriate balance’ when seeking financial contributions. Therefore, the LPA should avoid setting the rates at such a level which would threaten the ability to deliver new, future homes in the borough.

**Impact upon LLDC’s Affordable Housing Delivery**

- 1.33 LLDC has fallen grossly short of achieving its Local Plan affordable housing target of 455 per annum. The AMR states that only 74 affordable homes were completed in 2017. This equates to 22% of applicable schemes (i.e. over 10 units). This is a significant under delivery of affordable units and must be a significant consideration for the impact of increasing the CIL level.
- 1.34 Unlike affordable housing and other financial contributions, CIL is non-negotiable. In light of the under-delivery of affordable housing when considered against the current CIL Charging Schedule, any proposal to increase the adopted CIL rates must be considered carefully so as not to negatively impact upon the delivery of the Development Plan overall.
- 1.35 When assessing the viability of any proposed changes to CIL levels, this must be assessed in the context of the relevant Development Plan and the identified housing supply target. Where under-



delivery has occurred, this must be fully considered when proposing any adjustment to an adopted CIL Charging Schedule.

### **Impact upon the delivery of employment space**

- 1.36 The AMR states that over 20,000 sqm of gross employment floorspace was permitted in 2017, however there was a net loss of 3,349sqm of B-class floorspace across the borough, owing in part to office to residential permitted development rights.
- 1.37 Approximately 42,142 sqm of employment space has been consented to within the area allocated under Policy SA.4.3. This relates to approximately 56% of the existing employment floorspace. Future proposals are therefore required to continue to provide employment floorspace to meet the cumulative policy requirement of 25% non-residential floorspace. The emerging Local Plan supports the delivery of affordable, flexible B1 business floorspace on development proposals greater than 2,500sqm. Unlike affordable housing, there is no relief on affordable employment floorspace which may adversely impact the viability of proposals for B1 floorspace. The proposed introduction of CIL rates, on top of the heightened MCIL rates should therefore be carefully considered to ensure that there is no negative impact on the delivery of employment floorspace both across the borough, but within the area allocated under Policy SA4.3.
- 1.38 These tables, along with the data included within the Council's AMR clearly indicates that the Council has fallen short of achieving its target of 50% affordable housing completion throughout the past six years, having only reached a figure of 20% on average across the borough. This is a significant under delivery of affordable units and must be a significant consideration for the impact of increasing the CIL level.
- 1.39 Unlike affordable housing and other financial contributions, CIL is non-negotiable. In light of the under-delivery of affordable housing when considered against the current CIL Charging Schedule, any proposal to increase the adopted LLDC CIL rates must be considered carefully so as not to negatively impact upon the delivery of the Development Plan overall.
- 1.40 When assessing the viability of any proposed changes to CIL levels, this must be assessed in the context of the relevant Development Plan and the identified housing supply target. Where under-delivery has occurred, this must be fully considered when proposing any adjustment to an adopted CIL Charging Schedule.

## Regulation 123 List and Infrastructure Delivery

- 1.41 The Planning Act 2008 (as amended)<sup>5</sup> defines infrastructure as:
- (a) roads and other transport facilities,*
  - (b) flood defences,*
  - (c) schools and other educational facilities,*
  - (d) medical facilities,*
  - (e) sporting and recreational facilities, and*
  - (f) open space.”*
- 1.42 Bellway considers it imperative that the evidence supporting CIL:
- Clearly outlines the key infrastructure projects required to support development (this being a key test of the Regulations); and
  - Produces an up to date, consistent and well informed evidence base of economic viability in order to test various development typologies against CIL rates.
- 1.43 The Council is proposing to slightly amend the existing implemented Regulation 123 List in respect of the proposed revised Charging Schedule. The Council states that the List will be reviewed and updated regularly.
- 1.44 The implemented Regulation 123 List includes types of infrastructure that will or may be funded in whole or part by CIL. It is imperative that the allowance for Section 106 Agreements to be sought across residential and mixed-use development sites be realistic within the Viability testing.
- 1.45 Notwithstanding this, an appropriate balance needs to be struck between funding infrastructure and viability. We therefore suggest that the Council carefully considers the items which will remain sought through Section 106 Agreements to ensure that the proposed rates take into account policy requirements. Ultimately, there is a three way trade off with regard to CIL, Section 106 and affordable housing provision. If CIL is set too high and site specific infrastructure is necessary to bring a development forward, this often results in an adverse impact on affordable housing provision.

## **Part 2 – Approach to Viability**

- 1.46 We have reviewed the Viability Review undertaken by BNP<sup>6</sup> and note that Viability testing has only been undertaken for office development and shared-living/ co-living appraisals. Bellway's concerns are in relation to their mixed-use scheme, therefore the rates applicable for residential and employment

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<sup>5</sup> Section 216, Planning & Compulsory Purchase Act 2008 (as amended)

<sup>6</sup> October 2018

floorspace falling within the ‘all other uses’ CIL charge. We note that BNP have not undertaken Viability testing for either of these planning uses and therefore query whether the approached to the increased and new rates is appropriate and justified by evidence as required by the regulations.

- 1.47 Site Allocation Policy SA4.3 represents a major regeneration of a brownfield site into a mixed-use development therefore there is likely to be significant demolition and remediation required. These site specific factors have therefore not been considered when proposing the increased rates.
- 1.48 We therefore advise that a range of hypothetical development scenarios are modelled, to include industry standard development appraisal assumptions, alongside site specific scenarios that may include additional abnormal costs to ensure all nature of sites are tested across LLDC and value areas that may come forward over the Plan Period.

**Part 3 - Interpretation of Results**

- 1.49 Within the Viability Study<sup>7</sup> we note that Table 7.11.1 compares the implemented rates with indexation and the proposed increased rates. It should be highlighted that it is not clear what indexation has been applied to the ‘Indexed Rate’ column.

**Table 2 – Proposed CIL Charging rates**

| <b>Development Type</b>  | <b>Adopted Rate</b> | <b>Indexed Rate</b> | <b>Proposed Rate</b> | <b>% Change</b> |
|--|---------------------|---------------------|----------------------|-----------------|
| <b>Residential C3 use classes</b>  | £60                 | £73.90              | £73.90               | +23%            |
| <b>All other uses except education and healthcare and Affordable Workspace</b> | Nil                 | N/A                 | £20                  | N/A             |

Source: BNP Viability Study (October 2018)

- 1.50 **Table 2** clearly highlights the approach taken to the increased residential rates is not based upon viability testing. The rates have been proposed at the equivalent index linked rates. These rates are therefore not related to market industry assumptions – costs or values – and have not been justified as appropriate levels of the rates as required under the CIL Regulations. The proposed increased residential rates have not been tested on generic or site specific schemes that are likely to be delivered

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<sup>7</sup> Page 40, BNP (October 2018)

within LLDC during the Plan period. It is therefore not clear whether these schemes will be viable and therefore deliverable.

- 1.51 It is also clear that the Viability Study has not undertaken viability testing to the proposed 'all other uses' rate. We note that the Viability Study advises LLDC that 'they would be able to set a nominal rate of CIL on all other uses of say £20 square metre [*which*] is unlikely to be a significant factor in developers' decision making'. Bellway have fundamental concerns in regards to this approach in regards to setting a nominal rate and reiterate that the additional cost will have a significant impact on the decision making and viability of the scheme coming forward.
- 1.52 We therefore request that additional viability appraisals including site specific appraisals are provided, with policy compliant and industry standard assumptions adopted, for a more comprehensive analysis at the Draft Charging Schedule stage of the consultation.

#### **MCIL2 Consultation**

- 1.53 LLDC as a charging authority is required to have regard to the Mayoral CIL when setting its own CIL rate(s). The Legacy Corporation area covers parts of four London Boroughs, therefore the current Mayoral CIL is £20 per square in Newham and Waltham Forest and £35 per square metre in Hackney and Tower Hamlets. MCIL2 is currently under consultation with the new rates likely to be implemented in April 2019. MCIL2 rates for LLDC proposes a single rate for the whole Legacy Corporation area of £60 per square metre.
- 1.54 Paragraph 026 of the PPG sets out the relationship between local CIL and Mayoral CIL rates as follows: *"The Mayor and the Boroughs should work closely in setting and running the Levy in London, through mutual co-operation and the sharing of relevant information. When they set their own levy, the London Boroughs must take into account any levy rates set by the Mayor. This is to ensure that rates are set in a way which retains viability across London for local and strategic infrastructure and allows both the boroughs and the Mayor to implement their development strategies. When setting their own levy rates, London boroughs must take into account any proposals for new Mayoral levy rates that have been published in a draft or preliminary draft charging schedule."*
- 1.55 Within the MCIL2 Supporting Information document, we note that the proposed MCIL2 rates against the MCIL1 rates, indexed forecast to April 2019, as follows:

**Table 3 - MCIL1 v MCIL2 rates – all development in Greater London\***

| <b>MCIL2 bands</b> | <b>MCIL1 rate at April 2012 (£ / sq m)</b> | <b>MCIL1 rate at Q2 2019 (indexed/ forecast) (£/sq m)</b> | <b>MCIL2 rate from April 2019 (£/ sq m)</b> | <b>% change (MCIL2 to indexed MCIL1 rates)</b> |
|--------------------|--|---|---|--|
| <b>Band 2</b>      | 35.00                                      | 45.67   | 60.00                                       | +31  |
| <b>Band 3</b>      | 20.00                                      | 25.68   | 60.00                                       | +43  |

Source: JLL for the Mayor of London and TfL 2017/ GLA 2017

\*except for office, retail and hotel in Central London and Isle of Dogs, and for health and education in all of Greater London

- 1.56 **Table 3** highlights that the proposed rates for Band 2 and Band 3 areas are 31% and 43% respectively higher than where the MCIL1 rates were forecast to be by April 2019.
- 1.57 Cumulatively, the proposed increases to LLDC CIL, alongside the proposed revised MCIL2 is significant. This is particularly concerning in light of incorrect value assumptions being applied within the viability testing. Fundamentally, the increased costs to development may risk rendering residential development within certain areas of the Corporation unviable.
- 1.58 In the absence of an increased range of viability testing for the proposed updated residential rates, the potential impact of these increased rates across LLDC, alongside the increased MCIL2 rates, has not been tested. Bellway therefore reiterate the importance of undertaking thorough viability testing over a wide range of generic and site specific typologies to include both the revised Charging Schedule rates for LLDC and MCIL2 alongside policy compliant affordable housing requirements.

**Application of Buffer**

- 1.59 It has not been made clear whether consideration has been made for a viability ‘buffer’ when interpreting the viability evidence and proposing the new commercial rates.
- 1.60 Site specific circumstances mean that the economics of the development pipeline will vary across the area. This is inevitable given the varied nature of housing and mixed-use development land supply and costs associated with bringing forward development within high density, regeneration and brownfield land. It is therefore important to consider these factors when proposing ‘one size fits all’ rates across a significantly diverse area in terms of market and development characteristics.
- 1.61 Viability buffers are recommended within the CIL Regulation when calculating CIL rates using viability testing results. They are used to mitigate against fluctuations within the market to ensure that the rates

are not set at the margins of viability. In times of political and economic uncertainty, changing market assumptions and expectations, alongside the historic under delivery of affordable housing within only 22% affordable housing units approved in 2016-2017 across the Borough, it is fundamental that additional leverage is allowed for within the proposed rates.

- 1.62 As we have highlighted, MCIL2 is proposing to significantly increase the rates across the Legacy Corporation area. The viability testing of MCIL2 rates would have been based upon the implemented LLDC Charging Schedule<sup>8</sup> and therefore the increased rates across both Charging Schedules risk reducing the viability buffer that is recommended to mitigate against micro and macro market fluctuations.
- 1.63 We would therefore strongly recommend that a **minimum** viability cushion of **40%** should be adopted and request that the Council confirms that this approach has been undertaken when justifying the proposed CIL Charging Schedule.

**Effective Operation of CIL - Instalments Policy**

- 1.64 We note that the Legacy Corporation has decided not to introduce its own instalment policy and to adopt the Mayor of London’s instalment policy, as follows:

**Table 4 – Mayor of London Instalments Policy**

| CIL Liability    | Number of Instalments | Payments  |
|------------------|-----------------------|---|
| £100,000 or less | None                  | Total amount payable within 60 days of commencement of development.   |
| £100,001 or more | Two                   | The greater of £100,000 or half the value of the total amount payable within 60 days of commencement of development.<br>The remainder within 240 days of commencement of development. |

*Source: London Legacy Development Corporation Preliminary Draft CIL Charging Schedule (October 2018)*

- 1.65 We have reviewed this policy and suggest that, in light of the increased proposed rates across the LLDC and in conjunction with MCIL2 rates, the Charging Authority should consider an alternative instalments policy.

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<sup>8</sup> LLDC Community Infrastructure Levy: Charging Schedule (Implemented January 2015)

- 1.66 Ultimately, developer cashflow is an important consideration, notably in respect of upfront infrastructure costs typically associated with strategic development. The Instalment Policy should aim to reflect, as closely as possible, the timing of delivery of the development, to ensure that the CIL does not put unnecessary pressure on cashflow and viability.
- 1.67 With this in mind Bellway suggests the instalments proposed reflect the length of the permission granted, with equal instalments due annually post commencement of development. For example, if the permission has a time limit requiring commencement within 5 years, 20% of the CIL tariff should be due annually for the 5 consecutive years post commencement. This is particularly applicable to those permissions with CIL liabilities over £500,001.
- 1.68 We would strongly advocate that the Charging Authority considers adopting a similar approach to Chichester District Council's who implemented the following Instalments Policy:

**Table 5 – Alternative Instalments Policy**

| <b>CIL Liability</b>                     | <b>Number of Instalments</b> | <b>Payments</b>  |
|--|------------------------------|--|
| <b>Amounts up to £49,000</b>             | None                         | Full payment within 90 days of commencement  |
| <b>Amounts from £50,000 to £249,999</b>  | 2                            | £50,000 payable within 90 days of commencement<br>Balance payable within 180 days of commencement  |
| <b>Amounts from £250,000 to £499,999</b> | 3                            | £100,000 payable within 90 days of commencement<br>50% balance payable within 180 days<br>50% balance payable within 270 days  |
| <b>Amounts from £500,000 to £999,999</b> | 4                            | £250,000 payable within 90 days of commencement<br>33% balance payable within 180 days<br>33% balance payable within 270 days<br>33% balance payable within 360 days |
| <b>Amounts over £1,000,000</b>           | 4                            | In principle, as set out above for amounts over £500,001, but instalments for this scale of development will be open to negotiation on an individual basis.          |

*Source: Chichester District Council's Adopted Instalments Policy (Implemented 1<sup>st</sup> February 2016)*

## **Conclusion**

The assessment of planned development and its viability is an inherent test of the CIL Examination, making the following points significant:

- **Premature Consultation** – Given the status of LLDC’s emerging Local Plan, alongside the emerging London Plan, it is not yet known for certain where the sites will come forward for development within the Corporation area during the Plan period. We therefore question whether the PDCS is premature given the uncertainty and potential risk to housing delivery if the rates are set incorrectly;
- **Incorrect Approach to Residential Rates** – Bellway have fundamental concerns with the approach to proposing the revised residential rates based upon the equivalent indexed figure. No additional viability analysis has been undertaken to ensure that the current marketing assumptions – costs and values- are tested against generic and site specific schemes, along with the proposed CIL rates, to ensure they remain deliverable. Incorrect inputs critically risk producing results overestimating the viability across areas within LLDC and ultimately it is not clear what impact the increased rates may have on residential development coming forward across the Legacy area;
- **Incorrect Approach to ‘all other uses’ Rates**– BNP advise LLDC that a nominal rate of CIL could be adopted of ‘say £20 per square metre’<sup>9</sup>. There is no justification for this proposed rate. Bellway have fundamental concerns to this approach and disagree with BNP’s statement that a nominal rate is unlikely to be a significant factor in developers’ decision making and that the rate could be absorbed without having a significant impact on viability across the area.
- **MCIL2** – LLDC PDCS CIL Charging Schedule sits alongside the Mayoral CIL Charging Schedule. It has been highlighted that the proposed revised Charging Schedule in LLDC will result in 23% increase to the residential rates and will introduce a new rate for ‘all other uses’ to £20. These increases sit alongside the increased proposed MCIL2 rates for the LLDC which are 43% higher than the current MCIL1 rates were index forecast to be in April 2019. The cumulative impact of both rates increasing is therefore significant. Whilst CIL rates can be reviewed by the Charging Authority, this is a time consuming and expensive process. It is fundamental that the proposed revised rates, in conjunction with the revised MCIL2 rates, do not result in viability constraints for future development across LLDC;
- **Application of Buffer** - It is fundamental that a **minimum** viability cushion of **40%** should be adopted within the proposed LLDC rates to minimise risk to the housing supply, particularly when the affordable housing delivery is historically not meeting the required need. This is particularly important in light of a number of uncertainties within the wider political and economic backdrop alongside general property market fluctuations;

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<sup>9</sup> Page 60, BNP Viability Study (October 2018)



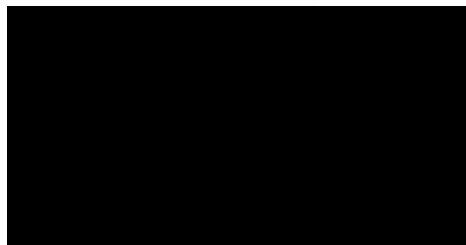
- **Effective Operation of CIL** – Bellway have raised their concerns in regards to the operation of the revised Charging Schedule and seek further clarification on this. Furthermore, further justification for the proposed instalments policy in light of the increased liabilities across development schemes is welcomed;
- **Risk to Housing Delivery** - In light of the above, Bellway are concerned that the proposed increased CIL rates, across LLDC alongside the increased MCIL2, will exacerbate the consistent under delivery of housing, including affordable housing across LLDC and ultimately risks the delivery of the housing targets beyond 2019.

We would therefore strongly advise that viability testing and appraisals, generic and site specific, be undertaken across a wide range of residential and mixed-use sites across the LLDC area, and at policy compliant levels of delivering affordable housing, for the Draft Charging Schedule stage of consultation.

Moving forward, Bellway and Savills are open to a meeting with the LLDC and its advisors to discuss the approach taken and to discuss common ground in advance of the Draft Charging Schedule being proposed.

Yours faithfully

**For and on behalf of Savills (UK) Ltd**



Associate

cc. [REDACTED] MRTPI, Savills  
[REDACTED] Bellway Homes (Thames Gateway)

## **Appendix 1 – List of Documentation**

### **General**

The Community Infrastructure Levy (Amendment) Regulations 2018 (SI 2018 No. 172)

Community Infrastructure Levy Guidance, DCLG (2014), Planning Practice Guidance Website

Community Infrastructure Levy Regulation (2010) (as amended)

National Planning Policy Framework, DCLG (March 2012)

Planning Act (2008) (as amended)

Viability Testing Local Plans – Advice for Planning Practitioners, Local Housing Delivery Group Chaired by Sir John Harman (June 2012)

CIL – Getting it Right, Savills (UK) Ltd (January 2014)

### **London Legacy Development Corporation**

London Legacy Development Corporation Preliminary Draft CIL Charging Schedule (October 2018)

London Legacy Development Corporation Draft Infrastructure List (October 2018)

London Legacy Development Corporation Community Infrastructure Levy Update Viability Study (October 2018)



Our ref: City Planning/05 Spatial Planning/03 London plan and planning obligations

Planning Policy and Decisions Team  
London Legacy Development Corporation  
Level 10, 1 Stratford Place,  
Montfichet Road  
London E20 1EJ

Transport for London  
City Planning

5 Endeavour Square  
Westfield Avenue  
Stratford  
London E20 1JN

Phone 020 7222 5600  
[www.tfl.gov.uk](http://www.tfl.gov.uk)

14 December 2018

Dear Katherine

## **London Legacy Development Corporation Community Infrastructure Levy ~ Preliminary Draft Charging Schedule.**

Thank you for the invitation to comment on the London Legacy Development Corporation's (LLDC) Community Infrastructure Levy (CIL) preliminary draft charging schedule. I am responding on behalf of Transport for London and the comments here are based upon the proposed charging schedule and the supporting documents, including the Update Viability Study Report (October 2018), Draft Infrastructure Delivery Project List (October 2018) and regulation 123 list (October 2018). This response reflects TfL's role as a strategic transport infrastructure and service provider. We are aware that the GLA/TfL have also provided a joint response in relation to the LLDC Local Plan consultation.

The Mayor's adopted Charging Schedule (MCIL1) came into effect on 1 April 2012, and a new charging schedule has been through two rounds of public consultation and an Examination in Public. The Mayor has recently received the examiner's report and MCIL2 is expected to take effect on 1 April 2019. We are pleased to note that the proposed MCIL2 has been taken into account by BNP Paribas Real Estate in their Viability Study Report, and subsequently, in the rates proposed in your preliminary draft charging schedule.

I have noted that LLDC has included a draft regulation 123 list, which indicates the types of the infrastructure projects, or types of infrastructure intended to be funded or part funded through CIL. We welcome the inclusion of this work so that that it can be properly considered by interested parties. The proposal to include the 'TfL cycle hire scheme' (extending to beyond Queen Elizabeth Olympic Park, as in the existing reg. 123 list) and 'Western Overbridge at Stratford Station' as part of a package of contributions to enable the delivery of

the overbridge as part of an integrated congestion relief scheme (to be led by Network Rail) are broadly welcome. However, further discussions on the Western Overbridge project are necessary to ensure that the proposed approach does not limit the ability to secure funding.

As TfL may have a key role in the delivery of projects in the LLDC area alongside Network Rail and other stakeholders, we wish to work together to develop transport proposals, ensuring that current thinking on potential transport infrastructure projects and their funding is aligned.

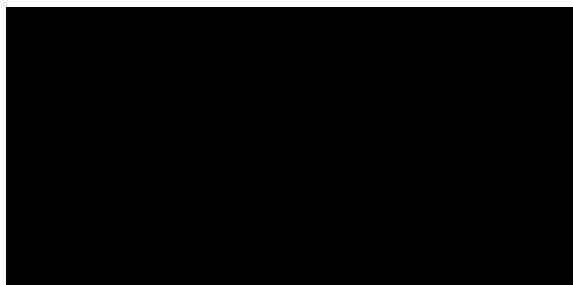
I would also welcome recognition that the LLDC CIL rates should be kept under review to ensure that they remain appropriate over time taking account of changes in market conditions and infrastructure needs.

I hope that you find these comments useful and please contact me if you wish to discuss anything further.

I would be grateful if you could note our request to be notified when you consult on the draft charging schedule.

TfL looks forward to working closely with you in ensuring that necessary transport infrastructure is prioritised and delivered in the borough.

Yours sincerely



**Acting Manager**  
**London Plan and Planning Obligations Team**  
Email:   


# CIL PRELIMINARY DRAFT CHARGING SCHEDULE GUIDANCE NOTE AND RESPONSE FORM

## Community Infrastructure Regulations 2010 (as amended) – Regulation 15 Consultation

### WHAT IS REGULATION 15 CONSULTATION?

Regulation 15 consultation is the first of two consultations that are required when reviewing a Community Infrastructure Levy (CIL) Charging Schedule. This provides an initial opportunity to comment on the proposed new CIL charging rates and the evidence that has been published to support this. ‘The Regulations’ are the Community Infrastructure Levy Regulations 2010 (as amended). You can find out more about CIL on the GOV.UK website [www.gov.uk/guidance/community-infrastructure-levy](http://www.gov.uk/guidance/community-infrastructure-levy)

### WHY IS THE CIL CHARGING SCHEDULE BEING REVIEWED?

The Community Infrastructure (CIL) regulations require that existing CIL rates are regularly reviewed to ensure that they remain appropriate over time, taking account of changes in market conditions and remain relevant to the funding gap for the infrastructure needed to support the development of the area.

### WE WANT TO HEAR YOUR VIEWS

This consultation provides the opportunity to comment on the proposed new CIL charging rates and the evidence that is required to support it. This evidence has been prepared to demonstrate the economic viability impacts of the charging schedule on development within the area and of the need to fund infrastructure. The following documents have been published as part of this consultation:

- Preliminary Draft Charging Schedule (October 2018)
- Community Infrastructure Levy Update Viability Study (October 2018)
- Draft Infrastructure (Regulation 123) List (October 2018)
- Draft Infrastructure Delivery Plan Project List (October 2018)

The Legacy Corporation has also previously adopted a Planning Obligations Supplementary Planning Document to support its CIL Charging Schedule and explain the relationship between CIL and S106 Planning Obligations within the Legacy Corporation Area. These documents can be found on the Legacy Corporation website using the following link [www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/community-infrastructure-levies](http://www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/community-infrastructure-levies)

## WHAT HAPPENS NEXT

This consultation will run for a period of six weeks. A consultation on the Revised Legacy Corporation Local Plan is taking place at the same time and you can find out more about this on the Legacy Corporation website [www.queenelizabetholympicpark.co.uk/local-plan-review](http://www.queenelizabetholympicpark.co.uk/local-plan-review)

After this consultation the Legacy Corporation will assess the responses to this consultation and consider whether any changes are required to the proposed CIL charges. A further consultation will then take place for a minimum of four weeks, after which an independent Examiner will be appointed to carry out an Examination of the revised draft CIL Charging Schedule. The Examiner will recommend whether the CIL Charging Schedule can be approved, rejected or approved with specified modifications.

## HOW TO MAKE YOUR REPRESENTATION

You will need to make your representation in writing to the Legacy Corporation by the end of the consultation period in one of the following ways:

- Using the Consultation Portal: [lldcplan.commonplace.is](http://lldcplan.commonplace.is)
- By returning the attached form by email to the following email address:  
[cilands106@londonlegacy.co.uk](mailto:cilands106@londonlegacy.co.uk)
- In writing, using the attached form to:  
**CIL Preliminary Draft Charging Schedule Consultation, Planning Policy & Decisions Team,  
London Legacy Development Corporation, Level 10, 1 Stratford Place, Montfichet Road,  
London E20 1EJ**

Responses must be received no later than 5pm on 17th December 2018.

## HOW YOUR INFORMATION WILL BE USED


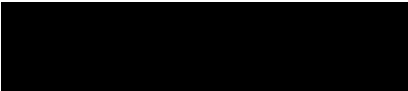

Due to the process of having an Independent Examination, the Legacy Corporation is required by law to make any information and/or responses publicly available and so they are not confidential. Names, company names and associated comments submitted as part of the formal consultation process (whether online, by email or in hard copy) will be made publicly available on the Legacy Corporation's Consultation Portal. The Legacy Corporation may share your personal details and responses with their professional advisors involved with the Local Plan Review and also in due course with the Independent Examiner and other relevant authorities. Your personal details will be used solely in connection with the Local Plan Review process and Examination and except as set out above, the Legacy Corporation will not share personal information with other third parties or publish the personal information provided by you when completing this form.

You can access details of our privacy policy at [www.queenelizabetholympicpark.co.uk/privacy-policy](http://www.queenelizabetholympicpark.co.uk/privacy-policy)

# CIL Preliminary Draft Charging Schedule Response Form

This form should be used to respond to the consultation on the Legacy Corporation CIL Preliminary Draft Charging Schedule.

## PART 1 – CONTACT INFORMATION

|                               | Personal information  | Agent details (where applicable) |
|-------------------------------|---|----------------------------------|
| Title                         |   |                                  |
| Name                          |    |                                  |
| Job title*                    |   |                                  |
| Company name or organisation* |   |                                  |
| Address                       |   |                                  |
| Telephone                     |  |                                  |
| Email                         |  |                                  |

**NOTE:** where a response is made by an agent all communications will be with that agent unless subsequently notified otherwise.

If you would like to receive updates on the Local Plan or be consulted on other planning policy consultations please indicate below as appropriate:

|  |  |       |  |                 |  |
|--|--|-------|--|-----------------|--|
| <b>I would like to receive notification of future consultations and receive updates on CIL or the Local Plan. My preferred method of notification is (PLEASE TICK)</b> |  |       |  |                 |  |
| Email:   |  | Post: |  | Post and email: |  |
| <b>I do not wish to receive any further notification of future consultation or updates on CIL or the Local Plan (PLEASE TICK)</b>                                      |  |       |  |                 |  |

\*where relevant

## **PART 2 – RESPONSE**

Please use the following questions and response boxes in order to respond to this consultation.

**1. Do you have any comments on the Preliminary Draft Charging Schedule Document?**

**2. Do you have any comments on the proposed charging rates in the Schedule?**

**3. Do you have any comments on the Infrastructure Delivery Plan or the projects listed within it?**

**4. Do you have any comments on which projects in the Infrastructure Delivery Plan should be prioritised in terms of timing and in terms of funding through CIL?**

**5. Do you have any comments on the methodology or conclusions of the Viability Study?**

**6. Are there are any other comments you would like to add to those made above?**

**FOR OFFICE USE ONLY (do not write in the boxes below)**

REPRESENTOR NUMBER

ASSIGNED REPRESENTATION NUMBER

Please continue on a separate sheet if necessary.



# CIL PRELIMINARY DRAFT CHARGING SCHEDULE GUIDANCE NOTE AND RESPONSE FORM

## Community Infrastructure Regulations 2010 (as amended) – Regulation 15 Consultation

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After this consultation the Legacy Corporation will assess the responses to this consultation and consider whether any changes are required to the proposed CIL charges. A further consultation will then take place for a minimum of four weeks, after which an independent Examiner will be appointed to carry out an Examination of the revised draft CIL Charging Schedule. The Examiner will recommend whether the CIL Charging Schedule can be approved, rejected or approved with specified modifications.

## HOW TO MAKE YOUR REPRESENTATION

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- Using the Consultation Portal: [lldcplan.commonplace.is](http://lldcplan.commonplace.is)
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# CIL Preliminary Draft Charging Schedule Response Form

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## PART 1 – CONTACT INFORMATION

|                               | Personal information  | Agent details (where applicable) |
|-------------------------------|---|----------------------------------|
| Title                         |   |                                  |
| Name                          |    |                                  |
| Job title*                    |   |                                  |
| Company name or organisation* |   |                                  |
| Address                       |   |                                  |
| Telephone                     |  |                                  |
| Email                         |  |                                  |

**NOTE:** where a response is made by an agent all communications will be with that agent unless subsequently notified otherwise.

If you would like to receive updates on the Local Plan or be consulted on other planning policy consultations please indicate below as appropriate:

|  |  |       |  |                 |  |
|--|--|-------|--|-----------------|--|
| <b>I would like to receive notification of future consultations and receive updates on CIL or the Local Plan.<br/>My preferred method of notification is (PLEASE TICK)</b> |  |       |  |                 |  |
| Email:   |  | Post: |  | Post and email: |  |
| <b>I do not wish to receive any further notification of future consultation or updates on CIL or the Local Plan (PLEASE TICK)</b>  |  |       |  |                 |  |

\*where relevant

## **PART 2 – RESPONSE**

Please use the following questions and response boxes in order to respond to this consultation.

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**4. Do you have any comments on which projects in the Infrastructure Delivery Plan should be prioritised in terms of timing and in terms of funding through CIL?**

**5. Do you have any comments on the methodology or conclusions of the Viability Study?**

**6. Are there are any other comments you would like to add to those made above?**

**FOR OFFICE USE ONLY (do not write in the boxes below)**

REPRESENTOR NUMBER

ASSIGNED REPRESENTATION NUMBER

Please continue on a separate sheet if necessary.

# REPRESENTATION FORM

## Personal Information or Professional Details

|   |   |
|---|---|
| Title   | Mr / Mrs/ Ms / Miss / Other (please indicate) |
| Name  | [REDACTED]                                    |
| Company/organisation  |   |
| Position  |   |
| Address   |   |
| Email   | [REDACTED]                                    |
| If you are an agent, please indicate who you are representing |   |

## Your Representation

To which part of the Local Plan does this representation relate (please mark in the appropriate box):

|                         |  |              |  |
|-------------------------|--|--------------|--|
| Change Reference Number |  | Policies Map |  |
|-------------------------|--|--------------|--|

Do you consider that the Revised Local Plan is: (please mark yes or no in the appropriate box):

|                    |  |                                      |  |        |  |
|--------------------|--|--------------------------------------|--|--------|--|
| Legally Compliant? |  | Complies with the duty to cooperate? |  | Sound? |  |
|--------------------|--|--------------------------------------|--|--------|--|

Please give details of why you consider the Local Plan is not legally compliant or fails to meet the duty to cooperate or is unsound. Please be as precise as possible and set out what modification(s) you consider necessary to make the Local Plan legally compliant or sound. Please note that any non-compliance with the duty to co-operate is incapable of modification at examination. If you wish to support the legal compliance of the Local Plan, its compliance with the duty to co-operate or the soundness of the Local Plan, please also use this box to set out your comments. (Please continue on a separate sheet if necessary)

|  |
|--|
|  |
|--|

If you would like to be added to our Planning Policy consultation database to be notified when the Revised Local Plan has been submitted for independent examination, notified of the Inspector's recommendation and the adoption of the Local Plan please tick the relevant box below to indicate your preferred method of notification.

|       |  |      |  |                |  |
|-------|--|------|--|----------------|--|
| Email |  | Post |  | Post and Email |  |
|-------|--|------|--|----------------|--|

Please indicate here if you wish to speak at the public hearing on this matter and outline why you consider this to be necessary.

|  |
|--|
|  |
|--|

## FOR OFFICE USE ONLY (do not write in the boxes below)

|                                |  |
|--------------------------------|--|
| REPRESENTOR NUMBER             |  |
| ASSIGNED REPRESENTATION NUMBER |  |

| Origin      | Comment ID               | Do you have any comments on the Preliminary Draft Charging Schedule Document?   | Do you have any comments on the proposed charging rates in the Schedule? | Do you have any comments on the Infrastructure Delivery Plan or the projects listed within it? | Do you have any comments on which projects in the Infrastructure Delivery Plan should be prioritised in terms of timing and in terms of funding through CIL?                                     | Do you have any comments on the methodology or conclusions of the Viability Study?  | Are there any other comments you would like to add to those made above?  | Distinct Contributor ID  |
|-------------|--------------------------|---|--|--|--|---|--|--------------------------|
| commonplace | 5bfa8ebf9a96ce000e479b47 |   |  |  | I think the following: ( Community Facilities, Nurseries and Primary Schools, Primary Care Centres and Children's centres should be prioritised in terms of timing and funding through CIL.      |   | I would like to add that, more focus should be on making the communities in the development areas more sustainable and infrastructures affordable to the intended users. | 5bfa89df9a1328742a04cf51 |
| commonplace | 5bfa89cf9a96ce000e479b3b | NO  |  |  |  |   |  | 5bfa89df9a1328742a04cf51 |
| commonplace | 5be91f9df75e01000e17833f | Why is there no provision for the impact the vast increase in population both residential and visitors is going to have on local hospital facilities. | There should be some charging.   | The local hospital emergency department is already stretched it should be a priority.          | Money should be made available to the local hospital (Homerton) before this increase in population (both permanent and transitory) so it can increase it's provision before it gets overwhelmed. | Why was provision for local hospitals deemed unnecessary, it not be a legal requirement but that does not mean there is not going to be a huge impact on services at the local hospital. It means the law was inadequate. | Please consider some CIL to support services at Homerton Hospital.   | 5be91fb89a1328742a80df1a |

**From:** Planning Policy  
**Sent:** 18 December 2018 13:54  
**To:** cilands106  
**Subject:** FW: 6168 London Legacy Revised Local Plan - Regulation 19

---

**From:** [REDACTED]  
**Sent:** 14 December 2018 10:33  
**To:** Planning Policy <PlanningPolicy@londonlegacy.co.uk>  
**Cc:** [REDACTED]  
**Subject:** 6168 London Legacy Revised Local Plan - Regulation 19

**For the Attention of:** Planning Policy and Decisions Team

**Consultation:** Revised Local Plan and the Community Infrastructure Levy- Preliminary Draft Charging Schedule.

Dear Sir/Madam,

Thank you for your email dated 5<sup>th</sup> November 2018, advising Highways England of the above consultation.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN.

In the case of the area covered by the London Legacy Development Corporation, although there is no SRN in the area, it should be noted that the M11, the A13 section between the A1306 and the M25 junction 20, and the M25 junctions 29 to 30 are located to the north and east of the area respectively. The M25 Junction 30 and the M11 Junction 4 are heavily congested throughout the peak hour periods and any material increase in traffic on these sections of the SRN would be a concern to the Highways England.

In our Regulation 18 response to yourselves, we stated the following:

*'In spatial planning and development control terms, we have a duty to safeguard the operation of the SRN as set out in the DfT Circular 02/2013 (The Strategic Road Network and the Delivery of Sustainable Development). The circular encourages Highways England to work co-operatively with Local Planning Authorities within the framework of the Government's policies for planning, growth areas, regeneration, integrated transport and sustainability.'*

*While we have no specific comments to make on the Local Plan at this current time, it should be ensured that the Local Plan following this review, provides indication as to what the residual impacts of the development might be on the SRN. We would anticipate that this is clarified prior to submission of the updated plan for examination, to enable us to make an informed decision as to the soundness of the plan at the appropriate time.'*

Following this Reg 18 consultation, indication has not been provided as to what exactly the residual impacts of the development may be on the SRN. This should be clarified to us as soon as possible, to enable us to make an informed decision as to the soundness of the plan as stated in our Reg 18 response. We are aware that a Transport Study has been undertaken. However, it is not very clear what the impact on the SRN may be. Has any traffic modelling been undertaken to support this study?

In terms of the Draft Charging Schedule, it should be noted that, in accordance with DCLG guidance, any development contributions towards SRN improvements would be secured via S278 agreements, and not via a CIL Reg123 List or S106. The use of S278s will enable multiple sites to contribute if appropriate, and also secures the Secretary of State's position by ensuring that 100% of contributions go towards the SRN improvement. However, in some cases it could be more expedient for Highways England to be party to the S106 and secure mitigation through obligations.

I trust that the above comments are of assistance to you and look forward to your response concerning the impact of the Local Plan on the SRN.

Heather

**[REDACTED], Assistant Spatial Planning Manager**  
Highways England | 1<sup>st</sup> Floor, Bridge House | Walnut Tree Close | Guildford | GU1 4LZ  
[REDACTED]

Web: <http://www.highwaysengland.co.uk>



Highways England Company Limited | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ | Registered in England and Wales No. 9346363

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**Highways England Company Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://www.gov.uk/government/organisations/highways-england> | [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk)**

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**Our ref:** ME/Q70071  
**Your ref:**  
**Email:** [REDACTED]  
**Date:** 17 December 2018



CIL Preliminary Draft Charging Schedule Consultation,  
Planning Policy & Decisions Team,  
London Legacy Development Corporation,  
Level 10,  
1 Stratford Place,  
Montfichet Road,  
London  
E20 1EJ

Dear Sir/Madam,

## **London Legacy Development Corporation Consultation on Preliminary Draft Community Infrastructure Levy (CIL) Charging Schedule**

Please find the enclosed representations made on behalf of Stratford City Business District Limited (SCBD Ltd). SCBD Ltd welcomes the chance to respond to the consultation on the London Legacy Development Corporations (LLDC's) Preliminary Draft CIL Charging Schedule.

The format of the enclosed representations have been agreed with the LLDC's Head of Planning Policy, Alex Savine, prior to this submission.

SCBD Ltd is a joint venture between development partners Lendlease and London and Continental Railways. SCBD Ltd is seeking to promote the International Quarter London (IQL) as London's new destination for progressive business. Establishing a new high quality office location in London requires very significant investment in quality and buildings and placemaking, to complement the wider investments in transport services and the Queen Elizabeth Olympic Park (QEOP).

SCBD Ltd is of the view that the LLDC has to date taken a sensible and cautious approach to CIL setting in the area reflecting the major viability challenges in the area and the need for the area to establish itself as a commercial office centre.

The proposed revised CIL charging schedule seeks to update most of the current rates, based on indexation from the previous charging schedule. However it also proposes to introduce a new rate for Office (B1a) within the 'Stratford Retail Area', which includes IQL being developed by SCBD Ltd.

The Stratford City Outline Planning Permission includes up to 461,000m<sup>2</sup> of Grade 'A' office accommodation. The Financial Conduct Authority (FCA) and Transport for London (TfL) have occupied the first two buildings totalling c. 94,030m<sup>2</sup>, with consent for a further 78,452m<sup>2</sup>. The original permission was granted prior to the introduction of either the Mayor's or the LLDC's Charging Schedules and is not therefore liable for CIL. However on a major development with an extended development period, Section 73 applications and revised Planning Permissions could be subject to the new CIL rates.

LLDC's Update CIL Viability Study (2018) refers to the ambition for the area to become a Metropolitan Centre with the potential for an international role. The study notes that progress has been made and that the Centre



has matured with rents increasing over the period since the previous charging schedule was produced and commenced in April 2015. On this basis it suggests a rate of £127 per m<sup>2</sup> for Office floorspace (B1a Use Class), which would be chargeable on top of Mayoral CIL (MCIL), which itself will be increased from £20 per m<sup>2</sup> to £60 per m<sup>2</sup> for IQL through the commencement of MCIL2 in 2019. This will mean that CIL liability for new office development if the CIL charging schedule were implemented with these rates would be £187 per m<sup>2</sup>.

Despite the great progress made at IQL we would urge caution in assuming that it is already an established location and that therefore there is a risk in implementing a CIL charge for office uses.

The London Office Policy Review (2017), part of the evidence base for the Draft New London Plan, makes a positive assessment of Stratford but notes that:

*“There remain some question marks over Stratford’s success as an office location: the major occupiers are government organisations; no major commercial entity has moved there yet, and it is yet to establish recognition as a major commercial office centre.”* (Paragraph 3.3.30)

It recommends that it should be promoted noting it should be:

*“A major investment focus; needs to be supported to reinforce role and ensure critical mass is reached”.* (Figure 6.4)

We also note that Policy SD4 ‘The Central Activities Zone (CAZ)’ of the Draft New London Plan published by the Mayor of London in November 2017 set out in Part N that *“In Development Plans, boroughs should: 3) define the detailed boundaries of the CAZ satellite and reserve locations”.*

Paragraph 2.4.3 of the same document stated that *“Future potential reserve locations for CAZ office functions are Stratford and Old Oak Common.”*

The Minor Suggested Changes to the Draft New London Plan (“Draft New London Plan MSC”) (July 2018) removed the requirement for Local Plans to define potential future CAZ reserve boundaries from Policy SD4.

We note that the Viability Study concludes that:

*“The results of this study are reflective of current market conditions, which will inevitably change over the medium term. It is therefore important that the LLDC keeps the viability situation under review so that policy requirements can be adjusted should conditions change markedly.”* (Para 1.7)

We would endorse this position and suggest that the LLDC should not be seeking to require local CIL contributions for what is not yet an established office location in very uncertain market conditions.

The UK faces unprecedented political and economic uncertainty and in this context it is important that new charges are not introduced that might put at risk future investment. In these circumstances what might

appear marginal changes in development costs could influence decisions of both funders and developers in investing in new office provision, particularly as CIL payments are triggered at commencement of development, before any income is secured particularly where rent free periods are also required.

It is also important to consider the potential financial benefits to the area of ongoing Business Rate payments, given wider reforms to local Government finance. The establishment of Stratford as an established office location can help underpin local finances in the area and the LLDC needs to balance the risk of notional short term income from CIL deterring long term investments which will make recurring payments to the local economy.



We consider therefore that introducing the preliminary proposed CIL charge for office floorspace (B1a Use Class) is premature and if adopted could have a negative effect on areas of London that continue to establish themselves in challenging economic conditions. A much more appropriate and proportionate approach would be to monitor and develop a more refined understanding of the situation, both as Stratford establishes itself as an office location and demand for office floorspace and development capacity in the CAZ before introducing a CIL charge on office floorspace in the central zone.

I should be grateful if you would confirm receipt of the representations hereby enclosed and keep me informed of the next stages in the preparation of LLDC's CIL Charging Schedule. We would welcome the opportunity to engage further and before the final stage of consultation on the Draft Charging Schedule (Regulation 17 of the CIL Regulations 2010 (as amended)).

Yours faithfully,

  
  
Senior Planner

enc. LLDC CIL Preliminary Draft Charging Schedule Response Form

cc.  r – Lendlease on behalf of SCBD Ltd.  
 – London and Continental Railways on behalf of SCBD Ltd.



**LLDC CIL Preliminary Draft Charging Schedule Response Form**

# CIL Preliminary Draft Charging Schedule Response Form

This form should be used to respond to the consultation on the Legacy Corporation CIL Preliminary Draft Charging Schedule.

## PART 1 – CONTACT INFORMATION

|                               | Personal information                                | Agent details (where applicable)                             |
|-------------------------------|---|--|
| Title                         |   | Mr   |
| Name                          |   | ██████████   |
| Job title*                    |   | Senior Planner   |
| Company name or organisation* | Stratford City Business District Limited (SCBD Ltd) | Quod   |
| Address                       |   | Ingeni Building,<br>17 Broadwick Street<br>London<br>W1F 0DE |
| Telephone                     |   | ██████████   |
| Email                         |   | ████████████████████   |

**NOTE:** where a response is made by an agent all communications will be with that agent unless subsequently notified otherwise.

If you would like to receive updates on the Local Plan or be consulted on other planning policy consultations please indicate below as appropriate:

|   |                                     |       |                          |                 |                          |
|---|-------------------------------------|-------|--------------------------|-----------------|--------------------------|
| <p><b>I would like to receive notification of future consultations and receive updates on CIL or the Local Plan. My preferred method of notification is (PLEASE TICK)</b></p> |                                     |       |                          |                 |                          |
| Email:  | <input checked="" type="checkbox"/> | Post: | <input type="checkbox"/> | Post and email: | <input type="checkbox"/> |
| <p><b>I do not wish to receive any further notification of future consultation or updates on CIL or the Local Plan (PLEASE TICK)</b></p>                                      |                                     |       | <input type="checkbox"/> |                 |                          |

\*where relevant

## **PART 2 – RESPONSE**

Please use the following questions and response boxes in order to respond to this consultation.

### **1. Do you have any comments on the Preliminary Draft Charging Schedule Document?**

N/A

### **2. Do you have any comments on the proposed charging rates in the Schedule?**

Please refer to attached letter. SCBD Ltd is concerned about the new rate for Office Development in the LLDC area.

### **3. Do you have any comments on the Infrastructure Delivery Plan or the projects listed within it?**

N/A

### **4. Do you have any comments on which projects in the Infrastructure Delivery Plan should be prioritised in terms of timing and in terms of funding through CIL?**

Item 61. Bridge from IQL to Stratford Waterfront over rail tracks - SCBD Ltd considers that this should be prioritised and funded through CIL. This is because the detailed design of the bridge is submitted as part of the Stratford Waterfront application (ref: 18/00470/OUT) currently being determined, which will enable a more robust estimate of the construction costs and timing.

Furthermore, if these works are prioritised the works can be undertaken whilst this part of IQL is still in development, which will minimise disruption to local businesses and make the construction easier.

### **5. Do you have any comments on the methodology or conclusions of the Viability Study?**

Please see attached letter

### **6. Are there any other comments you would like to add to those made above?**

Please see attached letter

#### **FOR OFFICE USE ONLY (do not write in the boxes below)**

REPRESENTOR NUMBER

ASSIGNED REPRESENTATION NUMBER

Please continue on a separate sheet if necessary.

# CIL PRELIMINARY DRAFT CHARGING SCHEDULE GUIDANCE NOTE AND RESPONSE FORM

## Community Infrastructure Regulations 2010 (as amended) – Regulation 15 Consultation

### WHAT IS REGULATION 15 CONSULTATION?

Regulation 15 consultation is the first of two consultations that are required when reviewing a Community Infrastructure Levy (CIL) Charging Schedule. This provides an initial opportunity to comment on the proposed new CIL charging rates and the evidence that has been published to support this. ‘The Regulations’ are the Community Infrastructure Levy Regulations 2010 (as amended). You can find out more about CIL on the GOV.UK website [www.gov.uk/guidance/community-infrastructure-levy](http://www.gov.uk/guidance/community-infrastructure-levy)

### WHY IS THE CIL CHARGING SCHEDULE BEING REVIEWED?

The Community Infrastructure (CIL) regulations require that existing CIL rates are regularly reviewed to ensure that they remain appropriate over time, taking account of changes in market conditions and remain relevant to the funding gap for the infrastructure needed to support the development of the area.

### WE WANT TO HEAR YOUR VIEWS

This consultation provides the opportunity to comment on the proposed new CIL charging rates and the evidence that is required to support it. This evidence has been prepared to demonstrate the economic viability impacts of the charging schedule on development within the area and of the need to fund infrastructure. The following documents have been published as part of this consultation:

- Preliminary Draft Charging Schedule (October 2018)
- Community Infrastructure Levy Update Viability Study (October 2018)
- Draft Infrastructure (Regulation 123) List (October 2018)
- Draft Infrastructure Delivery Plan Project List (October 2018)

The Legacy Corporation has also previously adopted a Planning Obligations Supplementary Planning Document to support its CIL Charging Schedule and explain the relationship between CIL and S106 Planning Obligations within the Legacy Corporation Area. These documents can be found on the Legacy Corporation website using the following link [www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/community-infrastructure-levies](http://www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/community-infrastructure-levies)

## WHAT HAPPENS NEXT

This consultation will run for a period of six weeks. A consultation on the Revised Legacy Corporation Local Plan is taking place at the same time and you can find out more about this on the Legacy Corporation website [www.queenelizabetholympicpark.co.uk/local-plan-review](http://www.queenelizabetholympicpark.co.uk/local-plan-review)

After this consultation the Legacy Corporation will assess the responses to this consultation and consider whether any changes are required to the proposed CIL charges. A further consultation will then take place for a minimum of four weeks, after which an independent Examiner will be appointed to carry out an Examination of the revised draft CIL Charging Schedule. The Examiner will recommend whether the CIL Charging Schedule can be approved, rejected or approved with specified modifications.

## HOW TO MAKE YOUR REPRESENTATION

You will need to make your representation in writing to the Legacy Corporation by the end of the consultation period in one of the following ways:

- Using the Consultation Portal: [lldcplan.commonplace.is](http://lldcplan.commonplace.is)
- By returning the attached form by email to the following email address: [cilands106@londonlegacy.co.uk](mailto:cilands106@londonlegacy.co.uk)
- In writing, using the attached form to:  
**CIL Preliminary Draft Charging Schedule Consultation, Planning Policy & Decisions Team, London Legacy Development Corporation, Level 10, 1 Stratford Place, Montfichet Road, London E20 1EJ**

Responses must be received no later than 5pm on 17th December 2018.

## HOW YOUR INFORMATION WILL BE USED

Due to the process of having an Independent Examination, the Legacy Corporation is required by law to make any information and/or responses publicly available and so they are not confidential. Names, company names and associated comments submitted as part of the formal consultation process (whether online, by email or in hard copy) will be made publicly available on the Legacy Corporation's Consultation Portal. The Legacy Corporation may share your personal details and responses with their professional advisors involved with the Local Plan Review and also in due course with the Independent Examiner and other relevant authorities. Your personal details will be used solely in connection with the Local Plan Review process and Examination and except as set out above, the Legacy Corporation will not share personal information with other third parties or publish the personal information provided by you when completing this form.

You can access details of our privacy policy at [www.queenelizabetholympicpark.co.uk/privacy-policy](http://www.queenelizabetholympicpark.co.uk/privacy-policy)

# CIL Preliminary Draft Charging Schedule Response Form

This form should be used to respond to the consultation on the Legacy Corporation CIL Preliminary Draft Charging Schedule.

## PART 1 – CONTACT INFORMATION

|                               | Personal information | Agent details (where applicable) |
|-------------------------------|----------------------|----------------------------------|
| Title                         |                      |                                  |
| Name                          |                      |                                  |
| Job title*                    |                      |                                  |
| Company name or organisation* |                      |                                  |
| Address                       |                      |                                  |
| Telephone                     |                      |                                  |
| Email                         |                      |                                  |

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If you would like to receive updates on the Local Plan or be consulted on other planning policy consultations please indicate below as appropriate:

| I would like to receive notification of future consultations and receive updates on CIL or the Local Plan. My preferred method of notification is (PLEASE TICK) |  |       |  |                 |  |
|---|--|-------|--|-----------------|--|
| Email:  |  | Post: |  | Post and email: |  |
| I do not wish to receive any further notification of future consultation or updates on CIL or the Local Plan (PLEASE TICK)                                      |  |       |  |                 |  |

\*where relevant



## **PART 2 – RESPONSE**

Please use the following questions and response boxes in order to respond to this consultation.

**1. Do you have any comments on the Preliminary Draft Charging Schedule Document?**

**2. Do you have any comments on the proposed charging rates in the Schedule?**

**3. Do you have any comments on the Infrastructure Delivery Plan or the projects listed within it?**

**4. Do you have any comments on which projects in the Infrastructure Delivery Plan should be prioritised in terms of timing and in terms of funding through CIL?**

**5. Do you have any comments on the methodology or conclusions of the Viability Study?**

**6. Are there any other comments you would like to add to those made above?**

**FOR OFFICE USE ONLY (do not write in the boxes below)**

REPRESENTOR NUMBER

ASSIGNED REPRESENTATION NUMBER

Please continue on a separate sheet if necessary.

# HAVE YOUR SAY

LEGACY CORPORATION REVISED LOCAL PLAN AND CIL CHARGING SCHEDULE  
(REGULATION 19) CONSULTATION AND CIL PRELIMINARY DRAFT CHARGING  
SCHEDULE (REGULATION 15) CONSULTATION



The Legacy Corporation is consulting on its Revised draft Local Plan and its proposed revised Community Infrastructure Levy (CIL) charges. These have been published for consultation between **Monday 5 November to 5pm** and **Monday 17 December 2018**.

Following this consultation, the Local Plan will be submitted to the Secretary of State for an Independent Examination.

## COMMUNITY DROP-IN MEETINGS

We are holding four drop-in sessions so that you can talk to the Legacy Corporation's planning officers and find out more.

You can also go to the online consultation portal: [lldcplan.commonplace.is](http://lldcplan.commonplace.is) to make your comments and read the associated documents.

Latest news and information about the Local Plan review and how you can get involved can also be found here: [www.queenelizabetholympicpark.co.uk/local-plan-review](http://www.queenelizabetholympicpark.co.uk/local-plan-review)

| DATE                     | TIME                           | VENUE  |
|--------------------------|--------------------------------|--|
| Wednesday<br>14 November | Drop in<br>any time<br>between | <b>Bromley by Bow Centre</b> ,<br>St Leonard's St, Bromley-by-Bow, London E3 3BT                 |
| Wednesday<br>21 November | 3:30pm–<br>7.30pm.             | <b>Timber Lodge Café</b> ,<br>1A Honour Lea Avenue, Queen Elizabeth Olympic Park, London E20 1DY |
| Wednesday<br>28 November |                                | <b>The Old Baths Café</b> ,<br>80 Eastway, London E9 5JH   |
| Wednesday<br>5 December  |                                | <b>Stratford Library</b> ,<br>3 The Grove, London E15 1EL  |

# STAY INFORMED!

If you or your organisation would like to be included in future planning policy consultations, you can request that your details are added to the consultation list by completing and returning the form that can be found on our website:

[www.queenelizabetholympicpark.co.uk/consultation-form](http://www.queenelizabetholympicpark.co.uk/consultation-form)

The completed form can be returned by email or post:

by email: [planningpolicy@londonlegacy.co.uk](mailto:planningpolicy@londonlegacy.co.uk); or

by post:

**Planning Policy  
London Legacy Development Corporation,  
Level 10,  
1 Stratford Place,  
Montfichet Road,  
Stratford,  
E20 1EJ**

**Note:** If your details were held on the Legacy Corporation Planning Policy consultation list before 25th May 2018 these will have been removed unless you told us at the time that you wished to remain on the list. You can request that we add your details again by contacting us using the information above.

For more information on how the information we collect about you is used and kept please visit: [www.queenelizabetholympicpark.co.uk/privacy-policy](http://www.queenelizabetholympicpark.co.uk/privacy-policy)

**HOW TO CONTACT US**  
 Postbox 1, Leamington Spa, Warwickshire CV32 9DF  
 Tel: 01922 400000  
 Email: [news@archant.co.uk](mailto:news@archant.co.uk)  
 Website: [www.archant.co.uk](http://www.archant.co.uk)

**EDITORIAL**  
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 Advertising Assistant: Louise King

**People**

**A child volunteer has been nominated for her charity work on an adult female strip.**

Believe that? Meet a 10-year-old girl who has been nominated for her charity work on an adult female strip. The 10-year-old has taken part in the job at the Leamington Spa's Young Volunteers group since she was 10 months old, giving her the opportunity to be an invaluable member of the group.

"Julia joined me 'in a moment and she's been here ever since," says the group's manager. "She's been a real help and has been a fantastic help throughout the years," they said. "The whole experience has been so rewarding for her, and she's been so helpful in so many ways, and she's been so helpful in so many ways, and she's been so helpful in so many ways."



Julia King, 10, has been nominated for her charity work on an adult female strip.

# Brave acid attack victim nominated for an award

**LAST YEAR'S**

An Essex delivery driver was awarded for a prestigious award which recognizes his actions with the police, his own actions and his own actions.



The award was presented to the recipient by the Governor of Essex.

John Thomas, 32, from Essex, was awarded for his actions in the year's O2 Sports for Life award. He was nominated for his actions in the year's O2 Sports for Life award. He was nominated for his actions in the year's O2 Sports for Life award.

He was nominated for his actions in the year's O2 Sports for Life award. He was nominated for his actions in the year's O2 Sports for Life award. He was nominated for his actions in the year's O2 Sports for Life award.

**news**

**Atah AX has stop**

The two-story for Adler Street in the Whitby Road is to be replaced by a new building.

The two-story for Adler Street in the Whitby Road is to be replaced by a new building. The two-story for Adler Street in the Whitby Road is to be replaced by a new building.

The award was presented to the recipient by the Governor of Essex. The award was presented to the recipient by the Governor of Essex.

**news**

**Police appeal**



The person in the uniform is a police officer.

The person in the uniform is a police officer. The person in the uniform is a police officer.

The person in the uniform is a police officer. The person in the uniform is a police officer.

# Town hall is given £13million to build more council homes in bid to tackle housing crisis

**Town Hall has been given £13 million to build more council homes.**

As part of the Housing Council's plans to build more council homes, the town hall has been given £13 million to build more council homes.

**SUSANNE LIND**  
 The town hall has been given £13 million to build more council homes. The town hall has been given £13 million to build more council homes.

## A FAMILY HOME YOU CAN TAKE PRIDE IN?

Find a property with all your creature comforts on **homes.co.uk**

SEARCH FOR LOCAL PROPERTIES  
 AUTOMATIC VIEWINGS WITH A SINGLE CLICK

## HAVE YOUR SAY

LEGACY CORPORATION REVISED LOCAL PLAN AND CHARGING SCHEDULE

REGULATION 19) CONSULTATION AND CH. PRELIMINARY DRAFT (EMONG SCHEDULE 1) (REGULATION 15) CONSULTATION

The Legacy Corporation is consulting on its Revised Draft Local Plan and its proposed revised Community Infrastructure Levy (CIL) charges. These will be published for consultation between Monday 9 November to 11 December 2014.

Following this consultation, the Local Plan will be submitted to the Secretary of State for an Independent Examination.

**COMMUNITY DROP-IN MEETINGS**

We are holding two drop-in sessions so that you can talk to the Legacy Corporation's planning officers and find out more.

We can also go to the online consultation portal [www.legacycorp.co.uk](http://www.legacycorp.co.uk) to make your comments and find the website information.

Local news and other information about the Local Plan review and how you can get involved can also be found here: [www.legacycorp.co.uk](http://www.legacycorp.co.uk)

| DATE                  | TIME                       | VENUE  |
|-----------------------|----------------------------|--|
| Monday 10 November    | Drop-in: 10.00am - 12.00pm | Assembly by Bow Centre, 31 Leamington Rd, Assembly by Bow, Leamington CV32 9DF |
| Wednesday 12 November | Drop-in: 10.00am - 12.00pm | Yuleur Lodge Cafe, 141 Victoria Rd, Leamington, Leamington CV32 9DF            |
| Wednesday 18 November | Drop-in: 10.00am - 12.00pm | The Old Bath Cafe, 91 Leamington Road, Leamington CV32 9DF                     |
| Wednesday 19 November | Drop-in: 10.00am - 12.00pm | Worthington Library, 2 The Green, Leamington CV32 9DF                          |



# NEWS

## Baroness Gazette

**NEW TO CONTACT US**

The Gazette is published every Monday, Wednesday, Friday and Saturday. Contact: 020 7466 1000. Email: [news@thegazette.co.uk](mailto:news@thegazette.co.uk)

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**WE WANT YOUR NEWS**

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## 999

**Check for a described cigarette held out fire to a 60-year-old in Maresfield Street**

The London Fire Brigade (LFB) was called to a fire on Monday 11 October at a flat in Maresfield Street, which is a well-known residential building in the City of London.

A 60-year-old man was found in a flat on the 11th floor, which is a well-known residential building in the City of London. The man was found with a cigarette in his hand, which had just been lit.

The fire was caused by a cigarette that had been lit in a room on the 11th floor. The fire spread to the ceiling and then to the floor, causing significant damage to the building.

The fire was caused by a cigarette that had been lit in a room on the 11th floor. The fire spread to the ceiling and then to the floor, causing significant damage to the building.

# NEWS



## Fears over radical plan for NHS' future in eight-borough amalgamation

Fears have intensified that Glasgow's A&E could be downgraded for an "urgent care centre" if an amalgamation plan is a radical plan ahead the future of the NHS in north-east London is ahead.

Some 10 service health trusts could also be merged from Homerton in M26 and which would become a "centre of excellence" serving some 100,000 people, and Homerton is to turn into a "centre of excellence" serving some 100,000 people, and Homerton is to turn into a "centre of excellence" serving some 100,000 people.

The plan is the "First Step" which is a radical plan ahead the future of the NHS in north-east London is ahead.

The plan is the "First Step" which is a radical plan ahead the future of the NHS in north-east London is ahead.

## So you want to be a journalist?



### The NCTJ delivers the premier training scheme for journalists in the UK.

- The NCTJ qualification equips you with the skills you need to be an effective journalist and meet the demands of a fast-changing multimedia industry.
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- The NCTJ qualification is the backbone of excellence in journalism in the UK.
- The NCTJ qualification is the backbone of excellence in journalism in the UK.

National Council for the Training of Journalists

For more information visit [www.nctj.com](http://www.nctj.com)

## Calls for more security on canal towpath after huge surge in reported crimes

**CHRISTOPHER L. JONES**

Backpackers have called for more security after a surge in crime reports on canal towpaths.

Between June and September 2015 there were reported 20 crimes were reported on the towpaths of the Grand Union Canal. The figures are a 30% increase on the same period last year.

The increase in crime is a result of a surge in backpackers who are using the towpaths as a route to the Grand Union Canal. The increase in crime is a result of a surge in backpackers who are using the towpaths as a route to the Grand Union Canal.

The increase in crime is a result of a surge in backpackers who are using the towpaths as a route to the Grand Union Canal. The increase in crime is a result of a surge in backpackers who are using the towpaths as a route to the Grand Union Canal.

## Bishop Challoner Sixth Form Open Evening

Tuesday, 6th November at 18.30  
Registration begins at 18.00

Over 40 of the UK's top universities will be represented at our Open Evening. You will have the opportunity to meet with our university representatives and discuss your options for higher education.

Register at [www.bishopchalloner.ac.uk](http://www.bishopchalloner.ac.uk) or phone 0207 794 9000

## HAVE YOUR SAY

### LEGACY CORPORATION REVISED LOCAL PLAN AND CHARGING SCHEDULE

**REGULATION 150 CONSULTATION AND 151 REGULATORY DRAFT CHARGING SCHEDULE (REGULATION 151) CONSULTATION**

The Legacy Corporation is consulting on its Revised Draft Local Plan and its proposed revised (Regulation 150) Local Plan charges. These will be published by consultation between Monday 8 November to 10am Monday 17 December 2015.

Following this consultation, the Local Plan will be submitted to the Secretary of State for an Independent Examination.

### COMMUNITY DROP-IN MEETINGS

We are holding two drop-in sessions to give you a chance to talk to the Legacy Corporation planning officers and the Independent Examiners.

See the table below for the dates, times and locations of the drop-in sessions.

| DATE                  | TIME              | VENUE  |
|-----------------------|-------------------|--|
| Monday 14 November    | 10.00am - 12.00pm | Bowling Club, 100, Bowling Club, London E1 1AA               |
| Tuesday 15 November   | 10.00am - 12.00pm | St Paul's Church, 100, St Paul's Church, London E1 1AA       |
| Wednesday 16 November | 10.00am - 12.00pm | The Old Bull's Head, 100, The Old Bull's Head, London E1 1AA |
| Thursday 17 November  | 10.00am - 12.00pm | St Paul's Church, 100, St Paul's Church, London E1 1AA       |



# NEWS

## Principal who gave up being a lawyer to teach scoops a prestigious award

The principal of a sixth form college in Newham who gave up a high flying career as a lawyer to help young people from disadvantaged backgrounds has won a prestigious award.

Michael Lewis, awarded the 'Merit in the Community' award at the C20 Leadership Awards last week.

The award was given in recognition of the success of Newham Collegiate Sixth Form (NCS) which he set up four years ago to help the best able students in the borough's schools.

The 39-year-old, who gave up his lucrative City law firm work as a lawyer to set up a sixth form college in the borough's schools.

### SAADY WEATHERS

Head of Community

Michael Lewis, principal of Newham Collegiate Sixth Form, has been awarded the 'Merit in the Community' award at the C20 Leadership Awards last week.

"People from middle class backgrounds tend to be better at school than they are at work," he said.

In 2011, he set up NCS, a sixth form college for the best able students in the borough's schools.

The award was given in recognition of the success of Newham Collegiate Sixth Form (NCS) which he set up four years ago to help the best able students in the borough's schools.



Michael Lewis won a prestigious C20 Leadership Award

"It's not just recognition of my achievement but also of the teachers who have worked so hard."

Michael said he believes passionately in the importance of education and has helped many young people achieve success and maturity despite social mobility challenges.

He added, he runs his own private program where he works in pairs to help them reach a wide range of professional goals.

"The C20 Leadership Awards recognize high achievers in public life, arts and other necessary areas."

Michael added: "None of this would have been possible without the exceptional leadership of the staff. I am so fortunate to have so many superb staff."

"The award is also recognition of the fact that we in today's world are living in a global village."

# NEWS



The staff and pupils from Elizabeth Primary School, who raised money for charity.

### Staff and pupils from Elizabeth Primary School raised money for charity last weekend.

The 30 children from the school in Turin Lane were invited to help the school raise money for charity.

The event raised more than £1,000 for the school's charity fund.

The school was supported by the local community and the school's staff.

The school was supported by the local community and the school's staff.

Money, parents and staff also managed to raise more than £1,000, which will go towards the school's charity fund.

The school was supported by the local community and the school's staff.

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The school was supported by the local community and the school's staff.

The school was supported by the local community and the school's staff.

## Delay to reduction of Fixed Odds Betting Terminals

Ahead of Monday's autumn Budget, the scope of Newham's plans to reduce the number of Fixed Odds Betting Terminals (FOBTs).

It was expected in May that the number of FOBTs would be reduced from 206 to 12. The council, which has been leading the "crack down" of betting, aims to reduce it to 12 by 2015.

The delay is due to the fact that the council is still in the process of consulting on the plans.

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Newham's residents said they would like to see the number of FOBTs reduced.

The council is still in the process of consulting on the plans.

The council is still in the process of consulting on the plans.

The council is still in the process of consulting on the plans.

The council is still in the process of consulting on the plans.

The council is still in the process of consulting on the plans.

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## PLANNING APPLICATIONS

The following is a list of planning applications in the Borough advertised under Part 11 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and in accordance with all other relevant statutory requirements.

**Affecting Conservation Area:**  
LOCATION: East Ham Town Hall, 124 Barkings Road, East Ham, London E16 2EP

Proposed heritage plaque (This application is affecting the setting of the East Ham town centre conservation area and is affecting the setting of a Grade II listed building, East Ham Town Hall)  
OFFICER: Laura White  
Ref: 16/03044/LBC

**Linked Building:**  
LOCATION: East Ham Town Hall, 124 Barkings Road, East Ham, London E16 2EP

Proposed heritage plaque (This application is affecting the setting of the East Ham town centre conservation area and is affecting the setting of a Grade II listed building, East Ham Town Hall)  
OFFICER: Laura White  
Ref: 16/03044/LBC

**Affecting Conservation Area:**  
LOCATION: Old Town Hall, 29 Broadbury, London E15 6BQ

Proposed heritage plaque (This application is affecting the setting of the Stratford St Johns conservation area and is affecting the setting of a Grade II listed building, former West Ham Town Hall)  
OFFICER: Laura White  
Ref: 16/03047/LBC

**Linked Building:**  
LOCATION: Old Town Hall, 29 Broadbury, London E15 6BQ

Proposed heritage plaque (This application is affecting the setting of the Stratford St Johns conservation area and is affecting the setting of a Grade II listed building, former West Ham Town Hall)  
OFFICER: Laura White  
Ref: 16/03047/LBC

**Affecting Conservation Area:**  
LOCATION: 87 Durham Road, Manor Park, London E12 5AT

Aut Tree T1. This tree is to be removed because of excessive shading and huge height (Application site is located within the Durham Road Conservation Area)  
OFFICER: Laura White  
Ref: 16/03044/LBC

11<sup>th</sup> November 2016

## HAVE YOUR SAY

LEGACY CORPORATION REVISED LOCAL PLAN AND CIL CHARGING SCHEDULE

REGULATION 19 CONSULTATION AND CIL PRELIMINARY DRAFT CHARGING SCHEDULE (REGULATION 15) CONSULTATION

The Legacy Corporation is consulting on its Revised Draft Local Plan and its proposed revised Community Infrastructure Levy (CIL) charges. These will be published for consultation between Monday 5 November to four Monday 11 December 2016.

Following the consultation, the Local Plan will be submitted to the Secretary of State for an independent Examination.

### COMMUNITY DROP-IN MEETINGS

We are holding free drop-in sessions so that you can talk to the Legacy Corporation's planning officers and find out more.

You can also go to the online consultation portal: [legacy.com/newham.gov.uk](http://legacy.com/newham.gov.uk) to make your comments and see the proposed documents.

Local town hall information about the Local Plan and how you can get involved can also be found at: [www.newham.gov.uk/newham-plan-2016](http://www.newham.gov.uk/newham-plan-2016)

| DATE                  | TIME              | VENUE  |
|-----------------------|-------------------|--|
| Wednesday 16 November | 10.00am - 12.00pm | Stratford by Bow Centre, 31 Avenue 3, Stratford by Bow, London E15 1BT                 |
| Wednesday 23 November | 10.00am - 12.00pm | Twicken Lodge Cafe, 15 Avenue 100 Avenue, Queen Elizabeth Olympic Park, London E16 1ST |
| Wednesday 29 November | 10.00am - 12.00pm | The Old Bells Cafe, 30 Colindale Avenue, E9 5JA  |
| Wednesday 7 December  | 10.00am - 12.00pm | Stratford Library, 17 The Green, London E15 1L   |

## SET UP A JOB ALERT TODAY

Look local with jobs24.co.uk

---

**From:** Planning Policy  
**Sent:** 12 November 2018 13:41  
**To:** Planning Policy  
**Subject:** LLDC Local Plan and CIL public consultation meeting

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

This is a reminder that we are holding our first drop-in public consultation meetings so that you can talk to the Legacy Corporation's planning officers and find out more about the current Local Plan and CIL consultations and how to respond to these. Please see details below:

Date: **Wednesday 14th November**

Time: **Drop-in any time between 3.30 and 7.30pm**

Location: **Bromley by Bow Centre, St Leonard's Street, Bromley-by-Bow, London, E3 3BT**

You will also be able to submit your comments via the online consultation portal <https://lldcplan.commonplace.is> where you can find out more about Legacy Corporation draft Revised Local Plan and CIL Charging Schedule consultations, read the associated documents and provide your comments.

Further information about the Local Plan Review and CIL and all consultation related documents are available on the Legacy Corporation website: <https://www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/local-plan-review>

Kind Regards,

**Planning Policy & Decisions Team**  
**Queen Elizabeth Olympic Park**

London Legacy Development Corporation  
Level 10  
1 Stratford Place, Montfichet Road  
London  
E20 1EJ

Website: <http://queenelizabetholympicpark.co.uk/planning-authority>



**Explore more from 5 April**



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---

**From:** Planning Policy  
**Sent:** 20 November 2018 09:27  
**To:** Planning Policy  
**Subject:** LLDC Local Plan and CIL Public Consultation 2

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

This is a reminder that tomorrow we are holding the second drop-in public consultation meetings so that you can talk to the Legacy Corporation's planning officers and find out more about the current Local Plan and CIL consultations and how to respond to these. Please see details below:

Date: **Wednesday 21<sup>st</sup> November**

Time: **Drop-in any time between 3.30pm and 7.30pm**

Location: **Timber Lodge Café, Queen Elizabeth Olympic Park, 1A Honour Lea Ave, E20 1DY ([map](#))**

You will also be able to submit your comments via the online consultation portal <https://lldcplan.commonplace.is> where you can find out more about Legacy Corporation draft Revised Local Plan and CIL Charging Schedule consultations, read the associated documents and provide your comments.

Further information about the Local Plan Review and CIL and all consultation related documents are available on the Legacy Corporation website: <https://www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/local-plan-review>

Kind regards,

**Planning Policy & Decisions Team**  
**Queen Elizabeth Olympic Park**

London Legacy Development Corporation  
Level 10  
1 Stratford Place, Montfichet Road  
London  
E20 1EJ

Website: <http://queenelizabetholympicpark.co.uk/planning-authority>



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**From:** Planning Policy  
**Sent:** 26 November 2018 13:28  
**To:** Planning Policy  
**Subject:** LLDC Local Plan and CIL Public Consultation 3

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

This is a reminder that on Wednesday we are holding a drop-in public consultation meeting so that you can talk to the Legacy Corporation's planning officers and find out more about the current Local Plan and CIL consultations and how to respond to these. Please see details below:

Date: **Wednesday 28<sup>th</sup> November**  
Time: **Drop-in any time between 3.30pm and 7.30pm**  
Location: **The Old Baths Café, 80 Eastway, London E9 5JH ([map](#))**

You will also be able to submit your comments via the online consultation portal <https://lldcplan.commonplace.is> where you can find out more about Legacy Corporation draft Revised Local Plan and CIL Charging Schedule consultations, read the associated documents and provide your comments.

Further information about the Local Plan Review and CIL and all consultation related documents are available on the Legacy Corporation website: <https://www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/local-plan-review>

Kind regards,

**Planning Policy & Decisions Team**  
**Queen Elizabeth Olympic Park**

London Legacy Development Corporation  
Level 10  
1 Stratford Place, Montfichet Road  
London  
E20 1EJ

Website: <http://queenelizabetholympicpark.co.uk/planning-authority>



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**From:** Marina Milosev  
**Sent:** 03 December 2018 16:09  
**To:** Planning Policy  
**Subject:** LLDC Local Plan and CIL Public Consultation 4

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

This is a reminder that we are holding a public consultation session on Wednesday so that you can talk to the Legacy Corporation's planning officers and find out more about the current Local Plan and CIL consultations and how to respond to these. Please see details below:

Date: **Wednesday 5<sup>th</sup> December**

Time: **Drop-in any time between 3.30pm and 7.30pm**

Location: **Stratford Library, 3 The Grove, Stratford, London E15 1EL ([map](#))**

You will also be able to submit your comments via the online consultation portal <https://lldcplan.commonplace.is> where you can find out more about Legacy Corporation draft Revised Local Plan and CIL Charging Schedule consultations, read the associated documents and provide your comments.

Further information about the Local Plan Review and CIL and all consultation related documents are available on the Legacy Corporation website: <https://www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/local-plan-review>

Kind regards,

**Planning Policy & Decisions Team**  
**Queen Elizabeth Olympic Park**

London Legacy Development Corporation  
Level 10  
1 Stratford Place, Montfichet Road  
London  
E20 1EJ

Website: <http://queenelizabetholympicpark.co.uk/planning-authority>



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**From:** Planning Policy  
**Sent:** 12 December 2018 10:05  
**To:** Planning Policy  
**Subject:** LLDC Local Plan Review and CIL Consultations are closing soon

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

The Legacy Corporation Local Plan Review (Regulation 19) and CIL Preliminary Draft Charging Schedule (Regulation 15) consultations are closing at **5pm on Monday 17<sup>th</sup> December.**

Make sure you have had your say before then.

You can submit your comments via the online consultation portal <https://lldcplan.commonplace.is> where you can find out more about the Local Plan Review and CIL Consultation, read the associated documents and provide your comments.

Further information about the Local Plan Review and CIL Consultation and all related documents are available on the Legacy Corporation website: <http://www.queenelizabetholympicpark.co.uk/planning-authority/planning-policy/local-planreview>

Kind Regards,

**Planning Policy & Decisions Team**  
**Queen Elizabeth Olympic Park**

London Legacy Development Corporation  
Level 10  
1 Stratford Place, Montfichet Road  
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E20 1EJ

Website: <http://queenelizabetholympicpark.co.uk/planning-authority>



**Explore more from 5 April**



**Queen Elizabeth Olympic Park is now open. For more information please visit [www.QueenElizabethOlympicPark.co.uk](http://www.QueenElizabethOlympicPark.co.uk)**

## COMMUNITY INFRASTRUCTURE LEVIES

### Community Infrastructure Levy (CIL)

A Community infrastructure Levy (CIL) is a charge on development which local planning authorities may introduce in their areas to help fund the social, environmental and physical infrastructure that the new development will need.

#### Consultation on Preliminary Draft Charging Schedule

The Legacy Corporation is reviewing its Community Infrastructure Levy (CIL) alongside the Local Plan. The current Legacy Corporation CIL came into effect on the 6 April 2015 and has been used to fund infrastructure which will support the regeneration of the Legacy Corporation's Area. This consultation provides the opportunity to comment on the proposed new CIL charging rates and the evidence that is required to support it. This evidence has been prepared to demonstrate the economic viability impacts of the charging schedule on development within the area and of the need to fund infrastructure. The following documents have been published as part of this consultation:

- [Preliminary Draft Charging Schedule](#)
- [Community Infrastructure Levy Update Viability Study \(October 2018\)](#)
- [Draft Infrastructure \(Regulation 123\) List \(October 2018\)](#)
- [Draft Infrastructure Delivery Plan Project List \(October 2018\)](#)

The Legacy Corporation has also previously adopted a [Planning Obligations Supplementary Planning Document](#) to support its CIL Charging Schedule and explain the relationship between CIL and S106 Planning Obligations within the Legacy Corporation Area.

The Legacy Corporation is seeking comments from any interested individuals or organisations, the consultation period will run for six weeks from 5th November 2018 to 17th December 2018.

You can respond to the consultation by making a representation in writing in one of the following ways:

- Using the Consultation Portal: <https://lldccil.commonplace.is/>
- By returning the **FORM** by email to the following email address: [cilands106@londonlegacy.co.uk](mailto:cilands106@londonlegacy.co.uk)
- By post, in writing, using the form to:

CIL Preliminary Draft Charging Schedule Consultation, Planning Policy & Decisions Team, London Legacy Development Corporation, Level 10, 1 Stratford Place, Montfichet Road, London E20 1EJ;

Responses must be received no later than 5pm on Monday 17th December 2018.

#### Mayoral CIL

Mayoral CIL came into effect on 1 April 2012 and your development may currently be liable for Mayoral CIL charges. For more detailed information on the London Mayoral CIL, including whether your development is liable, please visit the CIL pages on the [Transport for London \(TfL\) website](#).

#### PLANNING POLICY

|   |   |
|---|---|
| <a href="#">Brownfield Land Register</a>              | > |
| <a href="#">Current Planning Policy Consultations</a> | > |
| <a href="#">Local Plan Review</a>                     | > |
| <a href="#">Planning Authority Monitoring Report</a>  | > |
| <a href="#">Community infrastructure Levies</a>       | > |
| <a href="#">Conservation areas</a>                    | > |
| <a href="#">Neighbourhood Planning</a>                | > |
| <a href="#">Supplementary Planning Documents</a>      | > |
| <a href="#">Local Plan</a>                            | > |



# About the project

## What is regulation 15 consultation?

Regulation 15 consultation is the first of two consultations that are required when reviewing a Community Infrastructure Levy (CIL) Charging Schedule. This provides an initial opportunity to comment on the proposed new CIL charging rates and the evidence that has been published to support this. 'The Regulations' are the Community Infrastructure Levy Regulations 2010 (as amended). You can find out more about CIL on the [GOV.UK website](#)

## Why is the CIL charging schedule being reviewed?

The Community Infrastructure (CIL) regulations require that existing CIL rates are regularly reviewed to ensure that they remain appropriate over time, taking account of changes in market conditions and remain relevant to the funding gap for the infrastructure needed to support the development of the area.

## We want to hear your views

development within the area and of the need to fund infrastructure. The following documents have been published as part of this consultation:

- Preliminary Draft Charging Schedule (October 2018)
- Community Infrastructure Levy Update Viability Study (October 2018)
- Draft Infrastructure (Regulation 123) List (October 2018)
- Draft Infrastructure Delivery Plan Project List (October 2018)

The Legacy Corporation has also previously adopted a Planning Obligations Supplementary Planning Document to support its CIL Charging Schedule and explain the relationship between CIL and S106 Planning Obligations within the Legacy Corporation Area. These documents can be found on the Legacy Corporation's [CIL website](#) page.

## What happens next

This consultation will run for a period of six weeks. A consultation on the Revised Legacy Corporation Local Plan is taking place at the same time and you can find out more about this on the Legacy Corporation's [Local Plan Review](#) page. After this consultation the Legacy Corporation will assess the responses to this consultation and consider whether any changes are required to the proposed CIL charges. A further consultation will then take place for a minimum of four weeks, after which an independent Examiner will be appointed to carry out an Examination of the revised draft CIL Charging Schedule. The Examiner will recommend whether the CIL Charging Schedule can be approved, rejected or approved with specified modifications.

## How to make your representation

You will need to make your representation in writing to the Legacy Corporation by the end of the consultation period in one of the following ways:

- Via the comment form on this website
- By returning the attached form by email to the following email address:  
[cilands106@londonlegacy.co.uk](mailto:cilands106@londonlegacy.co.uk)
- In writing, using the attached form to:

CIL Preliminary Draft Charging Schedule Consultation, Planning Policy & Decisions Team, London Legacy Development Corporation, Level 10, 1 Stratford Place,

## How your information will be used

Due to the process of having an Independent Examination, the Legacy Corporation is required by law to make any information and/or responses publicly available and so they are not confidential. Names, company names and associated comments submitted as part of the formal consultation process (whether online, by email or in hard copy) will be made publicly available on the Legacy Corporation's Consultation Portal. The Legacy Corporation may share your personal details and responses with their professional advisors involved with the Local Plan Review and also in due course with the Independent Examiner and other relevant authorities. Your personal details will be used solely in connection with the Local Plan Review process and Examination and except as set out above, the Legacy Corporation will not share personal information with other third parties or publish the personal information provided by you when completing this form. You can access details of our privacy policy at Legacy Corporation's [Privacy Policy](#) page.

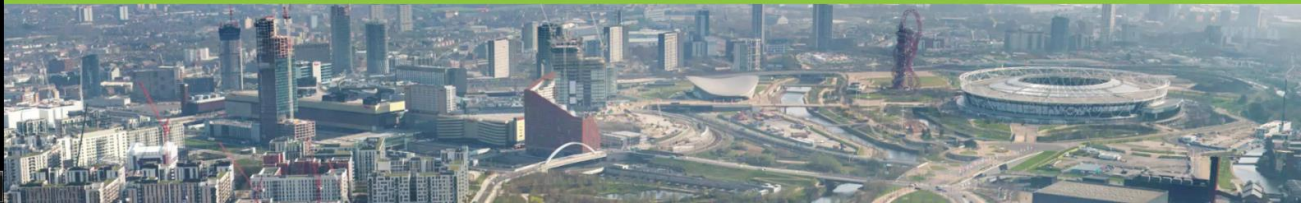
[Have your say](#)

# Have your say on the LLDC Revised draft Local Plan and CIL Preliminary Draft Charging Schedule

Legacy Corporation Revised Local Plan (Regulation 19) and CIL Preliminary Draft Charging Schedule (Regulation 15) consultations run from Monday 5th November to 5pm on Monday 17th December 2018.

[Have your say on Local Plan](#)

[Have your say on CIL](#)



This project stage has finished.

Proposal 1 of 2

## Have your say on CIL funding

3 comments

- Community Infrastructure Levy Preliminary Draft Charging Schedule
- London Legacy Development Corporation Community Infrastructure Levy Update Viability Study
- Draft Infrastructure List
- Draft Infrastructure Delivery Plan Project List
- CIL Guidance Note

This project is now closed for commenting.

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3 comments

[View 3 comments](#)



This project stage has finished.

Proposal 1 of 2

## Have your say on CIL funding

3 comments

- [Community Infrastructure Levy Preliminary Draft Charging Schedule](#)
- [London Legacy Development Corporation Community Infrastructure Levy Update Viability Study](#)
- [Draft Infrastructure List](#)
- [Draft Infrastructure Delivery Plan Project List](#)
- [CIL Guidance Note](#)

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