

City of London

The Section 106 & Community Infrastructure Levy

Monitoring Report



Section 106 and CIL Planning Obligations Financial Monitoring Report
for the period of 1st April 2016 to 31st March 2019 and a financial
summary as at 31st March 2019, with relevant and supporting
background information.

Monitoring Report

The Community Infrastructure Levy and Section 106 Planning Obligations Financial Monitoring Report for the period of 1st April 2016 to 31st March 2019 and a financial summary as at 31 March 2019.

Ward: All

Report of: Director of the Built Environment

Public: For information

The report details the progress made in securing and implementing financial and non- financial planning obligations secured under the Community Infrastructure Levy (CIL), Section 106 (S106) of the Town and Country Planning Act 1990 and The London Plan, in the financial years 2016 to 2019. This report provides an overall position as at 31 March 2019 and includes a financial summary as at 31 March 2019.

The report is divided into two sections under the titles Section 106 and CIL. Within these sections, a summary of the agreed planning obligations will be provided along with a brief historic background to both S106 and CIL. In addition, a summary of the policies and rates for both charges are set out before a financial analysis up until 31 March 2019 is delivered. The report also includes a sample of projects funded or made feasible through planning obligations and S106 contributions. Further topics reported include; Allocation of Contributions, Risk Management and the purpose of planning obligations.

S106 position as at 31 March 2019:

- A total of 123 financial agreements had been signed and had reached the first trigger date (e.g. the Date of Commencement - which means a development has begun and may trigger contribution payments or submission of an obligation) with a total negotiated value of £199m; some £173m of this has been received and £78m has been spent.

CIL position as at 31 March 2019:

- A total of 107 planning applications received since 2012 were CIL liable; 70 applications have commenced which contributed £33m towards the City CIL (adopted July 2014) and £36m towards the Mayoral CIL.

Contents

| | |
|--|--------------|
| S106 & CIL Monitoring Report | 3 |
| Summary | 3 |
| Recommendations | 3 |
| Part 1: Section 106 Planning Obligations | 6 |
| 1.1 - The History of Section 106 | 6 |
| 1.2 - Section 106 Policy and Rates | 7 |
| Table 1: Summary of Financial Requirements (City SPD 2014) | 7 |
| Table 2: Additional Section 106 Planning Obligations Secured | 8 |
| 1.3 - Section 106 Monitoring and Administration | 9 |
| Table 3: S106 Administration & Monitoring Contributions - Received & Spent | 10 |
| 1.4 - The Purpose of Planning Obligations | 10 |
| 1.5 - S106 Financial Overview up to March 2019 | 10 |
| Table 4: Summary of Financial S106 Agreements as at 31 March 2019 | 11 |
| Table 5: Summary of S106 Agreements for Financial Year April 2016 - March 2017 | 12 |
| Table 6: Summary of S106 Agreements for Financial Year April 2017 - March 2018 | 12 |
| Table 7: Summary of S106 Agreements for Financial Year April 2018 - March 2019 | 13 |
| 1.6 - S106 Financial Analysis up to 31 March 2019 | 13 |
| Table 8: Summary S106 Contributions Received and Spent as at 31 March 2019 | 13 |
| Table 9: S106 Contributions Received & Spent between April 2016 - March 2017 | 14 |
| Table 10: S106 Contributions Received & Spent between April 2017 - March 2018 | 14 |
| Table 11: S106 Contributions Received & Spent between April 2018 - March 2019 | 14 |
| 1.7 - Projects Funded by S106 | 15 |
| Table 12: S106 Contributions & Expenditure for Affordable Housing for 2011/12 to 2018/19 | 18 |
| Table 13: Planned Delivery of Affordable Housing Schemes | 18 |
| Table 14: Delivery of Affordable Housing Schemes (Current Schemes) | 19 |
| 1.8 - Risk Management & Mitigation | 22 |
| 1.9 - Conclusion | 23 |

| | |
|--|-----------|
| Part 2: The Community Infrastructure Levy | 24 |
| 2.1 - CIL Overview | 24 |
| 2.2 - The History of CIL | 24 |
| 2.3 - CIL Policy and Rates | 24 |
| Table 1: Summary of Financial Requirements (City SPD 2014) | 25 |
| 2.4 - The Purpose of CIL | 25 |
| 2.5 - CIL Contribution Allocation | 26 |
| Table 2: City CIL Overview as at 31 March 2019 | 26 |
| Table 3: City CIL collected and spent by financial year between July 2014 and March 2019 | 27 |
| 2.6 - Projects Funded by CIL | 27 |
| Table 4: City CIL Administration & Monitoring Overview (July 2014 and March 2019) | 28 |
| 2.7 - Mayoral CIL Financial Overview for April 2012 - March 2019 | 28 |
| Table 5: Mayoral CIL collected by the City of London between April 2012 and March 2019 | 28 |
| Table 6: Mayoral CIL Administration & Monitoring Overview as at 31 March 2019 | 29 |
| 2.8 - Conclusion | 29 |
| Consultation | 29 |
| Glossary of Terms | 30 |
| Background Papers and Relevant Legislation | 31 |
| Contacts | 33 |
| Appendix | 34 |
| Appendix 1: City CIL Applications July 2014 - 31 March 2019 | 34 |



Part 1: Section 106 Planning Obligations

1.1 - The History of Section 106

The legislative basis for planning obligations is contained within the Town and Country Planning Act 1990 (as amended), the Community Infrastructure Levy Regulations 2010 (as amended) and the National Planning Policy Framework (NPPF 2012). In particular, paragraph 204 of the NPPF sets out three statutory and policy tests for the use of such legally enforceable planning obligations and indicates that:

“A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.”

1.2- Section 106 Policy and Rates

Planning obligations (often called S106 agreements) are legal agreements with developers for the provision of, for example, affordable housing, local training and jobs, and site-specific mitigation measures to alleviate the impacts of a development proposal. A S106 agreement is intended to make a development acceptable that would otherwise be deemed as unacceptable, by offsetting the impact by making specific location improvements.

The City's Planning Obligations Supplementary Planning Document (SPD) sets out how S106 planning obligations in the City of London will be applied and explains how obligations are operated, within the context of the City of London Local Plan. Further information is set out in paragraph 75 of the SPD.

In accordance with the City's SPD, the City Corporation seeks financial and non-financial planning obligations on developments where there is a net increase of gross internal area of 500 square meters and above. Table 1 below outlines the thresholds and rates that are applied in regard to financial obligations as well as housing obligations in terms of units.

Table 1: Summary of Financial Requirements (City SPD 2014)

| Development Type | Threshold | S106 obligation |
|---|---|--|
| Mayoral Crossrail S106 | 500 m2 GIA Office Retail Hotel | £140 per m2 net increase £ 90 per m2 net increase £ 61 per m2 net increase |
| Affordable Housing (Commercial Development) | 500 m2 | £ 20 per m2 net increase |
| Affordable Housing (Residential Development) | 10 or more units | £165,000 per unit Off-Site OR 30% Provision On-Site |
| Local training, skills, and job brokerage | 500 m2 GIA (Commercial) 10 units or more (Residential) | £ 3 per m2 net increase |
| Carbon Offsetting | 35% improvement in CO2 emissions over 2013 Building Regulations | £ 60 per tonne of carbon to be offset over a 30 year period |

Additional Planning Obligations Secured

Some Section 106 agreements secure wider obligations that achieve other mitigation measures, which cannot be bound by condition. Table 2 highlights the majority of additional planning obligations secured in the monitoring period of this report.

Table 2: Additional Section 106 Planning Obligations Secured

| Department | Non-Financial Obligation |
|---|---|
| Local Community Facilities and the Environment | Open Space Works |
| | Site Specific Mitigation |
| | Security & S278 Evaluation & Design |
| | Off-Site Public Realm Maintenance |
| | West Smithfield Project |
| | Tree Replacement |
| | Guinness South Project |
| | Landscaping |
| | Public Lift Provision |
| Transportation Improvements | Public Highways |
| Education | Education |
| Transport for London | Bank Station Upgrade |
| | Cycle Hire Provision |
| | Bus Stop Improvement Works |
| | Cycle Super Highway |
| City of London | Monitoring |
| | Wind Mitigation Survey |
| | Counter Terrorism |
| | Television Survey |
| | Affordable Housing |
| | Utilities Connection Survey |
| | Carbon Offsetting Assessment |
| | Local Procurement |
| | Local Training, Skills and Job Brokerage Strategy |
| | Any other site-specific mitigation measures as may be required to make the development acceptable |

Example of Site-Specific Planning Obligation - International House, Mitre Square

The development is located close to a school would cause unacceptable noise and dust nuisance during the demolition and construction phases. The agreement required the developer to place monitors on the school to measure the dust and noise levels and install double glazing to windows and air conditioning units to avoid having to open windows during noisy and polluting works. The mitigation works to the school were completed prior to the commencement of the development.

1.3- Section 106 Monitoring and Administration

S106 Administration and Monitoring Charges

The administration and monitoring of planning obligations after completion of the agreement requires the input of significant resources. This relates to a range of activities which arise directly from the grant of planning permission for development and are necessary to ensure that measures to mitigate the development impacts are properly carried out. Costs associated with this work are distinct from any costs associated with processing a planning application and from legal fees. In most cases these costs are on-going after a development has been completed and it is appropriate therefore that they are borne by the developer. The contributions and obligations which the City determines are necessary to make the development acceptable in planning terms require evaluation of approvals, on-going monitoring, reviews and in some cases considerable officer involvement, following the payment of contributions or submission of strategies for approval.

Monitoring Costs

The revenue generated from this fee will be used towards S106 administration and monitoring purposes only. Examples of activities carried out by the Corporation to facilitate planning obligations include:

- Calculating non-financial and financial obligations, instructing officers throughout the City, TfL / GLA and other interested parties.
- Ensuring the details of all agreements including monitoring agreements are accurately recorded on a database (including site visits to check for implementation and other triggers, as necessary);
- Correspondence associated with requirements and payment of financial contributions (including index linked calculations);
- Receipt and monitoring of financial contributions
- Reminders and enforcement action taken if appropriate;
- Ensuring that contributions are spent in accordance with the terms of agreements including any expenditure deadlines;
- Coordinating and assessing discharge of both non-technical and technical plans and strategies

These fees will be reviewed from time to time to ensure that they continue to cover City Corporation's costs associating with the obligations. The charging rates to cover the Monitoring costs are either 1% of the total value of Financial Contributions or £250 for the submission and monitoring of non-financial obligations.

S106 Administration and Monitoring Contributions Financial Review as at March 2019

Table 3 below shows the total Administration and Monitoring contributions received & spent between April 2016 and March 2019.

As at 31 March 2019, there is a total remaining balance of £1.2m.

Table 3: S106 Administration & Monitoring Contributions: Received & Spent between April 2016 - March 2019

| Financial Year | Received | Spent |
|---|-------------------|-----------------|
| April 2016 - March 2017 | £323,893 | £51,195 |
| April 2017 - March 2018 | £119,052 | £47,812 |
| April 2018 - March 2019 | £176,815 | £43,343 |
| Totals | £619,760 | £142,350 |
| Balance | £477,410 | |
| Balance Brought Forward from Previous Years | £738,704 | |
| Balance Remaining | £1,216,114 | |

1.4- The purpose of Planning Obligations

Section 106 agreements are utilised to mitigate the impact of a development and obligations are negotiated to make aspects of the development acceptable that would have otherwise not been. The contributions received are allocated to a variety of projects or schemes that are focused on enhancing the City, from improving Open Spaces to supporting local businesses.

The Department of the Built Environment has developed a vision that is creating and facilitating the leading future world-class city. Some examples of the key programmes and projects that are aligned to delivering this vision and that are currently and will be supported through S106 contributions and obligations are:

- Future Streets and Public Realm - Developing evidence and policy to reallocate more highway space from motor vehicles to people.
- Future City Smart - To ensure efficient, secure, resilient and responsive City Infrastructure by supporting excellent public transport and utilities and helping to deliver the Superfast City Programme for excellent wireless, Wi-Fi and wired communications.
- Future Sustainable City - To make the City an even more sustainable place by encouraging more travel in the City by sustainable modes such as walking, cycling and public transport.

The City's 2015 Local Plan sets out how the City will develop up to 2026 and beyond and provides the framework for current and future planning obligations. Further guidance is provided in the Planning Obligations Supplementary Planning Document. The Plan and SPD set out the scale of obligations required for particular developments, but also provide flexibility to vary the scale of obligations in response to viability and allow the City Corporation to seek additional or alternative obligations where justified by local circumstances or where necessary to deliver other priorities in the Development Plan.

The City Corporation is reviewing the Local Plan and preparing a new Plan, City Plan 2036, which will cover the period up to 2036. This Plan will address the need for revised planning obligations to deliver affordable housing and other mitigation, including contributions to offset carbon emissions from new development and contributions to training and skills development.

The City's planning obligations will be implemented alongside the City of London Community Infrastructure Levy and the London Mayor's Mayoral Community Infrastructure Levy 2, which seeks to part fund Crossrail and other strategic transport infrastructure.

1.5 - S106 Financial Overview up to March 2019

As at 31 March 2019:

A total of 123 financial agreements had been signed and had reached the first trigger with a total negotiated value of £199m; some £173m of this amount has been received and £78m has been spent. The following are significant agreements triggered in the reporting period as examples:

- Sugar Quay Value £15.4m
- 22 Bishopsgate Value £19.3m
- 6-8 Bishopsgate Value £6.1m
- Mitre Square Value £5.2m

The overall summary of the financial position as of 31 March 2019 is given in Table 4. This table identifies the scale of activity arising from S106 agreements and demonstrates the scale of the financial obligations negotiated and secured by the City Corporation. The amount received varies to that agreed, as S106 agreements include Mayoral CIL amounts within Crossrail figures and to avoid double charging, pursuant to policy 4.17 of the Crossrail Funding SPG 2016, the CIL amount is deducted from the Crossrail contribution.

Table 4: Summary of Financial S106 Agreements as at 31 March 2019

| | Number of Agreements | Value of Agreements | Amount Received | Amount Expended |
|---|----------------------|---------------------|-----------------|-----------------|
| Signed NOT Triggered <i>likely to proceed</i> | 13 | £7.6 m | - | - |
| Signed NOT Triggered <i>progress unknown</i> | 9 | £4.7 m | - | - |
| Total Signed NOT Triggered | 22 | £12.3 m | - | - |
| Signed and Triggered | 123 | £199.0 m | £173.0 m | £78.0 m |
| Grand Total Signed Agreements | 145 | £211.3 m | £173.0 m | £78.0 m |
| Agreements not signed but with Committee Approval | 11 | £9.2 m | - | - |
| Overall Potential Total | 156 | £220.50 | £173.0 m | £78.0 m |

Up to 31 March 2019 a total of 22 S106 agreements with financial obligations have been signed but are not yet triggered.

Further detail of S106 Contributions received and spent as at 31 March 2019 is shown in Table 8 below.

Table 5: Summary of S106 Agreements for Financial Year April 2016 - March 2017

| | Number of Agreements | Value of Agreements | Amount Received | Amount Expended |
|--|----------------------|---------------------|-----------------|-----------------|
| Signed NOT Triggered <i>likely to proceed</i> | 1 | £0.2 m | - | - |
| Signed NOT Triggered <i>progress unknown</i> | 2 | £0.2 m | - | - |
| Total Signed NOT Triggered | 3 | £0.4 m | - | - |
| Signed and Triggered | 12 | £21.2 m | £23.9 m | £9.1 m |
| Grand Total Signed Agreements | 15 | £21.6 m | £23.9 m | £9.1 m |

Period between 01 April 2016 and 31 March 2017:

A total of 12 financial agreements had been signed and had reached the first trigger with a total negotiated value of £21.2m. In this period £23.9m was received in S106 financial contributions, and £19.3m was collected towards Crossrail on behalf of TfL. Further detail is shown in Table 9 below.

The amount received exceeds the value of the agreements for this period as contributions can be triggered and paid later than the year the deed was signed.

Table 6: Summary of S106 Agreements for Financial Year April 2017 - March 2018

| | Number of Agreements | Value of Agreements | Amount Received | Amount Expended |
|--|----------------------|---------------------|-----------------|-----------------|
| Signed NOT Triggered <i>likely to proceed</i> | 2 | £11.8 m | - | - |
| Signed NOT Triggered <i>progress unknown</i> | 3 | £5.3 m | - | - |
| Total Signed NOT Triggered | 5 | £17.1 m | - | - |
| Signed and Triggered | 12 | £8.6 m | £4.7 m | £9.2 m |
| Grand Total Signed Agreements | 17 | £25.7 m | £4.7 m | £9.2 m |

Period between 01 April 2017 and 31 March 2018:

A total of 12 financial agreements had been signed and had reached the first trigger with a total negotiated value of £8.6 m. In this period £4.7m was received in S106 financial contributions, and £4.9m was collected towards Crossrail on behalf of TfL. Further detail is shown in Table 10 below.

Table 7: Summary of S106 Agreements for Financial Year April 2018 - March 2019

| | Number of Agreements | Value of Agreements | Amount Received | Amount Expended |
|--|----------------------|---------------------|-----------------|-----------------|
| Signed NOT Triggered <i>likely to proceed</i> | 6 | £24.6 m | - | - |
| Signed NOT Triggered <i>progress unknown</i> | 2 | £1.6 m | - | - |
| Total Signed NOT Triggered | 8 | £26.2 m | - | - |
| Signed and Triggered | 9 | £9.1 m | £10.2 m | £8.6 m |
| Grand Total Signed Agreements | 17 | £35.3 m | £10.2 m | £8.6 m |

Period between 01 April 2018 and 31 March 2019:

A total of 9 financial agreements had been signed and had reached the first trigger with a total negotiated value of £9.1m. In this period £10.2 m was received in S106 financial contributions, and £6.3m was collected towards Crossrail on behalf of TfL. Further detail is shown in Table 11 below.

The amount received exceeds the value of the agreements for this period as contributions can be triggered and paid later than the year the deed was signed.

1.6 - S106 Financial Analysis up to 31 March 2019

Tables 8 to 11 below provide further detail of S106 Contributions received and spent between April 2016 and March 2019. Table 8 below shows the overall position as at 31 March 2019.

Table 8 - Summary S106 Contributions Received and Spent as at 31 March 2019

| | Received | Interest | Spent | Balance Remaining |
|--|-----------------|---------------|-----------------|-------------------|
| Affordable Housing | £84.1 m | £1.5 m | £25.2 m | £60.4 m |
| Local Training, Skills and Job Brokerage | £5.4 m | £0.1 m | £4.0 m | £1.5 m |
| Local Community Facilities and the Environment | £57.6 m | £2.7 m | £37.1 m | £23.2 m |
| Transportation Improvements | £19.2 m | £1.2 m | £11.7 m | £8.7 m |
| Crossrail * | £70.9 m | £0.0 m | £70.9 m | £0.0 m |
| Unallocated Interest ** | £0.0 m | £1.3 m | £0.0 m | £1.3 m |
| Total | £237.2 m | £6.8 m | £148.9 m | £95.1 m |

* All Crossrail contributions are transferred to Transport for London

** Unallocated Interest of £1.3m for FY16/17, FY17/18 and 18/19 is yet to be split by HOT

Table 9 - S106 Contributions Received & Spent between April 2016 - March 2017

| Obligation | Received | Spent |
|--|----------------|----------------|
| Affordable Housing | £19.6 m | £2.4 m |
| Local Training, Skills and Job Brokerage | £0.4 m | £0.3 m |
| Local Community Facilities and the Environment | £3.0 m | £5.0 m |
| Transportation Improvements | £0.5 m | £1.3 m |
| Crossrail * | £19.3 m | £19.2 m |
| Unallocated Interest ** | £0.4 m | £0.0 m |
| Total | £43.2 m | £28.2 m |

* All Crossrail contributions are transferred to Transport for London

** Unallocated Interest of £0.4m for FY16/17 is yet to be split by HOT

Table 10 - S106 Contributions Received & Spent between April 2017 - March 2018

| Obligation | Received | Spent |
|--|---------------|----------------|
| Affordable Housing | £0.9 m | £1.9 m |
| Local Training, Skills and Job Brokerage | £0.3 m | £0.3 m |
| Local Community Facilities and the Environment | £2.7 m | £3.7 m |
| Transportation Improvements | £0.4 m | £3.2 m |
| Crossrail * | £4.9 m | £4.7 m |
| Unallocated Interest ** | £0.4 m | £0.0 m |
| Total | £9.6 m | £13.8 m |

* All Crossrail contributions are transferred to Transport for London

** Unallocated Interest of £0.4m for FY17/18 is yet to be split by HOT

Table 11 - S106 Contributions Received & Spent between April 2018 - March 2019

| Obligation | Received | Spent |
|--|----------------|----------------|
| Affordable Housing | £7.5 m | £2.4 m |
| Local Training, Skills and Job Brokerage | £0.3 m | £0.4 m |
| Local Community Facilities and the Environment | £1.8 m | £5.6 m |
| Transportation Improvements | £0.1 m | £0.2 m |
| Crossrail * | £6.3 m | £6.5 m |
| Unallocated Interest ** | £0.5 m | £0.0 m |
| Total | £16.5 m | £15.1 m |

* All Crossrail contributions are transferred to Transport for London

** Unallocated Interest of £0.5m for FY18/19 is yet to be split by HOT

1.7 - Projects funded by Section 106

Local Employment and Training

The City's built environment is a defining feature of its internationally recognised status. It comprises world class buildings from all ages and continues to showcase developments at the cutting edge of design and innovation.

However, the City also borders concentrated areas of deprivation, where low skill levels and unemployment remain high. Guided by the mission of connecting opportunity and talent - reinforcing City competitiveness and supporting London's communities, the City is highly committed to working with its partners in the private and public sectors to raise the skills levels and maximise the employment opportunities of residents in the City and neighbouring boroughs; at the same time the City sees local procurement as an effective means of stimulating the economies of neighbouring boroughs, promoting small business growth and associated job creation opportunities for the City's residents.

Through S106 Obligations, developers sign up to a local training, skills and job brokerage strategy that sets out how they will meet a target of 20% of local labour in the construction phase; they also pay cash contributions to support other training and employment initiatives.

The latter projects include a variety of approaches that deliver the City Corporation's commitment to encourage jobs and career progression for local communities: including support for the City's global competitiveness through the supply of skills and talent for the key sectors of the local economy (ie. Financial and Professional Services) and developing skills initiatives such as promoting the use of apprenticeships.

And in the case of hotel developments, owners are obliged to submit a strategy for delivering local employment in end-use jobs in the new building.

2016-17

Construction - Local Training, Skills and Job Brokerage Strategies:

City development sites subject to S106 delivered:

- *0.95m paid hours of employment for local residents (11.2% of total employment on site against a 20% target - and equivalent to 1,062 FTE jobs secured for 6 months) including*
- *87 apprentices;*
- *plus 24 work-experience students placed on sites; and*
- *end-use hotel jobs for 25 local residents.*

Other employment and training initiatives delivered:

- 53 unemployed residents into jobs
- 80 workshops with schools
- 2,250 school students engaged in work-related learning activities
- 1,100 students participating from 27 schools in promotion of STEM careers via Teen Tech
- The City's Business - a study of young People and employment
- Promotion of apprenticeships to the Financial and Professional Services sector

2017-18

Construction - Local Training, Skills and Job Brokerage Strategies:

City development sites subject to S106 delivered:

- 1.342m paid hours or employment for local residents (16% of total employment against a 20% target and equivalent to 1,495 FTE jobs secured for 6 months) including
- 48 apprentices

Other employment and training initiatives delivered:

- 687 school students engaged in work-related learning activities
- 427 students participating from 27 schools in promotion of STEM careers via Teen Tech
- Aldgate Partnership employment project: 23 residents into jobs and 7 into apprenticeships through the Aldgate Partnership
- Apprenticeships in the City Programme and webinars
- Social Mobility Employer Index policy work and Social Mobility practitioner workshops
- Corporation-wide Employability Strategy agreed
- launch of the Workfinder app to improve the quality of work experience placements
- 2 summer interns hosted in EDO

2018-19

Construction - Local Training, Skills and Job Brokerage Strategies:

City development sites subject to S106 delivered:

- 1.4m hours of paid employment for local residents (15% of total employment on site against a 20% target) and equivalent to 1,569 FTE jobs for 6 months including:
- 29 local apprentice starts
- End-use employment: the Vintry & Mercer Hotel, Garlick Hill, appointed 24 staff (36% of the workforce) from the City fringe boroughs; 10 in back-of-house job, 14 front-of-house.
- 2018-19 also saw the launch of the Central London Forward Construction Careers Programme, which - while not S106-funded – supports our policy by brokering local candidates for jobs and apprenticeships on City sites, and by promoting construction as a career path.

Other employment and training initiatives delivered:

- City Careers Open House: 670 student employer visits supported
- City Business Traineeships: 82 students placed in 130 work-related learning opportunities
- Securing work placements for 15 year-10 school students in the Corporation, and hosting 2 summer interns from City academies
- Helping a diverse group of 60-year 12 school students improve their employability by participating in the Chartered Institute for Securities & Investment course *Fundamentals for Financial Services*
- Support for the HM Treasury financial services skills task force
- Conducting a survey of apprenticeship levy-paying businesses and publishing findings to build evidence for policy discussions with government

- Support for the increasing the uptake and completion of apprenticeships through the development of the Professional Business Services sector deal proposals
- Establishment of the CAP Talent programme for placing students in digital tech subjects in paid internships with tech start-ups (concluding in 2019-20)
- Policy work with the Government Equalities Office and City employers to promote gender equality in Financial & Professional Services
- programme of work to support development of digital skills and support for the development of the *future.now* digital skills initiative led by the Lord Mayor

Local Procurement

As part of their S106 obligations, developers must submit a local procurement strategy prior to starting work on site. The strategy must outline initiatives that will ensure reasonable endeavours are made to spend 10% of the development's goods and services budget with small and medium sized businesses (SMEs) in the City and neighbouring boroughs. Contracts cover a range of goods and services such as scaffolding, plant equipment and hire, masonry, timber supplies, recruitment.

| | |
|------------------|--|
| 2016 - 17 | <ul style="list-style-type: none"> • 7.44% of recorded local spend achieved comprising 85 contracts were placed with 78 local SMEs (total value £49.8m) |
| 2017 - 18 | <ul style="list-style-type: none"> • 10.2% of recorded local spend achieved comprising 83 contracts with 56 local SMEs (total value: £18.7m) |
| 2018 - 19 | <ul style="list-style-type: none"> • 11.41% of recorded local spend achieved comprising 44 contracts with 39 local SMEs (total value: £39.5m) |

Affordable Housing

As set out in Local Plan Policy CS21, the City of London plans to exceed the London Plan's minimum annual requirement housing. This was set initially at 110 units per year assessed over the period 2011/12 to 2025/26. As part of Further Alterations to the London Plan (FALP incorporated into the 2016 London Plan) this target was revised to 141 units per year for the period 2015/16 to 2025/26.

Over the period 2011/12 to 2018/19 the net housing completions were:

- in **2011/12** 18 net gain of units
- in **2012/13** 51 net gain of units
- in **2013/14** 458 net gain of units
- in **2014/15** 277 net gain of units
- in **2015/16** a net loss of 120 units
- in **2016/17** there was a marginal net gain of 2 units
- in **2017/18** there was a net gain of 149 units. All the net additional dwellings have been delivered on windfall sites. The prime site was the delivery of 74 new apartments at 2 Fann Street, plus another significant scheme which comprised of a mixture of housing and hotel at 10 Trinity Square.
- in **2018/19** there was a net gain of 369 units, this was above the revised target of 141 units. The prime delivery sites were: Sugar Quay (165 units); part of the phased delivery of St Bartholomew's site (131 units) with the final phase expected to be completed in 2019/20; and a new gated community at Dyer's Buildings (35 units).

Table 12: Summary S106 Contributions and Expenditure for Affordable Housing and Associated Environmental Community and Environmental Improvements 2011/12 to 2018/19

| Contributions and Expenditure | Financial Year / Year End | | | | | | | |
|---|---------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| | 2011/12 | 2012/13 | 2013/14 | 2014/15 | 2015/16 | 2016/17 | 2017/18 | 2018/19 |
| | Ending 31/03/2012 | Ending 31/03/2013 | Ending 31/03/2014 | Ending 31/03/2015 | Ending 31/03/2016 | Ending 31/03/2017 | Ending 31/03/2018 | Ending 31/03/2019 |
| | £ | £ | £ | £ | £ | £ | £ | £ |
| Opening Balance | 14,663,800 | 17,941,110 | 27,524,320 | 29,298,610 | 28,694,200 | 38,997,390 | 56,317,890 | 55,337,920 |
| Contributions | | | | | | | | |
| Affordable Housing | | | | | | | | |
| Commercial Developments | 1,384,340 | 6,664,530 | 1,481,710 | 2,070,890 | 4,972,940 | 3,139,170 | 916,760 | 1,791,210 |
| Residential Developments Cash in lieu | 3,516,980 | 4,573,500 | 2,558,570 | 1,257,280 | 9,257,290 | 16,587,510 | 0 | 5,674,910 |
| All Affordable Housing | 4,901,320 | 11,238,030 | 4,040,280 | 3,328,170 | 14,230,230 | 19,726,680 | 916,760 | 7,466,120 |
| Housing Community & Environmental Improvements | | | | | | | | |
| | 57,890 | 483,140 | 1,500 | 1,640 | 0 | 1,780 | 0 | 0 |
| Total contributions | 4,959,210 | 11,721,170 | 4,041,780 | 3,329,810 | 14,230,230 | 19,728,460 | 916,760 | 7,466,120 |
| Expenditure | | | | | | | | |
| Affordable Housing | | | | | | | | |
| Housing Community & Environmental Improvements | 1,150,430 | 2,085,660 | 2,223,660 | 3,927,100 | 3,901,340 | 2,407,160 | 1,896,730 | 2,428,880 |
| | 531,470 | 52,300 | 43,830 | 7,120 | 25,700 | 800 | 0 | 0 |
| Total Expenditure | 1,681,900 | 2,137,960 | 2,267,490 | 3,934,220 | 3,927,040 | 2,407,960 | 1,896,730 | 2,428,880 |
| Closing Balance | 17,941,110 | 27,524,320 | 29,298,610 | 28,694,200 | 38,997,390 | 56,317,890 | 55,337,920 | 60,375,160 |

Table 13: Planned delivery of Affordable Housing Schemes

| Status of Scheme and financial year | Scheme | Number of Units |
|---|--|-----------------|
| Schemes in progress as at 31st March 2019 | Middlesex Street | 33 |
| | Avondale | 13 |
| | COLPAI (Richard Cloudsley School) | 66 |
| | Great Arthur House | 3 |
| | Golden Lane | 3 |
| | Isleden House | 3 |
| | Middlesex Street | 10 |
| | George Elliston/Eric Wilkins | 13 |
| Future Schemes 2019/20-2025/26 | Sydenham Hill | 101 |
| | Sumner Buildings | 30 |
| | Avondale Square Estate | 140 |
| | Windsor House Estate | 40 |
| | York Way Estate | 90 |
| | 600 units+ on Housing Estates (evaluation of projects) | To be set out |

As at 31st March 2019 the closing balance of funds for affordable housing was similar in scale to that of 31st March 2018 with an increase to £60,375,160.

The City Corporation is seeking to deliver social rented housing in future years through a range of initiatives:

- The report “Increasing the Supply of Homes, Role of the City of London Corporation” presented to the City of London Corporation Court of Common Council on 15th October 2015 sets out the City Corporation’s commitment to provide additional homes through opportunities on the City Corporation’s social housing estates and other City Corporation sites with development potential. This will include affordable housing delivered through the S106 Agreement planning gain receipts.
- A Housing Delivery programme, agreed by the City’s Community and Children Services Department which sets out the planned delivery of new housing units by the City Corporation through a range of funding sources including S106 Affordable Housing Contributions, GLA grant, and selling land to finance.
- The planned delivery of projects for a range of social rented housing located on City housing estates is set out in Table 13 above. This details schemes currently in progress as at 31st March 2019; and Future Schemes 2019/20 to 2025/26. Details of funding and costs on current schemes is summarized in Table 14 below.

Table 14: Delivery of Affordable Housing Schemes (Current Schemes)

| Scheme | No. of Units | Planning Status | Total Cost (£) Unit Cost (£) Habitable Room Cost (£) | Approved Grant Funding (£) | Net Cost | Start Date / End Date |
|--------------------------------|--------------|--------------------------|--|--------------------------------|--------------------|-----------------------|
| George Elliston / Eric Wilkins | 13 | Approved Sept 2017 | 5,639,040 433,772 131,325 | 780,000 | 4,859,040 | Nov 2019 / Oct 2020 |
| Isleden House | 3 | Approved Feb 2017 | 1,040,000 346,666 86,666 | 180,000 | 860,000 | Jan 2020 / Aug 2020 |
| Islington Arts Factory * | N/A | Approved June 2017 | N/A | N/A | N/A | N/A |
| Middlesex Street | 10 | Approved June 2017 | 1,400,000 140,000 73,685 | 540,000 | 860,000 | Aug 2018 / May 2019 |
| COLPAI ** | 66 | Approved June 2018 | 33,429,000 506,500 124,735 | £7,000,000 LBI Contribution | 26,429,000 | Oct 2018 / Oct 2021 |
| Great Arthur House *** | 3 | Approved Sept 2018 | 595,000 198,333 74,375 | 180,000 | 415,000 | July 2019 / Dec 2019 |
| Sydenham Hill (MaisHouse) **** | 101 | To be submitted Oct 2019 | 37,215,000 368,465 120,048 | 7,560,000 | 29,655,000 | June 2020 / Oct 2021 |
| Totals: | 196 | | £79,318,040 | £16,240,000 | £63,078,040 | |

* This project includes an additional 7 private units which will result in 25 new units.

** £7,000,000 contribution from the London Borough of Islington (LBI).

*** GLA funding grant of £180,000.

**** GLA funding grant of £6,060,000 and £1,500,00 from the London Borough of Lewisham.

Transport & Public Realm

Mitre Square (Completed 2017):

This project delivered a new public space in Mitre Square, as well as other enhancements to the public realm around the One Creechurch Place development. Vehicle access to Mitre Square was removed (save for access to Sir John Cass's Foundation School) and a new public space, featuring substantial new areas of accessible lawn and other planting, seating and improved lighting, was created. Other enhancements include an improved pedestrian route through Mitre Passage, a raised section of carriageway adjacent to the entrance to the new development facilitating improved pedestrian and cycle movement, and new Yorkstone footways around the site.

The scheme was funded through a combination of a Section 106 agreement and an associated Section 278 agreement



Mitre Square



Aldgate (Completed 2018):

The previous gyratory in Aldgate reflected 1960's traffic planning. The local topography was dominated by a heavily trafficked four lane wide carriageway, with limited pedestrian crossing points. The footways were dotted with numerous barriers to movement including wide brick planters, pedestrian subway entry points and guard railing. Pedestrians found it difficult to navigate, and all user groups felt it to be unsafe.

Through the City of London Corporation's Aldgate Highway Changes and Public Realm Improvements Project, Aldgate has been transformed. The Project removed the unappealing Aldgate gyratory system, created two new public spaces and improved both cycling and pedestrian routes.

Aldgate Square is the centerpiece of this transformational scheme and sits on the western side of the former gyratory between the Grade-II listed Primary School and Grade-I listed Church. Aldgate Square is now one of the largest public spaces in the City of London and is home to the new Portsoken Pavilion.

The enhancements made in Aldgate demonstrate the drive of the City to contribute to communities within the Square Mile, support a thriving economy and shape outstanding environments.

The project was funded through S106 (£13m), S278 (£0.7m) and grants from TfL (£9m).



Aldgate Square

22 Bishopsgate (Estimated Completion 2020):

This project will deliver public realm improvements in the vicinity of the new tower developer at 22 Bishopsgate. The design aligns with the priorities for the area identified in the City Cluster Vision document, and will include a new pedestrian space in Crosby Square featuring new greenery and lighting, a raised carriageway throughout Great St. Helen's to facilitate pedestrian flows now and in the future, and new Yorkstone paving throughout the area. The scheme is being funded through a combination of a Section 278 agreement, and also through outstanding Section 106 contributions linked to the former Pinnacle development.



1.8-Risk Management & Mitigation

S106 contributions are usually time limited (*ie. 10 years from completion of development*). The report sets out the risk of contributions being unspent, and the actions being taken to mitigate this risk of returning unspent sums. Potential repayment dates are captured, recorded and monitored. The amount that is potentially returnable will be reported on in the next Monitoring Report.

There are four main areas of risk to the City in relation to S106 agreements. Taking each of the risks and mitigation in turn:

1. Risk: *The City might fail to negotiate satisfactory mitigation.*

Mitigation: Supplementary Planning Guidance has been developed to highlight the potential impacts of new development. Extensive consultation with officers, departments and Members is undertaken to identify these and as such this risk has been minimised.

2. Risk: *The City, having secured a S106 agreement to mitigate the impact of a development, subsequently fails to ensure that the developer fulfils their obligations (both monetary and non-financial).*

Mitigation: There is a dedicated staff resource, funded via S106 contributions, to monitor planning obligations keeping this risk to a minimum. Members are advised of progress via individual project reports and through the Monitoring Report.

3. Risk: *The City fails to maximise the opportunities provided by monetary contributions to benefit the City in mitigating the impact of development.*

Mitigation: The spending department or team is allocated the contribution and an evaluation and design report is prepared in line with the original bid in order to secure satisfactory mitigation. The Project Subgroup Priorities Board and other committees determine where there is a degree of discretion available in utilising funds to mitigate developments for the wider benefit of the City.

4. Risk: *The City fails to deliver the necessary schemes and/or expend all of the contributions received in accordance with and within the time period specified in the agreement, resulting in funding returned to the developer.*

Mitigation: Chief Officers responsible for planning and delivering associated schemes are advised of the receipt of funds, the purpose of those funds and the date (or estimated date when only this information is available) by which they must be spent. In cases where the date for paying back principal contributions is approaching, the City may seek with the developer to secure a longer time frame in which to apply the contribution and deliver a project. This is closely monitored to reduce the risk.

In some cases, contributions (*particularly in relation to Affordable Housing and Training Skills and Job Brokerage*), are put together (pooled) to secure larger strategic schemes. In such cases the City may plan to spend the contribution closer to the date of return in order that it can be combined with resources secured at a later date. Return dates are usually a set time frame, usually 5, 10 or 20 years, following practical completion of a development.

Unspent Sums

Uncertainty of repayment dates arises in the majority of cases as practical completion has not yet been reached and the repayment date cannot be calculated. Monitoring of development programmes (where the information is available) and regular updates from the Development Division of the Built Environment's Monitoring Team and the City Surveyor takes place to provide an indication of key milestone dates and informally estimate potential return dates.

In a small number of cases failure by the developer to notify the City of the key milestone date can leave the City uncertain of the time frame to spend a contribution. More recent agreements have a clause which links compliance with the obligation to notify the City of key events with the repayment clause. If the notification clause is not complied with, then the repayment clause would not be triggered.

1.9 - Conclusion

S106 software (Exacom) has been procured which will unify the monitoring and administration process of deeds and obligations. This system will enhance the entire S106 procedure from the drafting of the deed up to the discharging of the final obligation. This software will help mitigate many of the risks discussed in paragraph 1.9 of this report.

S106 Financial Contributions that fund infrastructure projects identified within the CIL Regulation 123 List will no longer be sought through S106 agreements. CIL is intended to replace much of the planning obligation's mechanism for the funding of infrastructure. Regulations prevent the double charging of CIL and S106 to fund the same piece of infrastructure. To reflect the changed approach, S106 planning obligations have been scaled back to cover:

- Site-specific mitigation, necessary to make a development acceptable in planning terms;
- Affordable housing;
- Contributions to revenue projects, including training and skills provision;
- Other non-financial requirements arising from the development plan and London Plan as addressed in this report.

S106 contributions have reduced since the introduction of CIL and the supporting policies have therefore reduced the associated risks covered in section 1.8 of this report.

The City has a robust policy regarding planning obligations and S106 contributions continue to be secured by the City for our environment, residential and working community. The City will continue to apply contributions in line with government, the Mayor of London and the City's own policy, balancing the needs and wants of the City community and environment with the aspirations of the development community.

Part 2: The Community Infrastructure Levy

2.1 - CIL Overview

The City Corporation is required by CIL Regulation 62(4) to report annually on the amount of CIL received and the amount of CIL expenditure.

The statutory power to charge the Community Infrastructure Levy (CIL) was introduced in the Planning Act 2008 and came into force on 6th April 2010. It is a statutory charge which is applied to most new development to help fund the infrastructure needed to support planned development in an area. It should be consistent with, and support, the implementation of the area's Development Plan. The 2008 Act, amended by the Localism Act 2011, provides the legislative basis for CIL. Detailed requirements for the setting and charging of CIL are set out in the Community Infrastructure Levy Regulations 2010 (as amended) and the online Planning Practice Guidance.

Alongside the City of London CIL, the City Corporation is a designated CIL Collection Authority for the Mayor of London's CIL, which seeks to partly fund the delivery of Crossrail and Crossrail 2.

The Community Infrastructure Levy is a charge on new development and is used to help fund the provision of infrastructure in the City of London. The CIL operates through a charging schedule supported by the Regulation 123 List, which outlines the types of infrastructure that will be funded. Regulations require that CIL will be charged on most new development where there is an increase of more than 100 square metres of new floorspace, or one or more new dwellings (irrespective of the increase in floorspace). However, some developments may be eligible for relief or exemption from the Community Infrastructure Levy. Further information on relief from CIL can be found in Part 6 of the Community Infrastructure Levy Regulations 2010 (as amended).

2.2 - The History of CIL

The Mayor's Community Infrastructure Levy (MCIL) was introduced in April 2012 and this levy aimed to raise up to £600 million to help finance the Crossrail project. As at 31 March 2019, approximately £662m has been raised to date in developer contributions (s106 and CIL) toward Crossrail.

The City's CIL Charging Schedule was approved by the Court of Common Council on 1st May 2014 and was implemented from 1st July 2014.

2.3 - CIL Policy and Rates

CIL provides for the setting and collection of statutory charges levied on developments, intended to address the infrastructure needs arising out of the implementation of the Local Plan. CIL is the primary mechanism for seeking contributions from developers towards the provision of new infrastructure. The amount to be charged for each development will be calculated in accordance with Regulation 40 of the Community Infrastructure Levy Regulations 2010 (as amended).

Table 1 outlines the City of London CIL rates charged on new developments in the City where there is an increase in GIA of 100 square metres or above, based on the type of land use and the zone in which the development is located in. In addition to these rates, a Mayoral CIL rate of £50 per m2 was charged on developments that were granted planning permission prior to 01 April 2019.

Table 1: Summary of Financial Requirements (City SPD, 2014)

| Land Use | Zone | City CIL Rate (£ per m2) | Mayoral CIL Rate (£ per m2) |
|---|--------------|-----------------------------|--------------------------------|
| Offices | City-wide | £75 | £50 |
| Residential | Riverside | £150 | £50 |
| Residential | Rest of City | £95 | £50 |
| Development used wholly or mainly for the provision of medical or health services, except the use of premises attached to the residence of the consultant or practitioner | City-wide | Nil | Nil |
| Development used wholly or mainly for the provision of education as a school or college under the Education Acts or as an institution of higher education | City-wide | Nil | Nil |
| Development used wholly or mainly for the operational purposes of the emergency services | City-wide | Nil | Nil |
| All other uses | City-wide | £75 | £50 |

2.4 - The Purpose of CIL

Infrastructure to be funded by the City CIL in accordance with the 2014 Regulation 123 List includes:

- Community facilities
- Decentralised energy facilities
- Education facilities
- Emergency services facilities
- Flood defence and flood risk alleviation
- Pipe subways
- Play space facilities
- Publicly accessible open space, sports and recreation facilities
- Public health care facilities
- Public realm enhancement
- Transport improvements

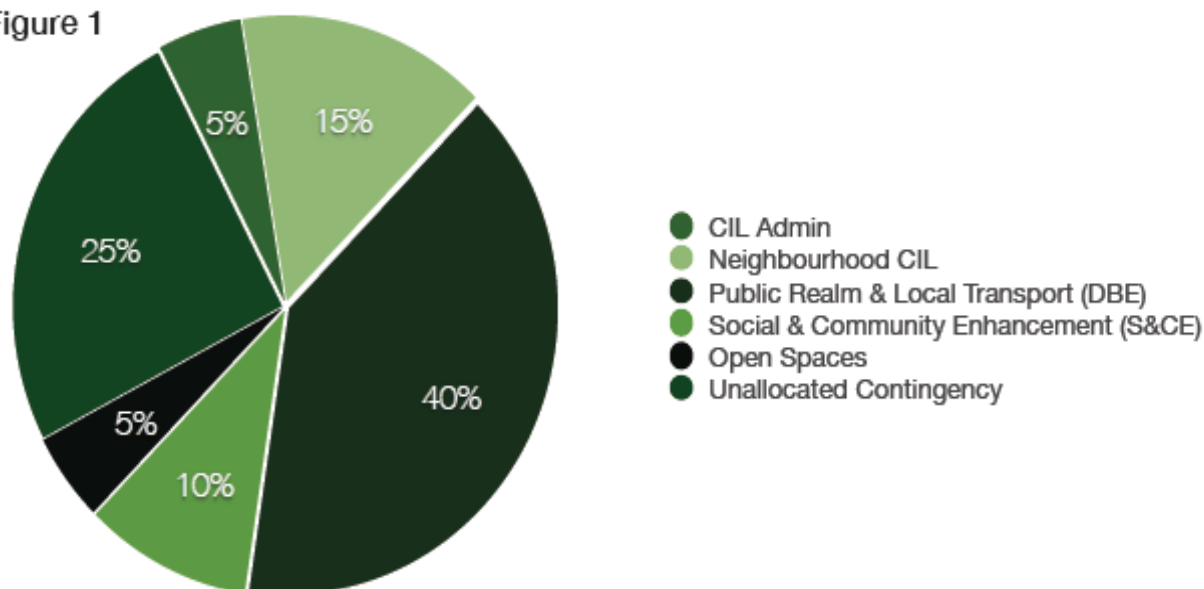
City CIL will be used to fund its infrastructure requirements unless the need for specific infrastructure contributions arises directly from:

- a) Fewer than five developments, where section 106 planning obligations arrangements may continue to apply if the infrastructure is required to make the development acceptable in planning terms; or
- b) A need for highways alterations, reinstatement or other works necessary to make a development acceptable in planning terms, where S278 Highways Agreements will continue to apply.

2.5 - CIL Contribution Allocation

The City's officer Priorities Board, reporting to the Resource Allocation Sub-Committee, make decisions on CIL allocation. Funds for new projects are allocated according to an agreed distribution, as seen in Figure 1.

Figure 1



City CIL Overview for 2014 - 2019

The overall summary of the financial position for income generated by City CIL between July 2014 and March 2019 is given in Table 2 below.

Table 2: City CIL Overview as at 31 March 2019

| City CIL | Public Realm & Local Transport DBE (40%) | Neighbourhood CIL (15%) | Social & Community Enhancement (10%) | Open Spaces (5%) | Unallocated (25%) | CIL Administration (5%) | Total |
|----------|--|-------------------------|--------------------------------------|------------------|-------------------|-------------------------|--------------------|
| Received | £13,266,074 | £4,974,778 | £3,316,518 | £1,658,259 | £8,291,296 | £1,658,259 | £33,165,185 |
| Spent | £1,125,118 | £282,661 | £606,835 | £94,220 | £471,101 | £205,750 | £2,785,686 |
| Balance | £12,140,956 | £4,692,117 | £2,709,683 | £1,564,039 | £7,820,195 | £1,452,509 | £30,379,499 |

Most Significant Developments where City CIL has been received:

- 22 Bishopsgate (Planning Ref: 15/00764/FULEIA) - £16.5m
- 6-8 Bishopsgate (Planning Ref: 15/00443/FULEIA) - £3.1m
- 100 Liverpool Street & 8-12 Broadgate (Planning Ref: 15/01387/FULEIA) - £1.6m
- 76-86 Fenchurch Street (Planning Ref: 15/00702/FULMAJ) - £1.4m
- Emperor House, 35 Vine Street (Planning Ref: 17/00239/FULMAJ) - £1.3m

Table 3: City CIL collected and spent by financial year between July 2014 and March 2019

| City CIL | | Public Realm & Local Transport (40%) | Neighbourhood CIL (15%) | Social & Community Enhancement (10%) | Open Spaces (5%) | Unallocated (25%) | CIL Administration (5%) | Total |
|-------------------------|----------|--------------------------------------|-------------------------|--------------------------------------|------------------|-------------------|-------------------------|--------------------|
| Up to March 2015 | Received | £60,900 | £22,838 | £15,225 | £7,613 | £38,063 | £7,613 | £152,250 |
| | Spent | £0 | £0 | £0 | £0 | £0 | £7,613 | £7,613 |
| | Balance | £60,900 | £22,838 | £15,225 | £7,613 | £38,063 | £0 | £144,638 |
| April 2015 – March 2016 | Received | £1,131,443 | £424,291 | £282,861 | £141,430 | £707,152 | £141,430 | £2,828,608 |
| | Spent | £0 | £0 | £0 | £0 | £0 | £81,580 | £81,580 |
| | Balance | £1,131,443 | £424,291 | £282,861 | £141,430 | £707,152 | £59,850 | £2,747,028 |
| April 2016 – March 2017 | Received | £7,843,697 | £2,941,386 | £1,960,924 | £980,462 | £4,902,311 | £980,462 | £19,609,242 |
| | Spent | £120,823 | £0 | £0 | £0 | £0 | £27,383 | £148,206 |
| | Balance | £7,722,874 | £2,941,386 | £1,960,924 | £980,462 | £4,902,311 | £953,079 | £19,461,036 |
| April 2017 – March 2018 | Received | £2,043,927 | £766,473 | £510,982 | £255,491 | £1,277,454 | £255,491 | £5,109,818 |
| | Spent | £250,533 | £0 | £418,395 | £0 | £0 | £57,167 | £726,094 |
| | Balance | £1,793,395 | £766,473 | £92,587 | £255,491 | £1,277,454 | £198,324 | £4,383,724 |
| April 2018 – March 2019 | Received | £2,186,107 | £819,790 | £546,527 | £273,263 | £1,366,317 | £273,263 | £5,465,267 |
| | Spent | £277,178 | | £236,540 | | | £32,008 | £545,727 |
| | Balance | £1,908,928 | £819,790 | £309,987 | £273,263 | £1,366,317 | £241,255 | £4,919,540 |
| Total Balance | | £12,617,540 | £4,974,778 | £2,661,584 | £1,658,259 | £8,291,296 | £1,452,509 | £31,655,966 |

2.6 - Projects Funded by CIL

The City's officer Priorities Board, reporting to the Resource Allocation Sub-Committee, make decisions on CIL allocation. The following projects were funded (fully or in part) through the City CIL allocations in 2018/19:

Public Realm and Local Transport:

- Churchyard Enhancement Programme (£7,916.35)
- Beech Street Transport & Public Realm Improvements (£169,261.95)
- Hostile Vehicle Mitigation Security Programme (£100,000)

Social & Community Enhancements:

- City Mental Health Centre (£11,072.72)
- Golden Lane Community Centre Works (£225,467.33)

City CIL Administration

Administration charges are covered within the City CIL charge and are set at a rate of 5% in accordance with CIL Regulations 2010 (as amended). Administration charges have been used to cover the costs of setting up the City's CIL and the on-going costs of administering the CIL. Since the levy was first introduced in July 2014, a total of £1,658,259 has been allocated to the costs associated with administering the levy, of which £205,750 has been spent, leaving a balance of £1,452,509.

Table 4: City CIL Administration & Monitoring Overview (July 2014 and March 2019)

| Year | Number of Applications | City CIL Administration Fee Received | Spent | Balance |
|-------------------------|------------------------|--------------------------------------|-----------------|-------------------|
| Up to March 2015 | 10 | £7,613 | £7,613 | £0 |
| April 2015 – March 2016 | 37 | £141,430 | £81,580 | £59,850 |
| April 2016 – March 2017 | 19 | £980,462 | £27,383 | £953,079 |
| April 2017 – March 2018 | 21 | £255,491 | £57,167 | £198,324 |
| April 2018 – March 2019 | 20 | £273,263 | £32,008 | £241,255 |
| Total | 107 | £1,658,259 | £205,750 | £1,452,509 |

2.7 - Mayoral CIL Financial Overview for April 2012 - March 2019

The Mayoral Community Infrastructure Levy (CIL) applies to most new developments in London granted planning permission on or after 1 April 2012. The Levy raises money towards Crossrail and is collected by the City Corporation, London boroughs and Mayoral Development Corporations.

Collected contributions are transferred to TfL on a quarterly basis along with quarterly monitoring reports.

Table 5: Mayoral CIL collected by the City of London between April 2012 and March 2019

| Mayoral CIL Financial Year | Number of Applications | Gross Amount Received | Forwarded on to Transport for London | Administration Fee Retained (4%) |
|----------------------------|------------------------|-----------------------|--------------------------------------|----------------------------------|
| Up to March 2015 | 10 | £7,428,874 | £7,131,719 | £297,155 |
| April 2015 – March 2016 | 37 | £5,071,747 | £4,868,877 | £202,870 |
| April 2016 – March 2017 | 19 | £16,828,568 | £16,155,425 | £673,143 |
| April 2017 – March 2018 | 21 | £2,085,305 | £2,001,893 | £83,412 |
| April 2018 – March 2019 | 20 | £4,571,576 | £4,388,713 | £182,863 |
| Total | 107 | £35,986,070 | £34,546,627 | £1,439,443 |

Mayoral CIL Administration

The Mayoral CIL administration fee is currently set at a rate of 4% per application. Administration charges have been used to cover the costs of setting up the Mayoral CIL and the on-going costs of administering the contributions (Transfer of funds and quarterly reporting to TfL). Since the levy was first introduced in 2012, a total of £1,439,443 has been allocated to the costs associated with administering the levy, of which £195,823 has been spent, leaving a balance of £1,243,620.

Table 6: Mayoral CIL Administration & Monitoring Overview as at 31 March 2019

| Financial Year | Number of Applications | Mayoral CIL 4% Administration Fee Retained | Spent | Balance |
|-------------------------|------------------------|--|-----------------|-------------------|
| Up to March 2015 | 10 | £297,155 | £63,164 | £233,991 |
| April 2015 – March 2016 | 37 | £202,870 | £25,304 | £177,566 |
| April 2016 – March 2017 | 19 | £673,143 | £30,708 | £642,434 |
| April 2017 – March 2018 | 21 | £83,412 | £42,471 | £40,941 |
| April 2017 – March 2018 | 20 | £182,863 | £34,176 | £148,687 |
| Total | 107 | £1,439,443 | £195,823 | £1,243,620 |

2.8 - Conclusion

As at 31 March 2019, a total of £33.2m has been collected for City CIL since July 2014 and £36m for Mayoral CIL since April 2012. A list of applications which were liable for City are shown in Appendix 1.

Consultation

The Departments of Open Spaces, Department of Community and Children's Services, Economic Development Office, Chamberlains Department and the Department of the Built Environment have been consulted and contributed to the preparation of this report.

Glossary of Terms

• Affordable Housing

Affordable housing is defined primarily by affordability and not by tenure. It comprises 'social rented housing', 'affordable rented housing' and 'intermediate housing.' Social rented housing is at rents no greater than target rents set by government for local authority, Registered Social Landlords (RSL) and cooperative tenants. Affordable rented housing has the same characteristics as social housing but is offered at up to 80% of local market rentals. Intermediate housing is sub-market housing where costs are above target rents for social rented housing but are below open market levels and are affordable by households on moderate incomes. Intermediate housing can include shared ownership, sub-market rented and key worker provision.

• Carbon Offsetting

The Government has set a legally binding target to achieve zero carbon emissions in new residential development by 2016 and in new commercial development by 2019. The Government recognises that this may not always be feasible on-site and is setting up a mechanism of 'Allowable Solutions', under which developers who are unable to achieve zero carbon on-site can offset their carbon emissions by making provision for carbon reduction elsewhere.

• Community Infrastructure Levy

A statutory charge on new development used to contribute towards the funding of infrastructure provision. The City Corporation has prepared a CIL charging schedule that was implemented in July 2014.

• Local Plan

The document setting out the strategy, vision and policies and proposals for planning the City. It was prepared in consultation with the public and was adopted in 2015.

• Local Procurement

Through its 'City Procurement Project' the City of London Corporation provides free support to City based business wishing to procure locally. The City of London Corporation sees local procurement as an effective means of stimulating the economies of neighbouring boroughs, promoting small business growth and associated job creation opportunities for the 1.6 million residents.

• Mayoral Crossrail

The Mayor's Community Infrastructure Levy was introduced in 2012 to help finance Crossrail, the major new rail link that will connect central London to Reading and Heathrow in the West and Shenfield and Abbey Wood in the East.

• NPPF - National Planning Policy Framework

The National Planning Policy Framework sets out government's planning policies for England and how these are expected to be applied. It is a key part of the government's reforms to make the planning system less complex and more accessible. It vastly simplifies the number of policy pages about planning.

• Planning Obligations

Legal agreements negotiated between the City Corporation and developers (or offered unilaterally by developers) setting out financial and non-financial undertakings relating to a planning permission. Also known as "Section 106 Agreements." From July 2014 some financial planning obligations in the City have been replaced by the Community Infrastructure Levy.

- **SPD - Supplementary Planning Document**

A document that explains the policies of the Core Strategy and Local Plan in detail. It is subject to consultation, but not public examination.

- **S106**

See Planning Obligations.

- **TfL - Transport for London**

The body, under the control of the Mayor of London, responsible for strategic transport policy and the provision of public transport, including buses and the underground. TfL is responsible for certain major streets in the City.

Background Papers and Relevant Legislation

City of London - Aldgate Project

<https://www.cityoflondon.gov.uk/things-to-do/green-spaces/city-gardens/visitor-information/Pages/aldgate-square.aspx>

City of London - CIL Charging Schedule

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/Documents/city-of-london-cil-charging-schedule-2014.pdf>

City of London - Community Infrastructure Levy Regulation 123 List

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/Documents/city-of-london-regulation-123-list-2014.pdf>

City of London - Corporate Business Plan

<https://www.cityoflondon.gov.uk/about-the-city/how-we-make-decisions/Pages/corporate-plan.aspx>

City of London - Department of the Built Environment Business Plan 2016/19

<http://democracy.cityoflondon.gov.uk/documents/s62846/BP%20FINAL.pdf>

City of London - Infrastructure Delivery Plan

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/local-plan/Pages/Infrastructure-Delivery-Plan.aspx>

City of London - Local Plan, January 2015

<http://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/local-plan>

City of London - Planning Obligations Supplementary Planning Document, July 2014

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/Documents/planning-obligations-spd-june-2014.pdf>

City Public Realm Supplementary Planning Document July 2016

<https://www.cityoflondon.gov.uk/services/environment-and-planning/city-public-realm/Documents/city-public-realm-supplementary-planning-document-july-2016.pdf>

Mayoral Community Infrastructure Levy

<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/mayoral-community-infrastructure-levy>

Community Infrastructure Levy Guidance

<https://www.gov.uk/guidance/community-infrastructure-levy>

Crossrail 2

<https://crossrail2.co.uk/>

Planning Act 2008

<http://www.legislation.gov.uk/ukpga/2008/29/contents>

The Community Infrastructure Levy Regulations 2010 (As Amended)

<http://www.legislation.gov.uk/uksi/2010/948/contents/made>

The London Plan

<https://www.london.gov.uk/what-we-do/planning/london-plan>

The National Planning Policy Framework, March 2012

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Town and Country Planning Act 1990

<http://www.legislation.gov.uk/ukpga/1990/8/contents>

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Appendix

City CIL Applications up to 31 March 2019

| Application Reference | Site Address | City CIL Received |
|-----------------------|--|-------------------|
| 14/00446/FULL | Carter Lane 69, EC4V 5EQ | £15,825.00 |
| 14/00774/FULL | 40 - 46 Cannon Street, 27 - 28 Garlick Hill & 13-14 & 15 Great St Thomas Apostle, EC4N 6JJ | £26,100.00 |
| 13/00985/FULL | 1 Angel Court, 33 Throgmorton Street, EC2N 2BR (DoV) | £152,250.00 |
| 14/00988/FULL | 20 St Dunstan's Hill, EC3R 8HL | £15,600.00 |
| 14/00579/FULL | Dixon House 72 - 75 Fenchurch Street & 1 Lloyds Avenue, EC3M | £62,513.55 |
| 14/00322/FULMAJ | YMCA 2 Fann Street, EC2Y 8BR | £40,134.27 |
| 14/00432/FULMAJ | Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, EC1 (DoV) | £17,575.00 |
| 14/00254/FULMAJ | Fleet House 8 - 12 New Bridge Street, EC4V 6AL | £119,394.67 |
| 14/00904/FULL | 53-54 Aldgate High Street, EC3N 1AL | £13,692.32 |
| 15/00089/FULL | 21, 21A Lime Street, 8, 10, 10A, 11A & 11B Ship Tavern Passage | £32,451.30 |
| 15/00165/FULL | 8 Devonshire Square, EC2M 4PL | £30,525.00 |
| 14/00866/FULL | 25 - 26 Furnival Street, EC4A 1JT | £98,317.80 |
| 15/00086/FULMAJ | 160 Aldersgate Street, EC1A 4DD | £152,537.18 |
| 14/00518/FULL | 67-71 Moorgate & 34 London Wall | £10,484.62 |
| 14/01096/FULMAJ | 24 King William Street, EC4R 9AJ | £146,191.50 |
| 14/01138/FULL | 20 Old Bailey, EC4M 7AN | £324,673.65 |
| 15/00227/FULL | Bakers Hall, 7 Harp Lane, EC3R 6DP | £11,407.53 |
| 15/00179/FULL | 16 - 17 Devonshire Square, EC2M 4SQ | £33,820.92 |
| 15/00095/FULL | 60 Cheapside | £20,319.04 |
| 14/01141/FULL | Salisbury Sqaure 8, Salisbury House, EC4Y 8AP | £323,146.40 |
| 14/00973/FULMAJ | 19-20 Garlick Hill & 4 Skillers Lane, EC4V 2AU | £365,077.13 |
| 15/00417/FULMAJ | Site Bounded By 34-38, 39-41, 45-47 & 57B Little Britain & 20, 25, 47, 48-50, 51-53, 59, 60, 61, 61A & 62 Bartholomew Close, EC1 (DoV) | £102,989.12 |
| 14/00780/FULMAJ | 2-6 Cannon Street, EC4M 6YH | £106,523.85 |
| 15/00844/FULL | Cannon Green Building, 27 Bush Lane | £19,280.33 |
| 15/01052/FULL | 19 Great Winchester Street | £13,255.23 |
| 15/00443/FULEIA | 6-8 Bishopsgate and 150 Leadenhall Street, EC2N 4DA and EC3V 4QT | £3,116,188.18 |
| 15/00673/FULL | St Andrews House, 18-20 St Andrew Street | £73,024.27 |
| 15/00706/FULMAJ | 55 Gresham Street | £314,751.46 |
| 15/00509/FULMAJ | 20 Farringdon Street | £478,875.31 |
| 14/01251/FULMAJ | 15 Bishopsgate and Tower 42 Public Realm | £214,975.73 |
| 14/01226/FULMAJ | Walsingham House, 35 Seething Lane, EC3N 4AH | £166,373.22 |
| 13/00605/FULEIA | Land bounded by Charterhouse Street, Lindsey Street, Long Lane and Hayne Street, EC1 | £941,158.05 |
| 15/00702/FULMAJ | 76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1a Carlisle Avenue, EC3N 2ES (DoV) | £1,368,799.33 |
| 14/00237/FULMAJ | 120 Fenchurch Street (DoV) | £70,992.36 |

| Application Reference | Site Address | City CIL Received |
|-----------------------|---|------------------------|
| 16/00236/FULL | Senator House, 85 Queen Victoria Street | £23,043.51 |
| 15/00764/FULEIA | 22 Bishopsgate | £16,502,244.55 |
| 16/00463/FULL | 51-53 Moorgate | £40,139.75 |
| 16/00328/FULL | Livery Hall, Butchers' Hall, 87-89 Bartholomew Close | £9,450.87 |
| 16/00560/FULL | 30-34 Moorgate | £17,955.44 |
| 16/00778/FULL | Saddlers' Hall, 40 - 44 Gutter Lane, EC2V 6BR | £12,246.03 |
| 16/00549/FULL | Irongate House, 22 Dukes Place | £12,643.51 |
| 16/00848/FULL | 98 Fetter Lane, 12 Norwich Street & 6-10 Norwich Street, London, EC4A 1EP | £14,885.77 |
| 16/00299/FULL | 90 Fetter Lane | £93,856.07 |
| 15/01387/FULEIA | 100 Liverpool Street & 8-12 Broadgate | £1,581,592.47 |
| 16/00102/FULL | Cannon Green Building, 27 Bush Lane | £68,037.24 |
| 16/00215/FULMAJ | Dewhurst House 24-30 West Smithfield | £219,922.59 |
| 15/01368/FULL | 111 Cannon Street | £60,047.70 |
| 16/00742/FULL | 9-13 Aldgate High Street | £15,810.88 |
| 16/01034/FULL | 10 Fleet Place, EC4M 7RB | £35,113.81 |
| 15/01312/FULMAJ | 56-60 Moorgate, 62-64 Moorgate & 41-42 London Wall, EC2 | £65,850.63 |
| 16/00776/FULMAJ | 60 London Wall, EC2M 5TQ | £1,240,641.21 |
| 17/00230/FULL | 1 Finsbury Avenue | £43,870.92 |
| 17/00276/FULL | 100 Liverpool Street & 8-12 Broadgate (DoV) | £3,285.88 |
| 16/00590/FULL | Bernard Morgan House, 43 Golden Lane, EC1Y 0RS | £814,982.79 |
| 16/00849/FULEIA | 22 Bishopsgate | £120,705.44 |
| 17/00831/FULL | 1 Finsbury Avenue (DoV) | £1,491.84 |
| 14/00300/FULMAJ | Creed Court, 3 - 5 Ludgate Hill, 1 - 3 Creed Lane and 11 - 12 Ludgate Square, EC4M 7AA | £106,811.92 |
| 16/00405/FULMAJ | 55 Moorgate, EC2R 6PA | £146,811.09 |
| 17/00855/FULL | 133 Middlesex Street, E1 7JF | £6,208.79 |
| 17/00239/FULMAJ | Emperor House, 35 Vine Street | £1,313,605.23 |
| 17/00585/FULMAJ | Garrard House, 31 Gresham Street | £143,968.94 |
| 17/00980/FULL | 2 Seething Lane, EC3N 4AT (DoV) | £51,675.63 |
| 17/01221/FULL | 51 Eastcheap, EC3M 1JP | £28,494.98 |
| 17/00712/FULL | Broken Wharf House, 2 Broken Wharf, London, EC4 | £10,838.41 |
| 18/00193/FULMAJ | Emperor House, 35 Vine Street (DoV) | £6,828.45 |
| 17/00623/FULL | 150 Bishopsgate, EC2M 4AF (DoV) | £63,438.38 |
| 17/00447/FULEIA | 6-8 Bishopsgate and 150 Leadenhall Street, EC2N 4DA and EC3V 4QT | £1,108,297.13 |
| 18/00137/FULL | 16 Old Bailey | £109,604.19 |
| 18/00669/FULL | Garrard House, 31 Gresham Street | £13,237.34 |
| 17/01207/FULMAJ | Creed Court, 3 - 5 Ludgate Hill, 1 - 3 Creed Lane And, 11 - 12 Ludgate Square, London, EC4M 7AA | £58,326.07 |
| | | £ 33,165,188.77 |