

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 2015 to 31st
March 2016 and a financial summary as at 31st March 2016,
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 2015 to 31st
March 2016 and a financial summary as at 31 March 2016.

Ward: All

Report of: Director of the Built Environment

Public: For information

The Committee's monitoring arrangements for the implementation of the adopted Supplementary Planning Guidance on Planning Obligations were set out in July 2014.

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 (The Act) and The London Plan, in the financial year 2015 to 2016. This report provides an overall position as at 31 March 2016 and includes a financial summary as at 31 March 2015.

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 is set out before a financial analysis up until 31 March 2016 is delivered. Both parts of the report include sections covering the future projects funded or made feasible through planning obligations and case studies of projects that have already been delivered through S106 contributions. Further topics reported include; Allocation of Contributions, Risk Management and the purpose of planning obligations.

S106 position as at 31 March 2016:

- A total of 99 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 the payment or submission of an obligation) with a total negotiated value of £164.6 m; some £128.6 m of this had been received. 12 of these were signed in the monitoring period of this report (01 April 2015 – 31 March 2016).

CIL position as at 31 March 2016:

- A total of 67 planning applications received since 2012 were CIL liable; 21 of which contributed £2.8m towards the City CIL (July 2014) and all of the 67 applications contributed a combined total of £12.5m 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
1.4 - The purpose of Planning Obligations	10
1.5 – S106 Financial Overview up to March 2015	10
Table 3 - Summary of Financial S106 Agreements as at 31 March 2015	11
Table 4 - S106 Signed Potential Contribution Allocation as at March 2015	11
Table 5 - S106 Signed Potential Contribution Allocation as at March 2015	12
1.6 – S106 Financial Analysis for April 2015 - March 2016	12
Table 6 - Summary of All Financial S106 Agreements April 2015 – March 2016	12
Table 7 - S106 Contributions Secured April 2015 – March 2016	13
Table 8 - S106 Contributions Received & Spent April 2015 – March 2016	13
1.8 - Future S106 Projects and Obligations	18
1.9 - Risk Management & Mitigation	19
1.10 - Conclusion	20

Part 2: The Community Infrastructure Levy	22
2.1 - CIL Overview	22
2.2 - The History of CIL	22
2.3 - CIL Policy and Rates	22
Table 1 – Summary of Financial Requirements (City SPD, 2014)	23
2.4 - The purpose of CIL	23
2.5 – CIL Contribution Allocation	24
Table 2 – City CIL collected between July 2014 and March 2016	24
2.7 - Projects funded by CIL	25
2.8 – Mayoral CIL Financial Overview for April 2012 – March 2016	25
Table 3 - Mayoral CIL collected by the City between April 2012 & March 2016	25
2.9 – Mayoral CIL - Financial Analysis for 2015-2016	26
2.10 – Administration Spend	26
Mayoral CIL April 2012 - September 2016	26
2.11 - Future Projects and spending of CIL	27
2.12 - Conclusion	27
Consultation	27
Glossary of Terms	28
Where are the relevant forms?	29
Information for levy authorities	30
Background Papers and Relevant Legislation	31
Contacts	33
Appendix	34
Mayoral CIL Applications 2015-2016	34
City CIL Applications 01 April 2015 – 31 March 2016	35
S106 Applications 01 April 2015 – 31 March 2016	36



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 NPPF paragraph 204 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 metres and above. Table 1 below outlines the thresholds and rates that are applied in regards 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
	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

International House, Mitre Square – Planning Obligation Example

The proposed development 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/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.

Monitoring Contributions Financial Review as at March 2016

A total of £1.14m worth of contributions has been received towards Monitoring costs as at 31 March 2016. Of this total, £0.4m has been spent and there is a remaining balance of £0.74m.

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.

These key projects form part of both The Department of the Built Environment's Business Plan 2016 – 2019 and the City of London's Corporate Plan 2015 – 2019. The Corporate Plan states that the City's vision is to maintain high quality, accessible and responsive services benefiting its communities, neighbours, London and the nation. Planning obligations have been and will be constructed and delivered in a way that supports and reflects both the City's Departmental and Corporate plans.

1.5 – S106 Financial Overview up to March 2015

As at 31 March 2015:

A total of 87 financial agreements had been signed and had reached the first trigger with a total negotiated value of £160.1m; some £102.1m of this amount had been received. As at 31 March 2015, interest accrued overall amounted to £5.2m The following are significant agreements triggered in the reporting period as examples:

- 40 Leadenhall Street Value £16.4 m
- 70 Farringdon Street Value £5.5 m
- Mitre Square Value £5.2 m

The overall summary of the financial position as of 31 March 2015 is given in Table 3. This table identifies the scale of activity arising from financial S106 agreements and demonstrates the scale of the financial obligations negotiated and secured by the City Corporation.

Table 3 - Summary of Financial S106 Agreements as at 31 March 2015

	Number of Agreements	Value of Agreements	Amount Received	Amount Expended
Signed and Triggered	87	£160.1 m	£102.1 m	£43.5 m
Signed NOT Triggered likely to proceed	33	£43.8 m	-	-
Signed NOT Triggered progress unknown	8	£9.3 m	-	-
Total Signed NOT Triggered	41	£53.0 m	-	-
Grand Total Signed Agreements	128	£213.1 m	£102.1 m	£43.5 m
Agreements not signed but with Committee Approval	11	£9.2 m	-	-
Overall Potential Total	139	£222.3 m	£102.1 m	£43.5 m

* 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. Although these agreements have been triggered, not all obligations are triggered by, for example, implementation as some are triggered by occupation.

Up to 31 March 2015 a total of 41 S106 agreements with financial obligations have been signed but are not yet triggered. Of those summarised in Table 4 the most significant include:

- 35 – 36 Vine Street
- 10 King William Street
- London Wall

The City Corporation has secured a number of agreements and clauses with non-financial benefits. 21 non-financial agreements have been triggered and 13 non-financial agreements are yet to be triggered.

Table 4 - S106 Signed Potential Contribution Allocation as at March 2015

	As at March 2012	April 2012 – March 2013	April 2013 – March 2014	April 2014 – March 2015	Total
Affordable Housing	£21.3 m	£0.5 m	£28.0 m	£6.2 m	£56 m
Local Training, Skills and Job Brokerage	£2.5 m	£0.087 m	£0.6 m	£0.8 m	£3.99 m
Local Community Facilities and the Environment	£29.7 m	£1.1 m	£6.3 m	£7.28 m	£44.38 m
Transportation Improvements	£14.8 m	£0.46 m	£1.9 m	£3.6 m	£20.76 m
Crossrail	£35.1 m	£1.25 m	£14.9 m	£24.3 m	£75.55 m
Total	£103.4 m	£3.4 m	£51.7 m	£42.18 m	£200.68 m

The total amount of signed obligations as at March 2015 is distributed in accordance with the City's SPD, as presented in Table 4 and excludes any admin, monitoring or site specific contributions.

Table 5 - S106 Contributions Received and Spent as at March 2015

	Received	Interest **	Spent
Affordable Housing	£41.9 m	£1.3 m	£14.5 m
Local Training, Skills and Job Brokerage	£3.4 m	£0.1 m	£20.5 m
Local Community Facilities and the Environment	£38.8 m	£2.6 m	£2.7 m
Transportation Improvements	£18.0 m	£1.1 m	£5.8 m
Crossrail	£23.8 m	-	*
Total	£125.9 m	£5.2 m	£43.5 m

* All Crossrail contributions are transferred to TfL.

** Interest figure to 31 March 2016

1.6 – S106 Financial Analysis for April 2015 - March 2016

Table 6 - Summary of All Financial S106 Agreements April 2015 – March 2016

	Number of Agreements	Value of Agreements	Amount Received	Amount Expended
Signed & Triggered	12	£4.5 m	£26.5 m	£8.3 m
Signed NOT Triggered Likely to proceed	16	£18.3 m	-	-
Signed NOT Triggered progress unknown				-
Total Signed NOT Triggered	16	£18.3 m	-	-
Grand Total Signed Agreements	28	£22.9 m	£26.5 m	£8.3 m

The overall summary of the financial position as of 31 March 2016 is given in Table 6.

This table identifies the scale of activity arising from financial S106 agreements and demonstrates the scale of the financial obligations negotiated and secured by the City Corporation. 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.

Between 01 April 2015 and 31 March 2016:

A total of 12 financial agreements had been signed and had reached the first trigger with a total negotiated value of £4.5 m. In this period £26.5 m was received in S106 financial contributions.

Between 01 April 2015 and 31 March 2016, interest accrued overall amounted to £360 K.

The following significant agreements triggered in the reporting period as examples:

- 21 Moorfields Value £5.5 m
- 6 – 8 Bishopsgate Value £4.02 m
- 130 Fenchurch Street Value £2.95 m

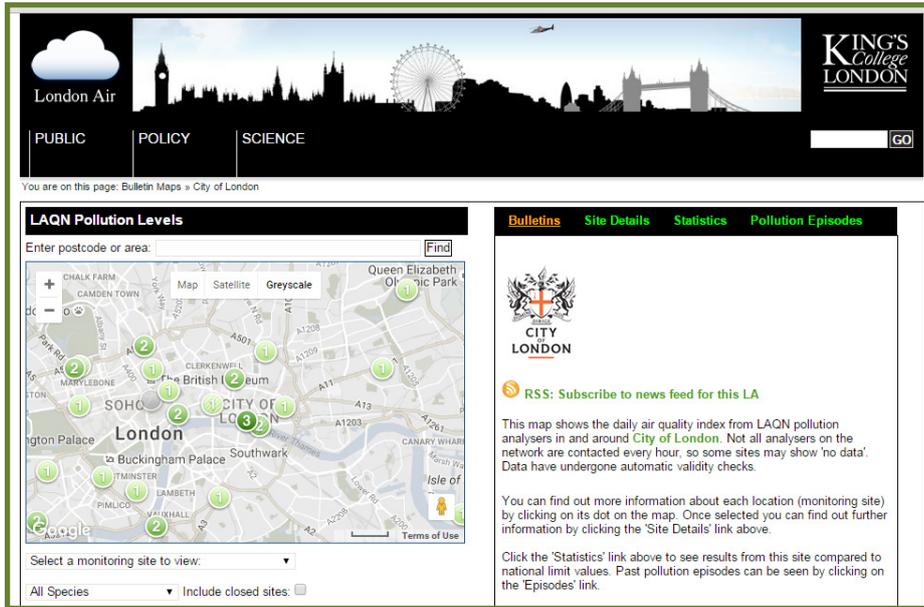
Table 7 - S106 Contributions Secured April 2015 – March 2016

Obligations	Secured
Affordable Housing	£3,722,825.20
Local Training, Skills and Job Brokerage	£491,779.86
Local Community Facilities and the Environment	£1,395,744.48
Transportation Improvements	£416,108.00
Crossrail	£16,657,799.00
Total	£22,684,256.54

The total amount of signed obligations for the financial year 2015 to 2016 is distributed in accordance with the City's SPD, as presented in Table 7. It must be noted that this does not reflect the amount received or the amount spent but is rather the potential that can be allocated to the SPG categories. The total figure excludes any monitoring, admin or site specific contributions.

Table 8 - S106 Contributions Received & Spent April 2015 – March 2016

Obligations	Received	Spent
Affordable Housing	£14.2 m	£3.9 m
Local Training, Skills and Job Brokerage	£0.9 m	£0.3 m
Local Community Facilities and the Environment	£6.9 m	£1.6 m
Transportation Improvements	£4.5 m	£2.5 m
Crossrail	£15.2 m	-
Total		£8.3 m



1.7 - Projects funded by Section 106

Air Quality

Section 106 contributions have been used to support air quality monitoring and data management in the City as major developments contribute to local levels of air pollution. This includes an increase in servicing and deliveries to and from the site and vehicles associated with the demolition and construction phase. Consequently, S106 contributions are used to support local air quality monitoring. For example, S106 contributions were used to purchase the PM2.5 analyser in Farringdon Street. This data contributes to the City Air Quality Monitoring Network which is made available to the public by Kings College London at www.londonair.org.uk.

Above (left) is a screen shot of the web site with air quality data that is updated hourly. The image on the right is the air quality monitor located in Farringdon Street.

Local Procurement and Local Training and Skills

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.

Local Procurement

The City of London Corporation is committed to responsible procurement; within its own procurement practices, among the businesses based in the City and also through developers and their contractors developing sites and properties in the Square Mile.

As part of their S106 obligations, developments that meet the threshold 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.

The New Economics Foundation has calculated that every £1 spent with a local supplier is worth £1.76 to the local economy, and only 36 pence if it is spent out of the area. That makes £1 spent locally worth almost 400 per cent more.

Local Procurement Benefits 2015 - 2016

- £41,525,158 was spent with locally based SMEs in financial year 2015/16 on goods and services such as scaffolding, plant equipment and hire, masonry, timber supplies
- 50 separate contracts were placed with 47 local SMEs

Local Employment and Training

This is supported by S106 Planning Obligations in two forms: the requirement that developers sign up to a local training, skills and job brokerage strategy that states their approach to meeting a target of 20% of local labour in the construction phase; and financial contributions to support training and employment initiatives in the City and neighbouring boroughs.

The latter projects include a variety of approaches to helping adult residents into work and raising the aspirations and employability of young people in primary and secondary schools, through the likes of work placements, City employees providing insights into work, and bringing successful alumni back to their old schools to talk about their experience.

Local Employment and Training Benefits 2015-16

Construction: local employment is measured in person-hours of employment for residents in the qualifying fringe boroughs. At the end of 2015/16 financial year, development sites in the City had generated 1,909,368 paid hours of construction employment, of which 156,013 (8.2%) came from local employees resident in the City fringe boroughs.

Other employment and training initiatives in the same period delivered the following benefits:

- 66 residents got a job through the Cheapside & Aldgate employment programme
- 261 residents received work-related learning opportunities through programmes such as Career Ready, City Talent, the Higher Education Access Project)

- 3,298 residents took part in introductions to City-type jobs through programmes such as City Careers, Open House, Future First, Subjects in the City.

Affordable Housing

The London Plan 2015 seeks to maximise affordable housing provision and ensure more affordable homes per year in London. It states that affordable housing is normally required on-site but in exceptional circumstances it may be provided off-site or through a ring fenced cash-in-lieu contribution, and if appropriate 'pooled' to secure efficient delivery of new affordable housing on identified sites elsewhere. The City of London requires that 30% of new housing in the City is provided as affordable housing or as a financial contribution equivalent to 60% of the proposed new housing, to deliver affordable housing elsewhere.

New affordable housing should ideally be provided on-site however as land within the city is expensive and limited, the City of London works with housing partners to deliver new affordable housing on sites in the City fringe and in neighbouring boroughs such as Islington and Southwark.

The most notable projects that have been delivered through cash in lieu contributions that are currently underway include:

- Avondale Square – Redevelopment of the Community Centre to provide 18 units.
- 1 Tower Bridge, Horace Jones House – 43 Units (Pictured below)
- Middlesex Street – 24 Units

1 Tower Bridge





St Paul's Coach Park



Austin Friars



Tokenhouse Yard



St Andrew Holborn



Cheapside



Holborn Circus

City Public Realm

The City of London's Public Realm Team delivers area enhancement projects designed to make the City a more attractive place for businesses and residents. A series of area enhancement strategies set the vision for the future based on the local environment and street scene. Over the last fourteen years, in excess of 150 enhancement schemes have been delivered, many of which have been made feasible through S106 contributions. The team's approach is characterised

by a consistent, high quality palette of materials which enables streets and spaces to fit seamlessly together, producing a public realm which functions well and is a pleasure to experience. The City needs to continually evolve to meet the needs of the growing business and resident community and an increasing number of visitors. Enhancing and unifying the fabric of the City's public realm will continue for many years to come.

Past schemes of note include:

- St Paul's Churchyard – winner of the London Planning Awards 2010 - 2011 for 'Best Historic Building Management'
- Cheapside improvement project – Winner of CIHT Award 2013

Recently completed & on-going S106 funded projects of note include:

- St Andrew Holborn - winner of the London Planning Awards 2015 - 2016 for 'Best New Public Space'
- Sculpture in the City (on-going) – Awarded several awards

Those of note that are under construction or within current developments include:

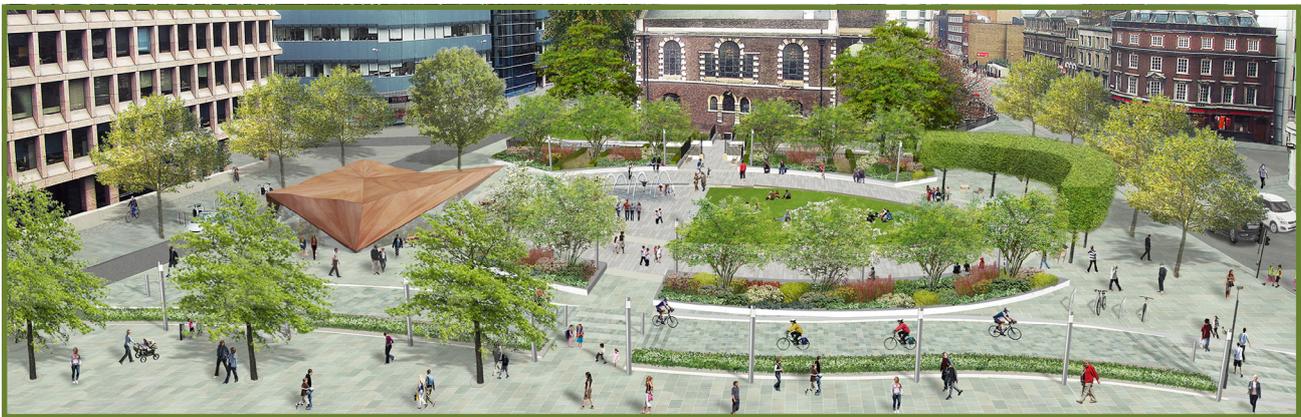
- Mitre Square
- Barts Close
- Aldgate project



Mitre Square



Sculpture in the City



Aldgate



Aldgate



Bartholomew Close

1.8 - Future S106 Projects and Obligations

Future Planning Obligations

The City's Local Plan sets out how the City will develop up to 2026 and beyond and provides the framework for current and future planning obligations. The plan and SPD provide flexibility for the type of obligations sought to modify in response to changing circumstances. This is being achieved by introducing new obligations and one example of a future non-financial obligation is for developers to consider, fund and maintain 'Counter-Terrorism Measures' in accordance with Policy 7.13 of the London Plan (March, 2016).

The growing need to support SME's and start-up businesses has also been recognised. Policies 4.1 and 4.8 of the London Plan support the provision of floor space for start-ups and this will be considered and if necessary included in future agreements. 'Consolidated Deliveries' will also feature as a non-financial obligation in accordance Policy 6.14 of the London Plan. This is necessary to allow continued development, particularly within the Eastern Cluster of the City. Finally, public access to open spaces within developments is a recent focus of the City's and 'Access to Roof Gardens' is an obligation that is considered to be significant. Many new developments incorporate roof gardens within their designs.

Air Quality – LEN Project



The Mayor of London has awarded the City of London Corporation £990,000 over three years to implement a 'Low Emission Neighbourhood' (LEN) in the Barbican, Guildhall and Barts area following a successful funding application submitted in April 2016. The City Corporation is match funding the Mayor of London's contribution meaning the total LEN project budget will be around £2 million. The City of London LEN is one of five that will be set up across eight boroughs that will come into full effect by the start of 2019. The aim of the LEN is to improve local air quality by reducing the amount of traffic and encouraging and supporting low and zero emission vehicles in the locality.

Officers continue to work on developing a variety of projects to deliver the aims of the LEN, seeking additional funding where necessary through S106 clauses.

1.9 - Risk Management & Mitigation

S106 contributions are usually time limited. 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 Transportation Improvements, Training Skills and Job Brokerage, Local Community Enhancements and Affordable Housing, 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 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.

1.10 - Conclusion

S106 software 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 which has therefore reduced the associated risks covered in paragraph 1.9 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.

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 (sqm) 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 was introduced in April 2012 and this levy aims to raise up to £600 million to help finance the Crossrail project.

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 sqm 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 is charged.

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

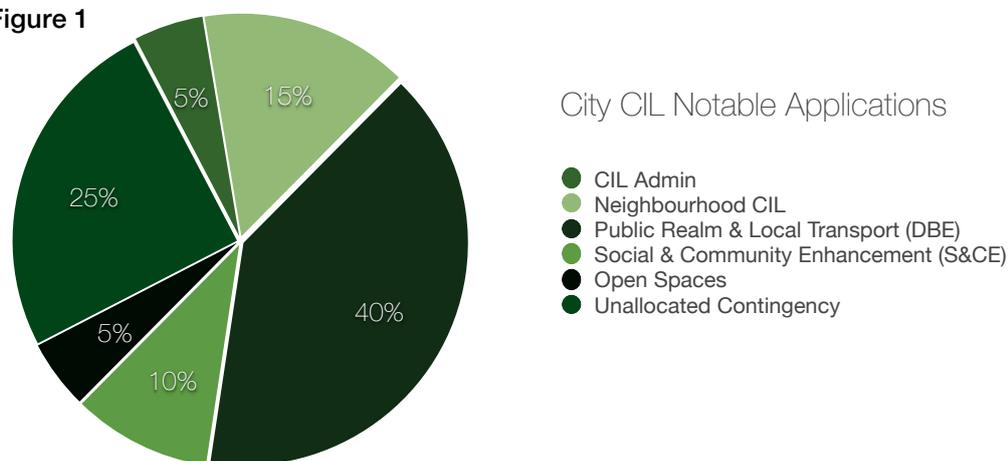
City CIL will be used to fund its infrastructure requirements unless the need for specific infrastructure contributions arises directly from:

- 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



2.6 – City CIL Overview for 2014 – 2016

The overall summary of the financial position for income generated by City CIL between July 2014 and September 2016 is given in Table 2.

Table 2 – City CIL collected between July 2014 and March 2016

City CIL	DBE (£m)	Unallocated (£m)	Neighbourhood CIL (£m)	S&CE (£m)	Open Spaces (£m)	Total (£m)*
Received	£1.2	£0.7	£0.4	£0.3	£0.1	£2.8

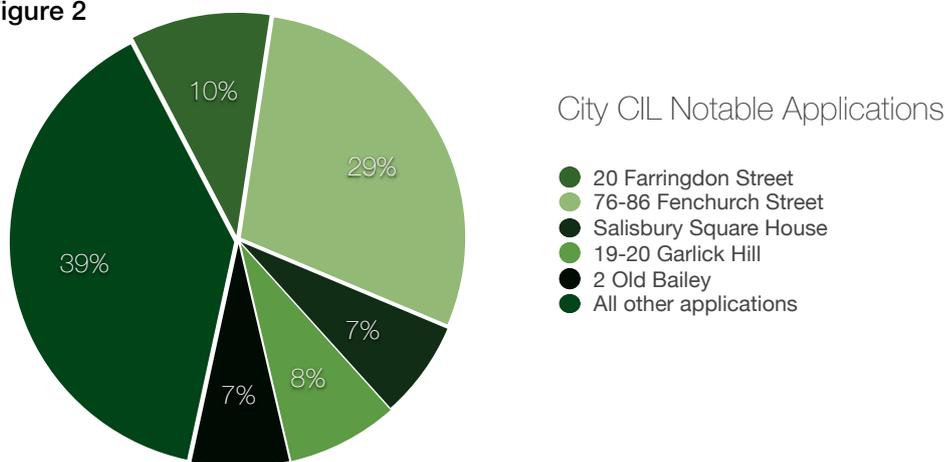
* Excludes City CIL administration fee which is reported separately.

Most Significant Developments where City CIL has been received:

- 20 Farringdon Street 15/00509/FULMAJ - £478,875.31
- 76-86 Fenchurch Street 15/00702/FULMAJ - £1,368,791.33
- Salisbury Square House 14/01141/FULL - £323,146.70
- 19-20 Garlick Hill 14/00973/FULMAJ - £365,074.89
- 20 Old Bailey 14/01138/FULL - £324,672.57

In total these five developments accounted for 61% of the total City CIL income collected and this is represented in the Figure 2 below. A breakdown of the amount received for each individual application that contributed towards the levy in this period can be found in the Appendix B.

Figure 2



2.7 - Projects funded by CIL

At the end of March 2016, no CIL has been used to fund infrastructure projects to date, however a number of projects are in the pipeline awaiting approval.

2.8 – Mayoral CIL Financial Overview for April 2012 – March 2016

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. Figures are reported back to TfL on a quarterly basis. The City of London is currently the 7th largest contributor out of the 35 collection authorities working with TfL to collect the Mayoral CIL. Table 3 and Figure 3 provide an overview for the financial years from April 2012 through to March 2016.

Table 3 - Mayoral CIL collected by the City of London between April 2012 and March 2016

Year	Gross Amount Received	Number of Applications
April 2012 – March 2013	£1,034,950.00	4
April 2013 – March 2014	£4,132,794.51	13
April 2014 – March 2015	£2,279,790.66	19
April 2015 – March 2016	£5,068,751.98	31
Total	£12,516,287.15	67

Figure 3

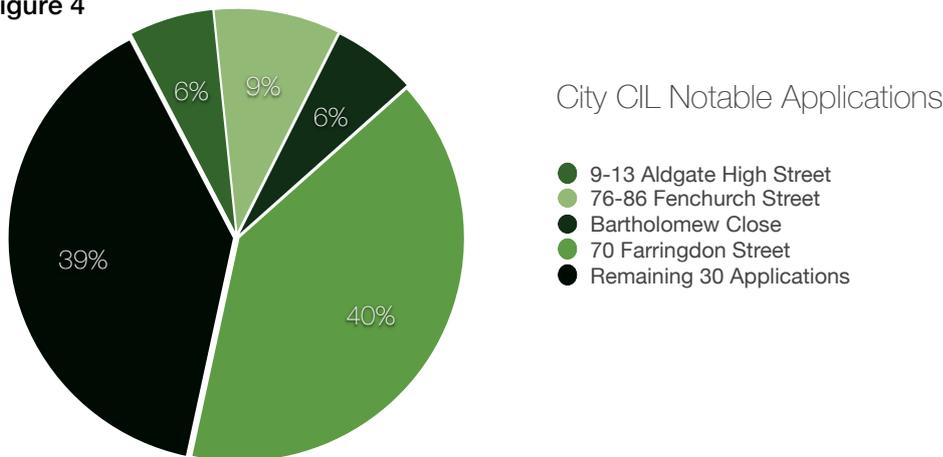
Mayoral CIL April 2012 - September 2016



2.9 – Mayoral CIL - Financial Analysis for 2015-2016

In the financial year 01 April 2015 to 31 March 2016, the four applications presented below were the most significant contributors towards the Mayoral CIL and accounted for 61% of the total amount received for that year.

Figure 4



2.10 – Administration Spend

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 £149,043 has been allocated to the costs associated with administering the levy, of which £99,941 has been spent leaving a CIL admin balance of £49,102. The proportion of CIL allocated to administration will be reviewed on a regular basis to ensure that it only covers actual administration costs incurred.

Mayoral CIL Administration

The Mayoral CIL administration fee is currently set at a rate of 4% per application however this figure will be reviewed over the next 6 months to ensure that it covers the City's associated costs more accurately.

Table 4 - Mayoral CIL Monitoring Financial Overview

Mayoral CIL Admin	Amount
Received	£500,793
Spent	£61,932
Mayoral CIL Balance	£438,861

2.11 - Future Projects and spending of CIL

City CIL has not been allocated to infrastructure projects to date.

2.12 - Conclusion

As at 31 March 2016, a total of £2.8 m has been collected for City CIL since July 2014 and £12.5 m for Mayoral CIL since April 2012. A total of 67 applications contributed to these figures and 21 of which were liable for both City and Mayoral CIL charges.

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.

Where are the relevant forms?

In areas where the levy is operational, applicants for planning permission should submit the **Additional CIL Information form** alongside their application, to enable the collecting authority to establish whether or not the proposed development will be liable for CIL.

http://www.planningportal.gov.uk/uploads/1app/forms/cil_questions.pdf

Applicants should refer to the **associated guidance note** when completing this form.

http://www.planningportal.gov.uk/uploads/1app/cil_guidance.pdf

The other relevant forms are listed below.

In all cases, it is an offence for a person to 'knowingly or recklessly' supply false or misleading information to a charging or collecting authority in response to a requirement under the levy regulations (under Regulation 110), as amended by the 2011 Regulations.

<http://www.legislation.gov.uk/ukxi/2010/948/regulation/110/made>

Form 1: Assumption of Liability

http://www.planningportal.gov.uk/uploads/1app/forms/form_1_assumption_of_liability.pdf

This form should be used by parties wishing to assume liability for the levy, before a specified development commences.

Form 2: Claiming Charitable Relief, Exceptional Circumstances Relief or Social Housing Relief

http://www.planningportal.gov.uk/uploads/1app/forms/form_2_claiming_exemption_and_or_relief.pdf

This form should be used to claim Charitable Relief, Exceptional Circumstances Relief or Social Housing Relief, before a specified development commences.

Self build forms (for whole dwellings, residential annexes or extensions)

available from the Planning Portal website:

<http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>

These forms should be used by parties wishing to claim a Self Build Exemption for either a whole dwelling, a residential annex or an extension. Claimants for a whole house exemption should note that they will need to submit **Part 1** before they start work on site, and **Part 2** within 6 months of completing the project.

Form 3: Withdrawal of Assumption of Liability

http://www.planningportal.gov.uk/uploads/1app/forms/form_3_withdrawal_of_assumption_of_liability.pdf

This form should be used by parties wishing to relinquish liability for the levy in relation to a specified development.

Form 4: Transfer of Assumed Liability

http://www.planningportal.gov.uk/uploads/1app/forms/form_4_transfer_of_assumed_liability.pdf

This form should be used by parties wishing to transfer liability for the levy in relation to a specified development, and by the parties willing to assume the liability.

Form 5: Notice of Chargeable Development

http://www.planningportal.gov.uk/uploads/1app/forms/form_5_notice_of_chargeable_development.pdf

This form should be used by landowners wishing to notify a charging authority that they intend to start work on a development which does not need planning permission but which may be liable for the levy (see Regulation 64

<http://www.legislation.gov.uk/uksi/2010/948/regulation/64/made> as amended by the 2011

<http://www.legislation.gov.uk/uksi/2011/987/regulation/9/made> and 2014

<http://www.legislation.gov.uk/uksi/2014/385/regulation/9/made> Regulations, for details).

It should also be used by charging authorities wishing to notify all known owners of a development site that for the purposes of the levy, the charging authority believes that development has commenced there and is liable for the levy (see Regulation 64A)

<http://www.legislation.gov.uk/uksi/2011/987/regulation/9/made> as amended by the 2014 Regulations

<http://www.legislation.gov.uk/uksi/2014/385/regulation/9/made> for details).

<https://www.gov.uk/government/organisations/department-for-communities-and-localgovernment>

Form 6: Commencement Notice

http://www.planningportal.gov.uk/uploads/1app/forms/form_6_commencement_notice.pdf

This form should be used by parties wishing to notify a charging authority of their intention to start work on a development which is liable for the levy (see Regulation 67 for details).

Information for levy authorities

The Secretary of State also provides templates for three further documents: liability notices, demand notices and default of liability notices. Details on how these should be used are provided on the Planning Portal website

<http://www.planningportal.gov.uk/planning/infoforlpas/cil>

Template 1: Liability Notice

http://www.planningportal.gov.uk/uploads/1app/forms/cil_template_1_liability_notice.doc

A liability notice must be sent to all those parties who have assumed liability to pay the levy, following receipt of an assumption of liability form.

Template 2: Demand Notice

http://www.planningportal.gov.uk/uploads/1app/forms/cil_template_2_demand_notice.doc

A demand notice must be issued on commencement of development to all those parties who have assumed liability.

Template 3: Default of Liability

http://www.planningportal.gov.uk/uploads/1app/forms/cil_template_3_default_of_liability.doc

A default of liability notice must be sent to all persons known as having a material interest in the land when the collecting authority has been unable to recover the outstanding levy charge in connection with the chargeable development.

Background Papers and Relevant Legislation

City of London – Aldgate Project

<http://www.cityoflondon.gov.uk/services/transport-and-streets/transport-planning/transport-projects/aldgate-area/Pages/about.aspx>

City of London - CIL Draft Charging Schedule

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/local-development-framework/Documents/cil-draft-charging-schedule.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-plans.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/Pages/default.aspx>

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

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/Pages/Community-Infrastructure-Levy.aspx>

City of London – Section 106 Agreement Template

<https://www.cityoflondon.gov.uk/services/environment-and-planning/planning/planning-policy/Documents/s106-agreement-template.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>

Community Infrastructure Levy – Charging Schedule Mayor of London 2012

<https://www.london.gov.uk/file/5314/download?token=BpDZLH4f>

Community Infrastructure Levy Guidance, June 2014

<http://planningguidance.communities.gov.uk/blog/guidance/community-infrastructure-levy/>

Crossrail 2

<http://crossrail2.co.uk/why-crossrail-2/>

Crossrail Funding – Supplementary Planning Guidance, TFL March 2016

<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/mayoral-community-infrastructure-levy#Stub-189121>

**Department for Communities and Local Government -
Community Infrastructure Levy An overview 2011**

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6313/1897278.pdf

Planning Act 2008

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

The Community Infrastructure Levy Charging Schedule, May 2014

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

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/current-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/>

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Appendix

A) Mayoral CIL Applications 2015-2016

Application Reference	Site Address	MCIL Receipt
13/01055/FULMAJ	15 - 16 Minories & 62 Aldgate High Street	£225,763.20
14/01251/FULMAJ	15 Bishopsgate & Tower 42 Public Realm	£27,999.75
15/00179/FULL	16 - 17 Devonshire Square	£24,165.02
15/00086/FULMAJ	160 Aldersgate Street	£109,002.60
14/00973/FULMAJ	19 - 20 Garlick Hill & 4 Skinners Lane	£260,883.00
14/00780/FULMAJ	2 - 6 Cannon Street	£76,111.22
14/00266/FULMAJ	20 Farringdon Street	£229,568.00
14/01138/FULL	20 Old Bailey, London, EC4M 7AN	£232,010.80
14/00988/FULL	20 St Dunstan's Hill	£11,471.20
15/00089/FULL	21, 21A Lime Street	£23,189.60
14/01096/FULMAJ	24 King William Street	£104,468.00
14/00866/FULL	25 - 26 Furnival Street	£70,257.60
13/01036/FULMAJ	27 - 35 Poultry, London, EC2R 8AJ	£21,654.40
12/00764/FULL	3 - 4 Bartholomew Place	£8,650.00
11/00933/FULMAJ	33 King William Street	£49,841.86
14/00774/FULL	40 - 46 Cannon Street, 27 - 28 Garlick Hill & 13-14 & 15 Great St Thomas Apostle	£18,496.22
12/00487/FULL	53 Monument Street	£28,850.00
12/00955/FULL	6 - 7 Ludgate Square	£5,852.02
14/00446/FULL	69 Carter Lane	£11,309.60
08/00824/FULMAJ	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1a Carlisle Avenue	£461,946.38
13/00590/FULMAJ	9 -13 Aldgate High Street	£276,278.25
15/00227/FULL	Bakers Hall, 7 Harp Lane	£8,150.67
15/00844/FULL	Cannon Green Building, 27 Bush Lane & 1 Suffolk Lane	£13,775.78
14/00579/FULL	Dixon House, 72 - 75 Fenchurch Street & 1 Lloyds Avenue	£44,285.45
12/01225/FULEIA	Fleet Building, 40 Shoe Lane, 70 Farringdon Street, Plumtree Court, 42 Shoe Lane, 12 Plumtree Court And 57 Farringdon Street	£2,043,766.82
14/01141/FULL	Salisbury Square House, 8 Salisbury Square	£230,920.20
12/00256/FULEIA	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	£363,750.00
15/00673/FULL	St Andrews House, 18 - 20 St Andrew Street	£49,093.67
14/00322/FULMAJ	YMCA, 2 Fann Street	£22,446.05
Total		£5,068,751.98

B) City CIL Applications 01 April 2015 – 31 March 2016

Application Reference	Site Address	City CIL Receipt
14/00988/FULL	20 St Dunstan's Hill, London, EC3R 8HL	£15,600.00
14/00774/FULL	40 - 46 Cannon Street, 27 - 28 Garlick Hill & 13-14 & 15 Great St Thomas Apostle,, London, EC4N 6JJ	£26,100.00
14/00579/FULL	Dixon House, 72 - 75 Fenchurch Street & 1 Lloyds Avenue, London, EC3M 4BR	£62,513.52
14/00973/FULMAJ	19 - 20 Garlick Hill & 4 Skinners Lane, London, EC4V 2AU	£365,074.89
14/00322/FULMAJ	YMCA, 2 Fann Street, London, EC2Y 8BR	£40,134.25
15/00089/FULL	21, 21A Lime Street, London, EC3	£32,451.16
14/01141/FULL	Salisbury Square House, 8 Salisbury Square, London, EC4Y 8AP	£323,146.70
14/01096/FULMAJ	24 King William Street, London, EC4R 9AJ	£146,191.42
15/00086/FULMAJ	160 Aldersgate Street, London, EC1A 4DD	£152,537.38
14/00866/FULL	25 - 26 Furnival Street, London, EC4A 1JT	£98,317.38
08/00824/FULMAJ	76 - 86 Fenchurch Street, 1 - 7 Northumberland Alley & 1 & 1a Carlisle Avenue, London, EC3N 2ES	£646,443.29
14/00446/FULL	69 Carter Lane, London, EC4V 5EQ	£15,825.00
15/00227/FULL	Bakers Hall, 7 Harp Lane, London, EC3R 6DP	£11,704.65
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,, London EC1	£17,575.00
14/01138/FULL	20 Old Bailey, London, EC4M 7AN	£324,672.57
15/00179/FULL	16 - 17 Devonshire Square, London, EC2M 4SQ	£33,820.92
14/00780/FULMAJ	2 - 6 Cannon Street, London, EC4M 6YH	£106,523.83
15/00673/FULL	St Andrews House, 18 - 20 St Andrew Street, London, EC4A 3AG	£73,024.27
15/00844/FULL	Cannon Green Building, 27 Bush Lane & 1 Suffolk Lane, London, EC4R 0AN	£19,280.33
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,, London EC1	£102,989.12
TOTAL		£2,613,925.68

C) S106 Applications 01 April 2015 – 31 March 2016

Site Address	Application Reference	Triggered	Total Amount Signed	Received
120 Fenchurch Street	14/00237/FULMAJ	Signed & triggered	£136,463.00	£136,463.00
Farringdon East Station	13/00605/FULEIA	Signed	£1,241,071.41	-
24-30 West Smithfield	14/00191/FULMAJ	Signed	£1,000.00	-
Fleet House	14/00254/FULMAJ	Signed	£177,335.00	-
130 Fenchurch Street	14/00496/FULMAJ	Signed	£2,948,591.78	-
33 King William Street	14/00860/FULMAJ	Signed & triggered	£1,310,776.00	£1,343,546.67
25-26 Furnival Street	14/00866/FULL	Signed 7 triggered	£29,652.00	£29,652.00
63-66 Coleman Street & 35-39 Moorgate	14/00887/FULMAJ	Signed	£45,516.00	-
19-20 Garlick Hill	14/00973/FULMAJ	Signed & triggered	£102,278.00	£102,278.00
Arthur Street	14/01074/FULEIA	Signed		-
24 King William Street	14/01096/FULMAJ	Signed & triggered	£199,660.00	£199,660.00
30-32 Lombard Street	14/01103/FULL	Signed		-
20 Old Bailey	14/01138/FULL	Signed & triggered	£461,747.00	£461,747.00
Salisbury House Square	14/01141/FULL	Signed & triggered	£459,348.00	£459,348.00
21 Moorfields	14/01179/FULEIA	Signed	£5,523,963.00	-
35 Seething Lane	14/01226/FULMAJ	Signed & triggered	£206,573.33	-
15 Bishopsgate	14/01251/FULMAJ	Signed	£211,403.00	-
100 Liverpool Street	14/01285/FULEIA	Signed	£1,946,349.00	-
160 Aldersgate Street	15/00086/FULMAJ	Signed & triggered	£219,587.00	£217,087.00
6/8 Bishopsgate	15/00443/FULEIA	Signed	£4,022,768.89	-
1 Finsbury Avenue	15/00657/FULMAJ	Signed	£848,180.00	-
76-86 Fenchurch Street	15/00702/FULMAJ	Signed	£183,820.00	-
55 Gresham Street	15/00706/FULMAJ	Signed	£466,082.00	-
30 Cannon Street	15/00816/FULL	Signed	£250.00	-
2-6 Cannon Street	14/00780/FULMAJ	Signed & triggered	£1,287,637.78	£1,221,338.00
Barts Close	15/00417/FULMAJ	Signed & triggered	£7,260.00	-
20 Farringdon Street	15/00509/FULMAJ	Signed	£702,392.00	-
St Andrews House	15/00673/FULL	Signed & triggered	£106,207.00	£106,207.00
Total			£22,845,911.19	£4,277,326.67