

Appendix B: Proposed Broad Spending Priorities and Income Estimates for City CIL and Revised City Planning Obligations from Commercial Development

Income Source & Purpose	% Allocation	Amount (£ per sqm extra floorspace)	Estimated average annual income (£m)	Lead Dept or Officer Group	Service Committee	Member Control
						Overview
Community Infrastructure Levy (CIL)						
Allocated Pots						
Public realm & local transport improvements	40%	£30.00	£1.5	Dept of the Built Environment	Planning & Transportation	Resource Allocation Sub Cttee
Social & community enhancements	10%	£7.50	£0.4	Community & Children's Services Dept	Community & Children's Services	Resource Allocation Sub Cttee
Open spaces	5%	£3.75	£0.2	Open Spaces Dept	Open Spaces	Resource Allocation Sub Cttee
Unallocated Pots						
Unallocated contingency for Member prioritisation	25%	£18.75	£1.0	Priorities Board		Resource Allocation Sub Cttee
Neighbourhood infrastructure (15% minimum)	15%	£11.25	£0.6	Priorities Board		Resource Allocation Sub Cttee
Administration (5% maximum)	5%	£3.75	£0.2	Chamberlain/Built Environment		Resource Allocation Sub Cttee
CIL total	100%	£75	£3.9			Resource Allocation Sub Cttee
Planning Obligations (s106 agreements)						
Affordable housing off-site provision	87%	£20	£1.0	Community & Children's Services Dept	Community & Children's Services	Resource Allocation Sub Cttee
Training and skills provision	13%	£3	£0.1	Economic Development Office	Policy & Resources	
Planning obligations total	100%	£23	£1.1			
Transport for London income			Income is TfL bid dependent	Priorities Board		Resource Allocation Sub Cttee
Parking Reserve fund			Income is parking market dependent	Priorities Board		Resource Allocation Sub Cttee
S106 'legacy' income from existing agreements			Income is office market dependent	Priorities Board		Resource Allocation Sub Cttee

Notes:

1. Estimated annual City CIL income (£3.9 million) is consistent with projected development activity commencement during the period 2014-26.
2. Assumes City CIL income will be partly allocated to be spent by the relevant service committee supported by the relevant departments.
3. Assumes City CIL income will be partly unallocated, for neighbourhood and contingency purposes, to be spent by RA Sub Cttee or delegated to Priorities Board.
4. Neighbourhood pot (minimum 15% required by CIL Regs) could be spent Citywide or closer to relevant development.
5. Assumes Depts or Cttees will normally bid annually to RASC/Priorities Board for the unallocated City CIL funds, TfL, parking surplus and legacy planning obligation funds, with some scope for ad hoc bids.
6. RASC/Priorities Board will allocate TfL, parking reserve fund and legacy s106 funds consistent with their respective spending constraints and signed agreements.
7. TfL funds are variable dependent on the success of bids made to TfL. Spending on transport and highways is likely to be the responsibility of Planning & Transportation Cttee.
8. Parking reserve funds available are variable dependent on parking income and commitments made.
9. Planning obligation 'legacy' funds relating to existing signed agreements are available for future project evaluation and implementation consistent with the signed s106 agreements.
10. Planning obligations future income estimate above does not include income from new private housing schemes providing commuted sums for off-site affordable housing.

Source: PB.27.09.13.