MAYORAL COMMUNITY INFRASTRUCTURE LEVY

2014 BIENNIAL REVIEW

DECEMBER 2014

Transport for London

MAYOR OF LONDON

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enquiries 020 7983 4100
minicom 020 7983 4458

Report authors
Neil Lees, Transport for London
Richard Jones, Jones Lang LaSalle

Cover photo
view from City Hall roof terrace

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CHAPTER ONE
INTRODUCTION

1.1 The Mayoral Community Infrastructure Levy (MCIL) took effect on 1 April 2012 and as part of the implementation the Mayor announced he intended to review its operation on a regular basis. The Government's latest amended CIL Regulations have been in place since late February and these have also been considered as part of the review.

1.2 This review has been undertaken by Transport for London (TfL) and the Greater London Authority (GLA) with assistance from Jones Lang LaSalle (JLL), and follows two full years of the MCIL. The timing of the review has allowed data on the sums of MCIL collected in the third year, to the end of Quarter 2 2014/15, to be considered.

1.3 The MCIL was designed to work with the Crossrail Section 106 (s106) scheme in Central London and Docklands and consequently this review looks at both mechanisms and the interaction between them.

1.4 Under the funding agreement with the Government, the Mayor expects to raise £300m from s106 contributions and £300m from the MCIL towards the funding of the Crossrail project. TfL has underwritten the payment of this money to Crossrail; any shortfall or delay will therefore affect TfL's overall finances. The last construction year for Crossrail is 2018/19. To coincide with this, the overall target is for £600 million to be collected by 31 March 2019. As at October 2014 £86 million in MCIL and £40 million in Crossrail s106 had been received (21% of the combined target).

1.5 The results of this review will be made available as soon as possible via the GLA website. They will also be published in the London Plan Annual Monitoring Report which will be available from early 2015. As there are no recommendations for change in the rates or the policies applied, a formal consultation is not required. Comments will be invited once the document has been published on the GLA website.

CHAPTER TWO

SCOPE / PURPOSE OF THIS REPORT

2.1 This report will consider:

- The first two and a half years of receipts from the MCIL and four years from the Crossrail s106;
- The likely trend of future receipts and performance against the funding targets, and the interaction between MCIL and Crossrail s106;
- The evidence of the effect of MCIL on development activity across London;
- The evidence of the effect of MCIL on affordable housing delivery across London;
- The evidence of any effect on other strategically important facilities;
- The progress that boroughs have made with their own CILs, and the rates set, and whether the MCIL has affected unduly the boroughs' ability to fund infrastructure;
- The Mayor's policies for both instalments and discretionary relief, and the approach to be taken on emerging forms of affordable housing.

2.2 There is no requirement in the regulations for a review of CIL. The Department for Communities and Local Government (DCLG) guidance does, however, recommend that authorities keep charging schedules under review, taking account of changes in market conditions and the funding gap for infrastructure needed to support the development of the area. The Mayor is also the first CIL charging authority in London to undertake a CIL review, although he was not the first authority to implement CIL (London Borough of Redbridge being the first). Any revisions to a charging schedule, in whole or in part, must follow the same processes as the preparation, examination, approval and publication of a charging schedule. Any changes to the Mayor's CIL policies or discretionary relief could also be the subject of consultation.

2.3 The Mayor detailed his intention to have biennial reviews of the MCIL within paragraphs 4.24 and 4.25 of the 2013 Supplementary Planning Guidance on the 'Use of Planning Obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy' (see Annex A for text).

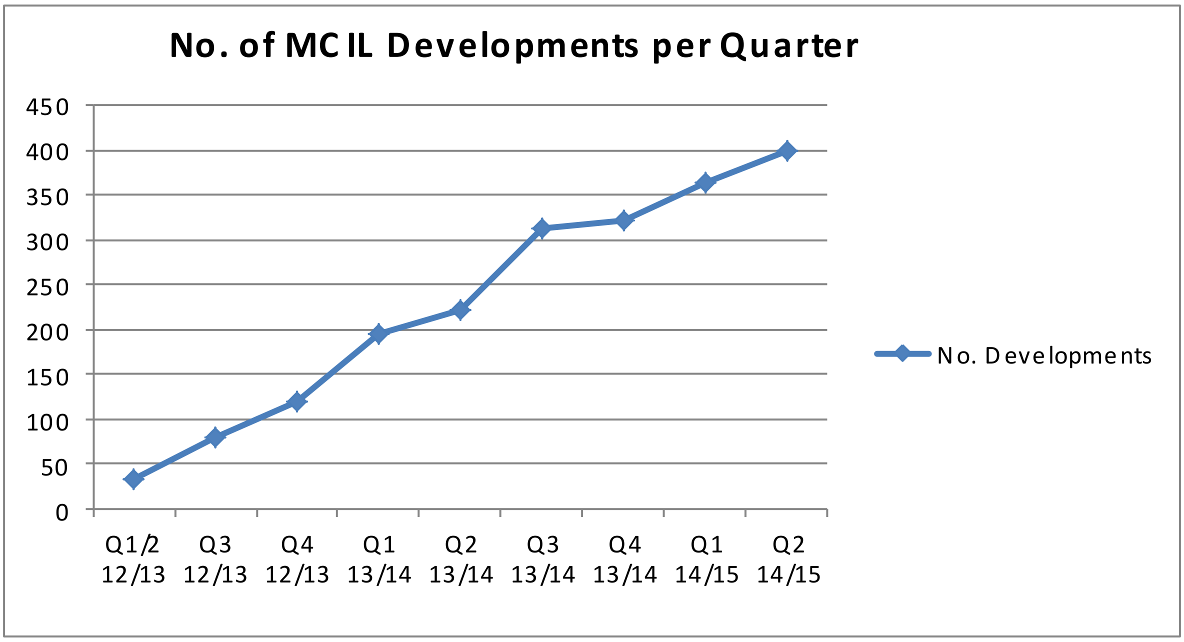
2.4 This review does not duplicate the matters covered by the Annual Reporting process, which are defined by CIL Regulation 62, and also detailed in Annex A.

CHAPTER THREE
MCIL AND S.106 RECEIPTS

MAYORAL CIL

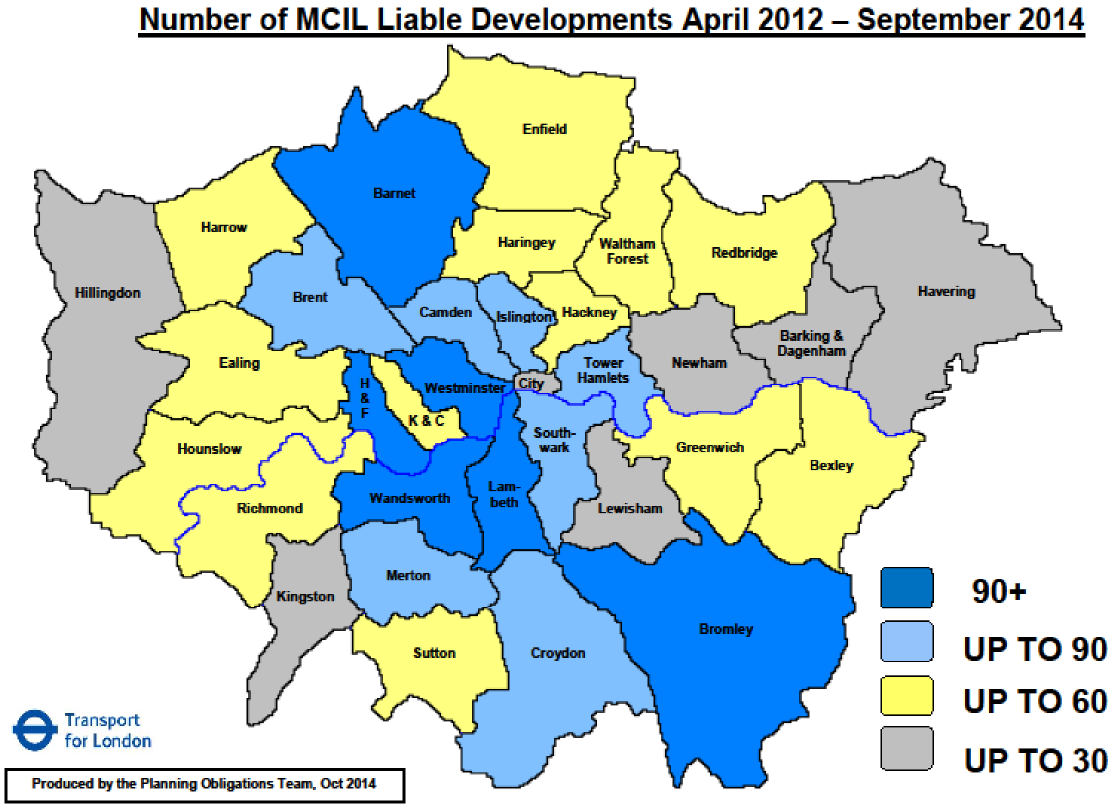
3.1 Since April 2012 more than 2,000 developments across London have paid MCIL. The quarterly results are shown in Figure 1 below. (Note that the first two quarters' results are combined.)

Figure 1 MCIL development receipts



3.2 The trend is clearly for an increase in the number of developments each quarter. MCIL was expected to show a ramping up over time because only developments with permissions since April 2012 are liable to pay MCIL and because there is a time lag between the grant of planning permission and the commencement of works on site (the trigger for the first payment).Figure 2 demonstrates the distribution of development activity across London by numbers of developments rather than financial value. It shows a wide distribution of development across London, but considerable differences by borough.

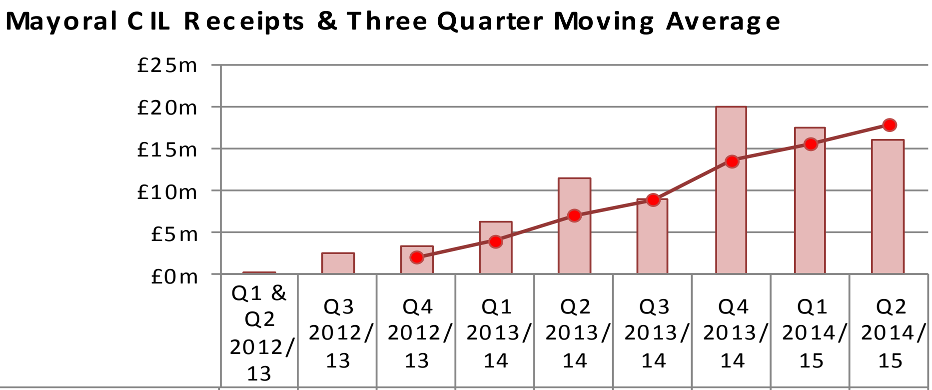
Figure 2 MCIL development activity across London



3.3 Figures 3 and 4 present the results by the amount of MCIL receipts, over time and by borough. Figure 3 demonstrates a ramp up in receipts in the first two years of MCIL's operation and a levelling-off in the first two quarters of this financial year. The three point moving average does however suggest a steady upward trend over time. The evidence presented by JLL, and discussed later in the report, suggests that the underlying amount of new development coming forward grew over the last two and a half years. It is difficult to predict how buoyant the future property development market will be and thus predict future years accurately. It is clear that there is considerable volatility in the receipts in any particular quarter.

3.4 Under the CIL Regulations the Mayor is a charging authority and the 34 boroughs / authorities across London act as collecting authorities to secure MCIL on behalf of the Mayor. There are good MCIL administrative arrangements in place, and now working well, for the collection of the Mayoral CIL. These involve quarterly reporting, followed by financial transfer, and are supported by regular and active meetings of the CIL Collection Group, at which all boroughs, TfL, the GLA and DCLG are represented. There were some isolated issues around the timely transfer of MCIL monies to TfL from particular boroughs in the early quarters, but these have generally been resolved.

Figure 3 MCIL receipts by Quarter

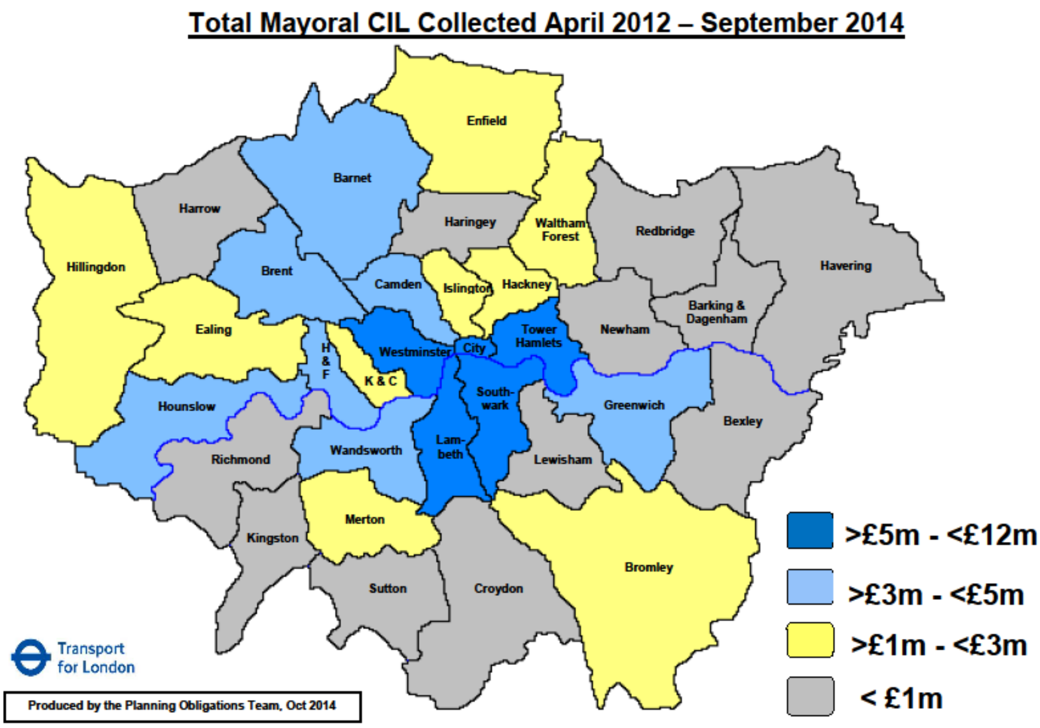


	Q1 & Q2 2012/13	Q3 2012/13	Q4 2012/13	Q1 2013/14	Q2 2013/14	Q3 2013/14	Q4 2013/14	Q1 2014/15	Q2 2014/15
Quarterly receipts	£0.2m	£2.4m	£3.4m	£6.2m	£11.5m	£9.0m	£20.0m	£17.4m	£15.9m
Three quarter moving average			£2.0m	£4.0m	£7.0m	£8.9m	£13.5m	£15.5m	£17.8m

Quarterly receipts — Three quarter moving average

3.5 Figure 4 reveals the significant variation in the value of MCIL collected across London. Annex B provides this information, tabulated borough by borough, and details the quarterly receipts. As might be expected, the volume of development activity in combination with applicable charging rates, result in highest receipts focussed in central London with the lowest levels of MCIL collection tending to be the boroughs at the edge of the capital.

Figure 4 Value of MCIL collected to date by borough



S.106 RECEIPTS

3.6 Over the four and a half years of the Crossrail s106, total contributions have reached almost £40m. This is less than half of the receipts generated by MCIL in two and a half years. The gap is widening with the respective 2014/15 half year figures for Crossrail SPG and MCIL standing at £8m and £33m. Annex C illustrates the financial position in respect of the two Crossrail funding streams from developer contributions in more detail and compares actual receipts with the latest forecasts. Current financial year receipts to date suggest that both streams are well on the way to achieving the annual receipts target.

3.7 S106 receipts come from limited zones in London (principally Central London and the Isle of Dogs) and from limited uses (offices, retail and hotels). The number of chargeable developments is therefore lower and the typical payments are higher, due to higher s106 charges per square metre of new development than for MCIL. This makes s106 revenues more volatile than for MCIL. There is also some evidence (Annex F) that commercial markets were slower to recover from the recession than the residential market.

3.8 The two revenue streams interact. From 2012, MCIL payments can be taken as a credit against s106. This does depress the s106 receipt as part of the forecast revenues is now received as MCIL. For an office in Central London, the reduction in s106 payment can be a third of the total.

CHAPTER FOUR
TREND AND PERFORMANCE AGAINST TARGET

4.1 The key factor in the level of future MCIL receipts is the amount of development pipeline which is related to the state of the economy, the property markets and planning policies. The value of that development in CIL terms will be influenced by:

- the CIL regulations in force (for example, the Feb 2014 revisions reduced the scope of CIL liability);
- the MCIL rates, and extent of any reliefs / exemptions offered by the MCIL;
- the location of development, especially in relation to the MCIL rates (£20 / 35 / 50 per square metre);
- the level of tender price inflation (the index which is applied in defining actual payments).

4.2 The results for the first half of 2014/15 suggest that the total MCIL revenue for the financial year could be between £70m and £80m on a cash basis; the forecast in TfL's business plan is for £68 million. Beyond that the assumption is for a gently rising trend, on the basis of a stable development market in London and rising tender price inflation, there is, however, likely to be some volatility in receipts quarter by quarter. With MCIL receipts still under £100 million in total, less than a third of the target, it is too early to forecast the total receipt by March 2019; the estimate in the TfL Business Plan is £451m.

4.3 This contrasts with the position for Crossrail s106. The original £300 million target combined £200 million for Central London / Isle of Dogs / 1km catchments, and £100 million from the Wood Wharf development in the Isle of Dogs. Cumulative receipts are currently £40 million, almost entirely from Central London with nil from Wood Wharf.

4.4 Future s106 receipts will be affected by two factors:

- The shift of income to CIL as described above;
- The changed form and timing of Wood Wharf, possibly resulting in a delayed and reduced contribution

4.5 The assumption in the TfL Business Plan is for a total of £150 million in s106 receipts by March 2019 plus a possible £25 million from the Wood Wharf development (£175 million in total).

4.6 This limited information indicates the following conclusions:

- Only 21% of the combined developer contributions targets of £600 million has been received for the project so far. (The equivalent percentage for another funding stream, the business rate supplement, would be over 90%).
- After two years MCIL revenue is double that of four years of s106, and the gap continues to widen.

- On its current trend the MCIL revenue will exceed £300 million by March 2019.
- On current information, s106 revenue will be well short of £300 million by March 2019.
- There has been a shift of revenue from s106 to CIL, and the original breakdown is no longer appropriate.
- Combined revenues from MCIL and s106 may hit £600 million in March 2019, but this depends on a stable property market.
- The next biennial review in 2016 should have much better information to judge progress against targets.

CONCLUSION

At this stage, Mayoral CIL receipts are considered to be on track to make the target contribution towards the funding of Crossrail

CHAPTER FIVE
THE EFFECT OF MCIL ON DEVELOPMENT ACTIVITY

5.1 DCLG data allows comparison of the number of planning applications submitted in the two years before and after the MCIL was introduced on 1st April 2012. There are 26 London Boroughs with a full data set available over the four year period and this is shown in Annex D & E. These have been analysed applying a significance threshold of +/- 5%. Over the post MCIL two year period, and even allowing for the pre-MCIL introduction blip, there has been a significant increase in planning applications at 10 authorities and a decrease in only one (Havering).

5.2 JLL has provided a market overview which is presented in Annex F. This offers a commentary on development and market activity for four key land uses across the capital, with the following headlines:

Office
Although the financial sector suffered heavily during the downturn, there has been a resurgence of demand, with large requirements continuing to come through in the City and higher rents being paid for the best space in the West End. JLL also show an 11% increase in office construction starts in the two years post 2012, compared with the two years before.

Retail
London is forecast to show 18% retail sales growth over the next 5 years1. Prime rents on all major West End shopping streets have reached record levels with Bond Street rents hitting a record high of over £1,200 per sq ft in the first quarter of 2014. In response to a lack of suitable development plots in the prime West End market, retail accommodation is often coming forward as part of mixed-use schemes, for example the expansion of Westfield London in Shepherd's Bush.

Hotel
London hotel supply increased by 6.6% and 1.3% in 2012 and 2013 respectively and will continue to grow strongly throughout 2014. 37 hotels with 3,305 bedrooms have already opened during the first nine months of 2014 while another 22 hotels with 2,562 bedrooms are scheduled to open during the remainder of the year2.

Residential
As at August 2014 house prices in London are 29.4% higher compared with two years ago. Across England & Wales average house prices are 10.0% higher now than two years ago[3]. The number of new unit starts in Greater London in the year to Q2 2014 was 21,100. This was 26% higher than the preceding year, similar to 2006-2007 levels and 22% higher than the 20 year average. The number of development completions in the year to Q3 2013, at 19,100 units, was 4% higher than a year earlier, 11% below 2006-2007

[1] Source: Oxford Economics

[2] Source: AM:PM Hotels
[3] Source: Land Registry

levels but 9% above the 20 year average.

5.3 Annexes G and H provide more detailed information on development starts for Central London office and Greater London residential, the two key sectors.

5.4 Development activity is cyclical and MCIL is only one of a number of factors, and a relatively minor one, influencing movement in the property market. The analysis provided above suggests that with planning application numbers up and development starts stable or increasing since MCIL introduction, development activity across London is not being adversely affected by the scale of charges required by MCIL. Clearly it is not possible to show what would have happened in the absence of the MCIL, or to separate the MCIL from borough CILs effect.

5.5 The MCIL rates were set on a borough basis in 2012, based on comparative borough house prices. JLL have re-examined the latest information to see if there has been any significant change in the relative position of boroughs, and therefore whether there could be an argument to change which rate is charged in any boroughs. This is set out within Annex I which highlights that there has been little movement in the relative order of boroughs since the MCIL rates were set. House prices themselves have risen significantly with a resultant increase in viability. Indications of increased development activity referred to above and the minimal change that has taken place in borough ranking is considered insufficient to propose a modification to rates which would trigger two consultation processes and an Examination.

RECOMMENDATION

The Mayoral CIL rates are, therefore, still considered to be appropriate

CHAPTER SIX
AFFORDABLE HOUSING

6.1 Affordable housing floorspace, whether brought forward by a housing association, local authority or by a developer under a section 106 agreement, is eligible for relief from Mayoral and borough CIL payments. The level of affordable housing provision delivered under section 106 agreements may nevertheless be affected by the MCIL rate as provision of this floorspace may rely on cross-subsidy from the value generated by chargeable floorspace in a development.

6.2 Mayoral and borough CIL are applied as defined costs on a development ahead of any site specific planning obligations, including affordable housing, which will remain subject to negotiation on the basis of viability testing. The Mayoral and borough CIL rates therefore have a direct impact on the viability of a scheme and the availability of funds for site specific planning obligations. Accordingly, the level of affordable housing, which is a principal obligation, is likely to be reduced where rigorous viability testing supports the reduction of site specific planning obligations to ensure development viability.

6.3 The Mayor is keen to uphold the delivery of affordable housing and ensure that his CIL rates do not have an undue impact on the delivery of affordable housing under section 106 agreements. For this reason GLA data on affordable housing delivered under section 106 agreements prior to and during the first two years of the operation of Mayoral CIL has been examined in the context of overall affordable housing delivery to determine the extent of any impact.

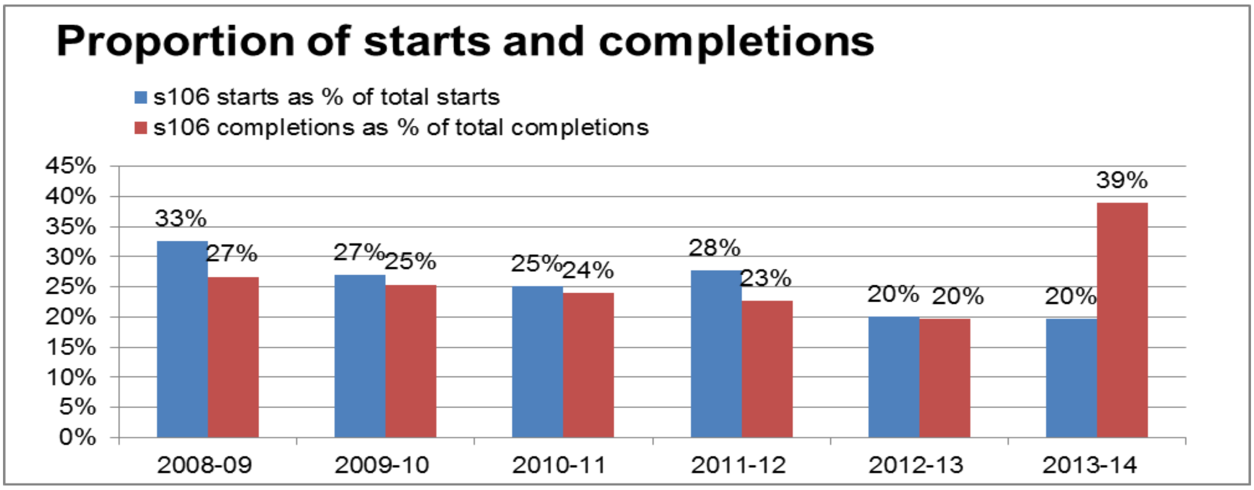
6.4 This data is sourced from GLA (formally HCA) investment programme records for the financial years 2008-09 to 2013-14. It captures those section 106 schemes submitted by housing associations under GLA investment programmes which represent the majority, though not all, of those section 106 schemes delivered in London. The overall number is potentially better reflected by DCLG data based on local authority returns which is presented and discussed in Annex F & G.

Figure 5 S.106 affordable housing starts & completions in GLA programmes

S106 units	**2008-09**	**2009-10**	**2010-11**	**2011-12**	**2012-13**	**2013-14**
homes started-on-site	3,710	4,208	4,088	1,131	2,018	1,716
homes completed	3,066	3,198	3,090	3,660	1,589	3,381
all starts / completions (excl L&P)	**2008-09**	**2009-10**	**2010-11**	**2011-12**	**2012-13**	**2013-14**
homes started-on-site	11,382	15,629	16,328	4,093	10,092	8,709
homes completed	11,502	12,602	12,869	16,173	8,114	8,682
proportion	**2008-09**	**2009-10**	**2010-11**	**2011-12**	**2012-13**	**2013-14**
s106 starts as % of total starts	33%	27%	25%	28%	20%	20%
s106 comps as % of total comps	27%	25%	24%	23%	20%	39%

Source: GLA 2014

Figure 6 S.106 affordable housing (starts & completions) in GLA programmes



Source: GLA 2014

6.5 The data shows considerable variation in the number of section 106 and overall affordable homes started and completed each year over the period, together with a significant variation in section 106 homes as a proportion of overall homes delivered. This is shown in Figures 5 & 6. In examining this variation it should be noted that the delivery of affordable housing under section 106 agreements is subject to a variety of dynamic factors, most notably prevailing market conditions, development activity and availability of public subsidy under GLA (formally HCA) investment programmes. There appears to be some relationship with the availability of public subsidy which cover the 2008-11 and 2011-15 periods. This can give rise to fluctuations in development activity at the end / beginning of each programme and changes in the overall delivery of affordable housing reflected in the data shown in Figures 5 & 6.

6.6 The data does not reveal any obvious impact from the commencement of Mayoral CIL on 1 April 2012. Any impact would first be visible in the number of section 106 homes started. The data shows a rise of 887 section 106 homes started in the first year of MCIL (2012-13) followed by a fall of 302 in the second year (2013-14). Section 106 homes as a proportion of overall affordable housing remains steady at 20%.

6.7 It is probable, given typical development timescales that many of these units would be developed under planning permissions predating the commencement of MCIL and therefore any impact may not yet be visible in current data. Identifying the impact attributable to Mayoral CIL in isolation on section 106 affordable housing and affordable housing delivery in general is challenging, given the prevalence of the dynamic factors listed above, especially if this impact is slight.

6.8 In summary, at present the MCIL rates do not appear to have had any discernible impact on the delivery of affordable housing in London. It should be noted, however, that as MCIL has only operated for just over two years any impact on affordable housing delivery may have yet to manifest itself in the currently available data and may be masked by other prevailing and dynamic factors. The potential impact on affordable housing delivery should therefore continue to be monitored through future reviews when further data will be available.

RECOMMENDATION

The potential effect of Mayoral CIL rates on affordable housing delivery is not discernible at this stage and therefore MCIL rates should remain unchanged.

CHAPTER SEVEN
STRATEGICALLY IMPORTANT FACILITIES

7.1 The rationale in developing the charging rates for the Mayoral CIL was that they would be set at a modest level that the MCIL would not have a detrimental impact on the viability of development in London. The Examiner's report on the proposed Mayoral CIL charge commented that the MCIL 'would represent a very small part of the overall cost of development and hence would not seriously threaten the economic viability of development across London'. The data in Annex K shows that the subsequent Borough CIL (BCIL) charges have in all cases brought forward rates at a higher level than the applicable MCIL rates.

7.2 The GLA and TfL have reviewed the Borough Preliminary Draft Charging Schedules (PDCS) and Draft Charging Schedules (DCS) as they have come forward. No viability evidence has suggested that the MCIL alone or in combination with any agreed BCIL would have an adverse viability impact resulting in less development. In a number of cases the GLA and TfL have commented on borough CIL proposals which may have a viability effect.

7.3 In preparing BCILs councils are required to identify infrastructure needs, funding gaps and develop CIL rates while considering the potential effects on the economic viability of development across their areas. There has been no indication that the Mayoral CIL is likely to have a damaging effect on boroughs' ability to secure required s.106 contributions or will adversely affect development viability across London. The impact of CIL introduction on infrastructure provision in London will not be known until the implementation of CIL is more widespread. The relative funding from s106 is expected to reduce at the expense of CIL takings which, in combination with s106 still necessary as site specific mitigation, will potentially increase the funding generated for infrastructure. Borough views and experience on this issue were sought through CIL Collection Group which includes all boroughs that act as MCIL collecting authorities. Responses were received from Barking & Dagenham and Tower Hamlets.

- Barking & Dagenham raised the issue of viability, and highlighted that they plan to offer exceptional circumstances relief.
- Tower Hamlets raised issues related to the SPG (concern re Isle of Dogs rate, and the need to reflect CIL Regulation changes); seeking clarification on differing BCIL and MCIL approaches to discretionary relief including social housing relief.

7.4 In view of the analysis set out in the sections above, the CIL rates set initially continue to be appropriate, although there appears to be potential headroom for future change, particularly in respect of residential rates.

CHAPTER EIGHT

BOROUGHS ANALYSIS

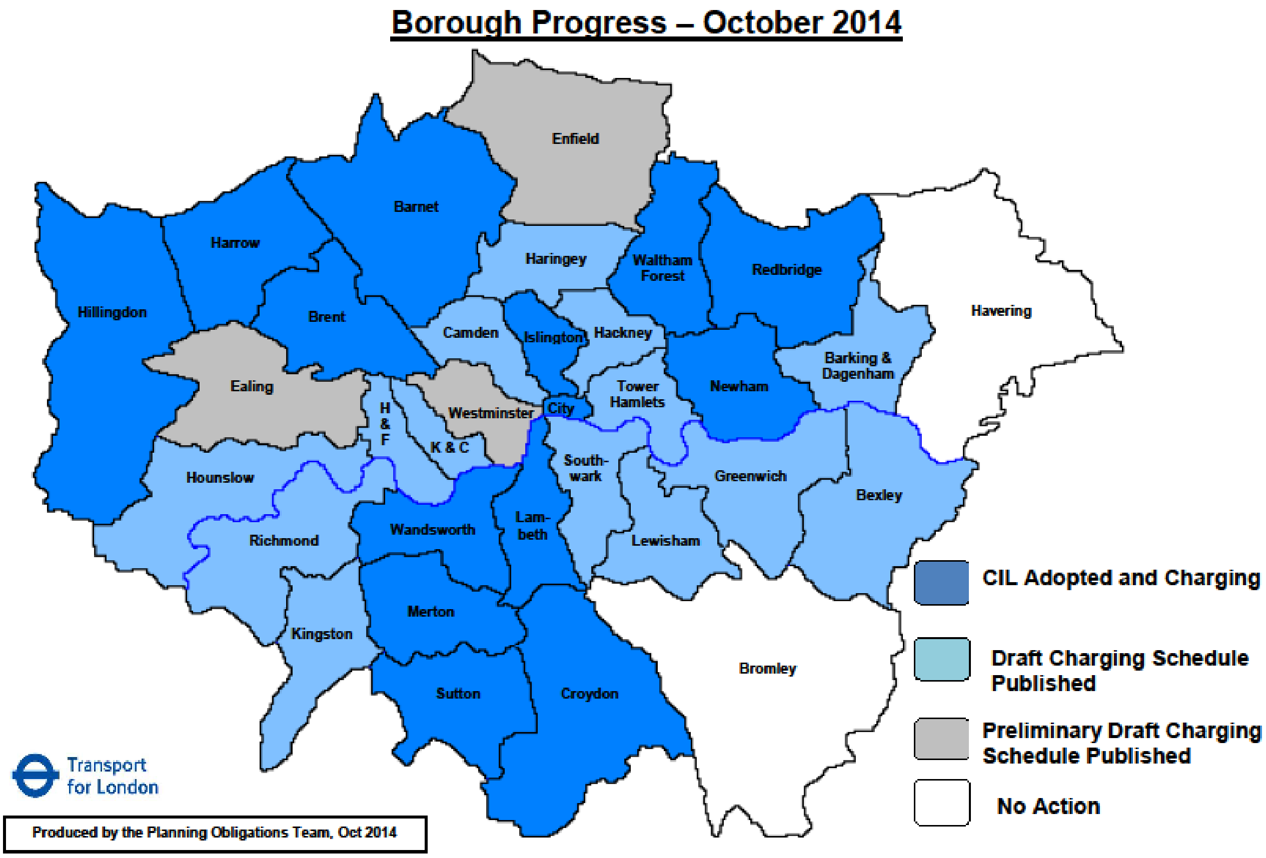
8.1 At the time of writing (October 2014) 14 London authorities have implemented BCILs following an independent Examination in Public of their proposed Charging Schedules. A further 15 authorities have published Draft Charging Schedules, with several of them being close to introducing BCILs. London is clearly implementing the CIL regime faster than the rest of England, as half of councils nationally have yet to publish any CIL proposals. The map (Figure 7) illustrates current CIL progress across London, and Annex J provides more detail in respect of timescales.

8.2 It should be noted that all 29 draft charging schedules published to date have recognised and been in compliance with the Mayoral CIL, as confirmed within Annex K. It is worth highlighting that, whilst there is variation from borough to borough:

- Residential rates across the great majority of London are at least double the applicable MCIL rates. There are areas within 17 boroughs where proposed / approved residential rates are at least a factor of five times greater than the MCIL rate.
- 19 boroughs charging schedules include a retail rate of £100 per sq.m or more.
- Office rates tend to be the most modest with most BCILs having either borough-wide or area specific zero rates. Most office development takes place within the Central Activities Zone where rates are more significant.
- Hotel rates are variable with a handful of borough-wide zero rates, whereas many have rates in the range of £80 - 250 per sq.m.
- Student Housing is the land use that attracts some of the highest BCIL rates. Islington (£400 per sq.m), Lambeth (£215) and Newham (£130) are examples of this.

8.3 Boroughs have typically developed finer grained BCIL rates based on the varying viability both spatially and by land use. The analysis of borough CIL development set out in Annex I & J indicates councils across London have been able to bring forward and get approval for BCIL's taking full account of the Mayoral CIL.

Figure 7 Status of Borough CIL development across London



CHAPTER NINE
INSTALMENTS POLICY

9.1 Under the CIL Regulations, charging authorities can provide for payment by instalment. If no instalment policy is in place then payment in full is due within 60 days after development is commenced. The MCIL Instalment Policy took effect on 1 April 2013, allowing for payments over £500,000 to be paid within an extended period of 240 days.

9.2 The regulations stipulate that should a borough introduce a different instalment policy when implementing their own borough CIL, then this local instalment policy will have precedence. The situation at present is that there are 20 Authorities within London that have yet to implement their borough CIL and are, therefore, currently required to collect MCIL in accordance with the Mayor's instalment policy.

9.3 MCIL reports / receipts provided in respect of MCIL collection over the first two years (to end June 2014) indicate that only 7 out of 16 developments (44%) eligible to pay MCIL via instalments have chosen to do so (see Annex L).

9.4 Of the 14 boroughs with their BCILs in place, half have chosen to continue using the MCIL instalments approach or a slightly modified version involving higher value payments (see Annex M). The remaining seven boroughs have chosen to introduce their own BCIL instalment arrangements which in all cases allow instalment payments to be triggered at a lower threshold (typically £100k). To date (October 2014), only Wandsworth has seen BCIL instalment arrangements utilised, with 12 developments taking advantage of the regime in place.

9.5 In total, therefore, of the MCIL-paying developments over the last couple of years, only 19 (less than 1%) have been eligible to pay by instalments and have then chosen to do so. The experience in terms of instalments payments to date suggests that the MCIL approach is reasonable, and in any case, boroughs have the ability to modify and impose their chosen approach to instalments if local circumstances require.

RECOMMENDATION

On both phasing, & payments by instalments, the current arrangements will remain in place, and will be reviewed again in two years' time.

CHAPTER TEN
DISCRETIONARY RELIEF

10.1 There are three types of discretionary relief that can be offered under the CIL Regulations: Charitable, Exceptional Circumstances, and Social Housing. Mandatory relief already applies in respect of charities and social housing as defined within regulations 43 and 49 respectively.

10.2 The Mayor chose not to offer any discretionary relief in bringing forward the MCIL in April 2012, as he did not wish to make the administration of CIL across London unduly complex and burdensome. He did, however, apply zero charging rates in respect of both education provision and medical or health services.

10.3 Boroughs bringing forward their own BCILs have taken differing approaches to the three forms of discretionary relief that can be offered and these are tabulated in Annex N. This shows that most authorities have, so far, taken a cautious approach to discretionary relief with only two councils offering discretionary charitable relief, and four offering discretionary exceptional circumstances relief. Only one borough has indicated that it has applied any discretionary relief.

10.4 To date only one of the 14 authorities that have introduced their own borough CIL has decided to offer discretionary social housing relief (DSHR). This is in Wandsworth, where the relief offered follows the prescribed qualifying criteria set out in the CIL Regulation 49A (2). As the relief has only been available since 1 October 2014 it is too early to consider its operation.

10.5 The Mayor might have wished to consider offering DSHR to support his housing strategy. However, as he does not allocate affordable housing, he is precluded from doing so by the form of words used in the CIL regulations. The Mayor is seeking an amendment to the regulations and has written to DCLG.

RECOMMENDATION

In respect of the three forms of discretionary relief that are available, there is no evidence to indicate that the Mayor should change his current approach. The current arrangements will remain in place, and will be reviewed again in two years' time.

CHAPTER ELEVEN
CONCLUSIONS

FINDINGS

11.1 The findings of this review are that:

- The administrative arrangements for MCIL are generally working well.
- The total MCIL collected in the first two and a half years is £86m, of which £62m has been generated over the last twelve months.
- Together with the Crossrail s106, revenues may hit a cumulative £600 million in March 2019, but this depends on a stable property market.
- The next biennial review in 2016 would have much better information to judge progress against targets.
- No issues have been identified to suggest there is a need to change the Mayoral approach to exceptional relief or his instalment policy.
- There is no evidence that indicates an adverse impact on development across London, including affordable housing, as a result of the Mayoral CIL.
- Borough CILs are advancing at a good rate and boroughs have been able to develop local CIL charging schedules consistent with the MCIL.

RECOMMENDATIONS / DECISIONS

1) Having considered this report, the Mayor believes there should be no revision to the current CIL rates.

2) The Mayor does not propose any change in respect of offering any of the forms of discretionary relief or to his approach to Instalments.

3) The Mayor instructs officers to carry out the next review, after a further two years, in 2016.

4) Instruct officers to publish this report & his decisions on the GLA website and publish in the next London Plan Annual Monitoring Report.

ANNEX A
SPG EXTRACT / SCOPE OF MCIL REVIEW

Extract from London Plan Supplementary Planning Guidance on the 'use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy' (April 2013)

4.24 The Mayor will keep the operation of the CIL and the position regarding the funding and implementation of Crossrail under continual review. He intends to conduct biennial formal reviews of the working of his CIL. These reviews will consider in particular whether the CIL rates set continue to be appropriate, and whether there is evidence that would justify the Mayor in allowing either or both of the forms of discretionary relief referred to in paragraphs 4.12 and 4.13. He will publish the results of these reviews in the London Plan Annual Monitoring Report covering the relevant year, and any changes will be subject to public consultation in accordance with the CIL Regulations or the Mayor's usual practice, as appropriate. The first of these reviews is likely to take place in 2014. At the appropriate time, the Mayor will make announcements about future uses of his CIL powers.

4.25 Among the issues the Mayor will consider in these biennial reviews will be the effect (if any) of his CIL rates on delivery of affordable housing, and he would encourage the boroughs to take a similar approach in monitoring their own CILs.

Annual CIL Reporting requirement (as defined by CIL Regulation 62)

Which covers:

- how much has been collected in CIL by the boroughs on the Mayor's behalf;
- how much of that money has been spent;
- the items of infrastructure on which it has been spent (currently Crossrail);
- any amount used to repay money borrowed;
- the amount of CIL used to cover administrative expenses; and
- the amount of CIL retained at the end of the reported year.

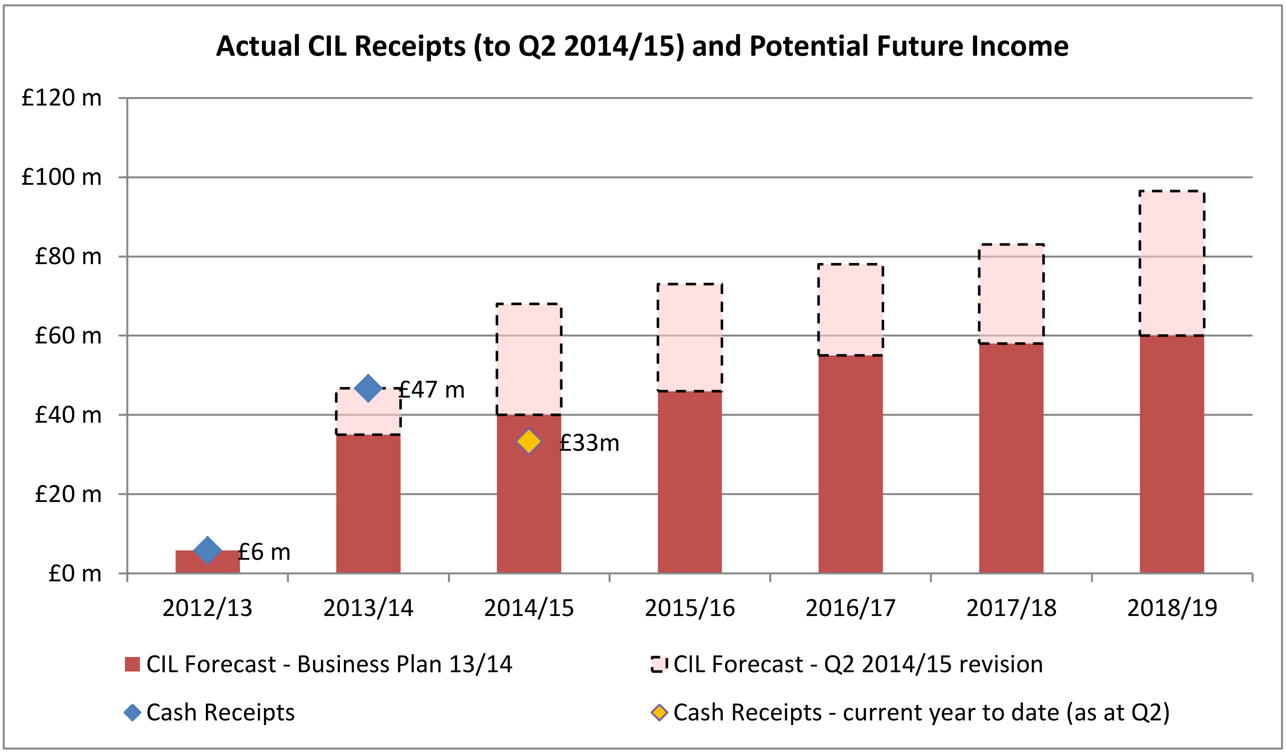
ANNEX B
MAYORAL CIL RECEIPTS TO DATE

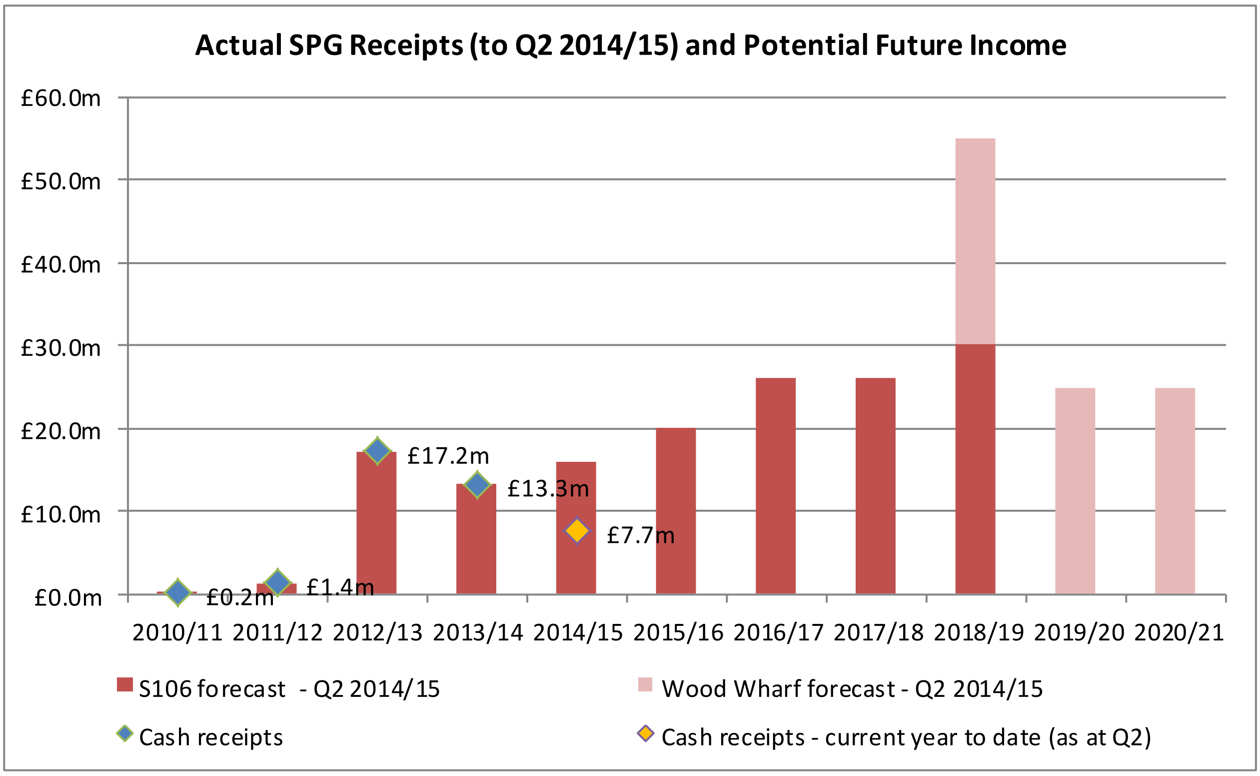
CIL Quarterly Return Overview					
Borough Name	**CIL Receipt in value order- 2014-15**				
	Total 2012-13	*Total 2013-14*	*2014-15*	*Qrt 2*	*Cummulative Total*
Westminster	2,066,374	4,391,886	1,308,724	2,351,313	10,118,296
Lambeth	801,201	4,218,376	1,334,756	137,593	6,491,926
Tower Hamlets	225,372	3,675,034	1,925,379	603,653	6,429,439
City	1,012,252	4,511,614	207,947	135,120	5,866,933
Southwark	78,107	2,175,645	2,624,243	943,145	5,821,139
Camden	191,431	3,335,287	429,152	772,420	4,728,290
Hounslow	17,338	1,870,532	1,952,556	632,809	4,473,235
Barnet	45,248	2,422,709	192,875	1,448,144	4,108,976
Wandsworth	333,888	2,001,862	511,590	1,258,003	4,105,344
Greenwich	295,653	2,704,875	35,502	784,208	3,820,239
Brent	35,213	1,620,246	1,929,531	93,335	3,678,324
Hammersmith & Fulham	142,820	2,087,838	1,083,022	328,180	3,641,860
Hackney	19,690	1,239,002	559,295	1,010,812	2,828,799
Islington	134,031	1,375,481	317,313	266,977	2,093,803
Ealing	6,471	954,183	116,401	934,155	2,011,211
Bromley	130,848	713,650	421,583	463,863	1,729,943
Enfield	11,816	445,264	25,136	1,087,242	1,569,458
Hillingdon	0	836,061	382,789	314,279	1,533,129
LLDC	0	362,207	435,712	501,701	1,299,620
Merton	146,379	523,841	116,055	301,157	1,087,432
Kensington & Chelsea	0	543,994	92,362	424,103	1,060,458
Waltham Forest	10,280	465,845	459,980	90,987	1,027,091
Bexley	56,732	652,540	92,833	75,499	877,604
Lewisham	24,693	679,182	7,056	77,143	788,074
Richmond	42,778	213,796	485,424	36,576	778,574
Haringey	90,856	454,387	47,026	36,429	628,698
Croydon	26,112	340,654	108,045	90,778	565,589
Kingston	71,450	445,484	15,512	9,666	542,112
Harrow	14,844	438,788	61,476	9,341	524,449
Sutton	3,906	329,923	12,533	169,162	515,523
Newham	0	172,929	0	342,020	514,949
Redbridge	29,370	189,257	46,691	176,423	441,740
Barking and Dagenham	3,648	221,257	7,964	1,767	234,636
Havering	21,773	79,379	24,912	34,829	160,893
Total	6,090,573	46,693,007	17,371,376	15,942,831	86,097,787

(green)		< £1m
(purple)	>£1m	< £3m
(orange)	>£3m	< £5m
(blue)	>£5m	<£12m

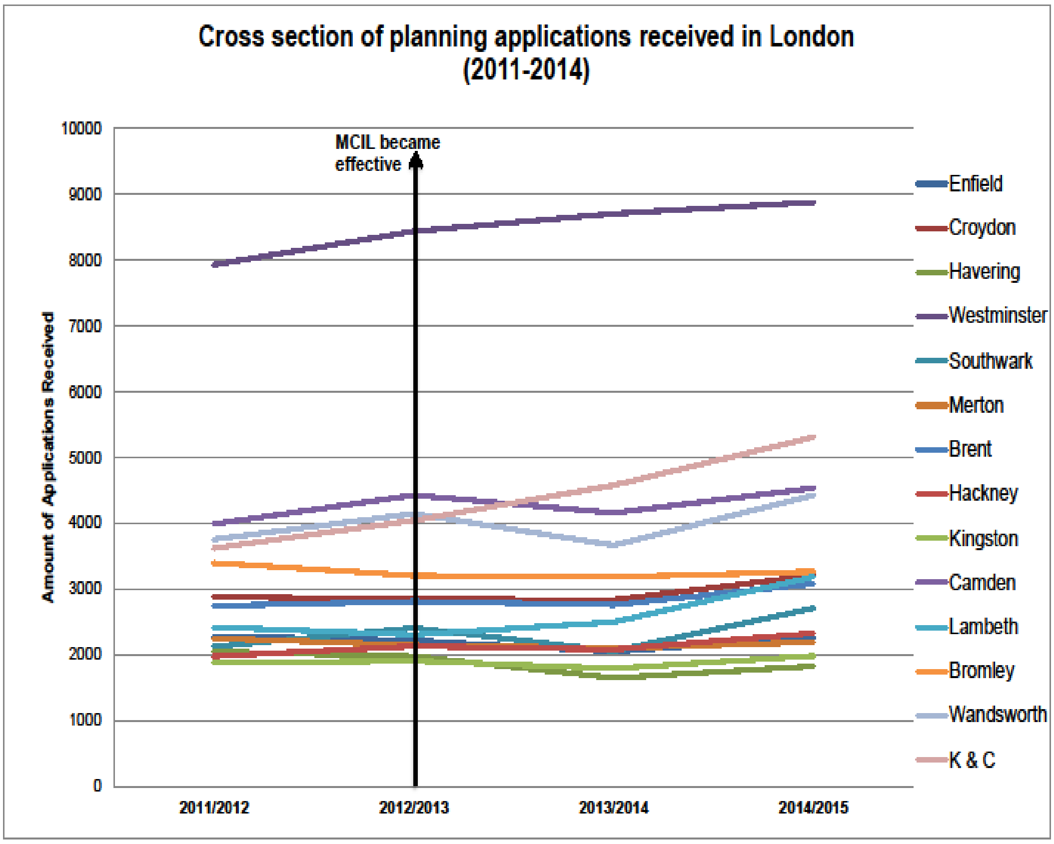
ANNEX C

RESPECTIVE SPG (S.106) / MCIL FUNDING FOR CROSSRAIL FROM DEVELOPER CONTRIBUTIONS





ANNEX D
PLANNING APPLICATION NUMBERS FOR LONDON 2010 – 2014
GRAPHICAL REPRESENTATION



Data Source – Department for Communities and Local Government (2011-2014)*Table P134 – District Planning Authorities – Data Received Financial Year ending March 2011-2014* [accessed 21/08/2014]

ANNEX E

PLANNING APPLICATION NUMBERS FOR LONDON 2010 – 2014

DATA

% Increase/decrease of planning applications after MCIL was implemented on 1st April 2012

	BOROUGH	2 YEARS BEFORE	2 YEARS AFTER	% difference	
1	Enfield	2246	2154.5	-4%	0.959261
2	Croydon	2860.5	3018.5	6%	1.055235
3	Havering	2007	1733	-13.70%	0.863478
4	Westminster	8179	8786	7%	1.074214
5	Southwark	2261.5	2379	5%	1.051957
6	Merton	2193	2142.5	-2%	0.976972
7	Brent	2774.5	2915.5	5%	1.05082
8	Hackney	2049.5	2202	7%	1.074408
9	Kingston	1886	1883	-1%	0.998409
10	Camden	4204	4340.5	3%	1.032469
11	Lambeth	2360.5	2841	20%	1.203559
12	Bromley	3297	3222	-1%	0.977252
13	Wandsworth	3945.5	4042.5	3%	1.024585
14	K & C	3828	4939.5	30%	1.290361
15	Sutton	1421	1423	even	1.001407
16	Richmond	3998	4167.5	4%	1.042396
17	Redbridge	2662	2505	-1%	0.941022
18	Newham	1372.5	1544	12%	1.124954
19	Islington	2451	2603	6%	1.062016
20	Hounslow	2707.5	2852.5	5%	1.053555
21	Harrow	2560	2405	-1%	0.939453
22	Haringey	2080.5	2110.5	1%	1.01442
23	Greenwich	1776.5	1800	1%	1.013228
24	Ealing	4566.5	4085	-1%	0.894558
25	Bexley	1725	1661	-1%	0.962899
26	B & D	708.5	705	even	0.99506

Borough with Incomplete Data Set

Barnet
City of London
H & F
Hillingdon
Lewisham
Tower Hamlets
Waltham Forest
Thames Gateway UDC
LLDC

Source: Department for Communities and Local Government (March 2011- 2014) Table P134 accessed through planning.statistics.gsi.gov.uk [accessed 24/08/2014]

Year	Boroughs Enfield	Croydon	Havering	Westminster	Southwark	Merton	Brent	Hackney	Kingston	Camden	Lambeth	Bromley	Wandswor	K & C
2011/	**2279**	**2881**	**2042**	**7925**	**2118**	**2244**	**2740**	**1975**	**1870**	**3986**	**2419**	**3393**	**3750**	**3618**
2012/	**2213**	**2840**	**1972**	**8433**	**2405**	**2142**	**2809**	**2124**	**1902**	**4422**	**2302**	**3201**	**4141**	**4038**
2013/	2046	2834	1643	8699	2051	2095	2755	2077	1789	4151	2497	3182	3661	4574
2014/	2263	3203	1823	8873	2707	2190	3076	2327	1977	4530	3185	3262	4424	5305

	Sutton	Richmond	Redbridge	Newham	Islington	Hounslow	Harrow	Haringey	Greenwich	Ealing	Bexley	B & D
2011/	**1435**	**3939**	**2711**	**1385**	**2421**	**2638**	**2358**	**2027**	**1775**	**4461**	**1732**	**678**
2012/	**1407**	**4057**	**2613**	**1360**	**2481**	**2777**	**2762**	**2134**	**1778**	**4672**	**1718**	**739**
2013/	1332	3966	2451	1563	2600	2621	2444	1968	1754	4407	1623	758
2014/	1514	4369	2559	1525	2606	3084	2366	2253	1846	3763	1699	652

ANNEX F

JLL MARKET UPDATE FOR MCIL BIENNIAL REVIEW (SEPT 2014)

OFFICES

F.1 Central London occupier activity continues to be robust in 2014 with 7.7 million sq ft transacted up to September 2014. The amount of space currently under offer in September 2014 was 3.5 million sq ft, 64% higher than the 10 year quarterly average. This indicates a further surge of activity coming through in the final quarter of 2014.

F.2 There is a resurgence of demand from the financial sector, with large requirements continuing to come through in the City and higher rents being paid for the best space in the West End. The financial sector suffered heavily during the downturn, but the recent spate of large deals from the likes of Mizuho and China Construction Bank in the City, and Tudor Capital in the West End, indicates that occupier demand is now returning in line with the broader market.

F.3 While leasing activity has been strong in the first half of the year, net absorption of space has not yet matched the remarkable acceleration in employment growth, as evidenced by the fact that most of the large deals are still being driven by consolidation or lease events, rather than outright expansion.

F.4 Rents in the benchmark Mayfair and core City markets were stable at £105 and £60 per sq ft respectively in the first half of 2014, but upward pressure remains expect growth is expected to come through in the second half of the year, along with reduced tenant incentives. Rental growth has continued, however, in several London sub-markets outside of the core. The eastward migration of occupiers is putting upward pressure on rents in Shoreditch and Clerkenwell, which in turn pushes more cost-sensitive occupiers to Aldgate and Whitechapel, supporting further growth in those locations.

F.5 In response to tight supply, occupiers are starting to think about their options earlier than normal, as the pipeline of deliverable schemes for certain occupiers is limited. As a result, the West End is seeing a sharp rise in lettings of schemes under construction, with 354,000 sq ft so far this year compared to only 75,000 sq ft this time last year.

F.6 In the City, vacancy rose to 7.3% in the second quarter of 2014, due to a spike in development completions including large schemes such as Moorgate Exchange, EC2 and 10 Finsbury Square, EC2. However, the pipeline of committed development is very limited beyond 2014 and a tightening of supply is anticipated over the coming quarters. This is largely due to a lack of development starts following the downturn and the pre-letting of developments under construction has eroded the development pipeline.

RETAIL

F.7 London is forecast to show 18% retail sales growth over the next 5 years. Prime rents on all major West End shopping streets have reached record levels. Bond Street saw rents hit a record high of over £1,200 per sq ft in the first quarter of 2014. (Source: Oxford Economics)

F.8 The weight of money targeting central London retail as an investment has increased in 2013, with UK institutions returning to compete with overseas investors.

F.8 Average spend per visit in the London Luxury Quarter from Chinese, Qatari and Saudi Arabian visitors is upwards of £1,350.

F.10 With development of Crossrail; Bond Street is expected to see a significant increase in passenger footfall by 2026.

F.11 Demand for additional retail accommodation is in the prime West End market but is constrained by a lack of suitable development plots. Beyond central London retail accommodation is coming forward as part of mixed-use schemes, for example the expansion of Westfield London in Shepherds Bush, which was granted planning permission in May 2014 for a £1 billion extension, to include a 230,000 sq ft John Lewis department store as well as further retail and restaurant accommodation in addition to delivering circa 1,300 new homes.

HOTELS

F.12 The majority of development activity in 2012 and 2013 was in the Budget sector, accounting for 53.9% and 68.5% of total new supply respectively. In 2014, the Budget and 4-star segments are expected to show the largest supply growth, accounting for 41% and 30.4% of new supply, followed by 5-star hotels (15.7%) and serviced apartments (11.7%). In the Budget segment, Premier Inn accounts for the majority of new openings while in the 4-star sector, independent operators continue to grow their presence in the capital. (Source: AM:PM Hotels)

F.13 As hotel demand is expected to come under pressure in the short to medium term, it is likely that further growth in hotel supply will likely result in more challenging market conditions for hoteliers. In particular, this will concern existing stock that has not undergone any significant refurbishment in recent years and will suffer in comparison to newer or recently upgraded stock.

F.14 London hotel supply increased 6.6% and 1.3% in 2012 and 2013 respectively and will continue to grow strongly throughout 2014. 37 hotels with 3,305 bedrooms have already opened during the first nine months of 2014 while another 22 hotels with 2,562 bedrooms are scheduled to open during the remainder of the year, reflecting supply growth of 4.3% compared to 2013. In addition, 50 more hotels with 6,284 bedrooms are currently planned to come online in 2015, leading to further growth of 4.6%, excluding a large number of hotel developments that have been put on hold or are speculative. (Source: AM:PM Hotels)

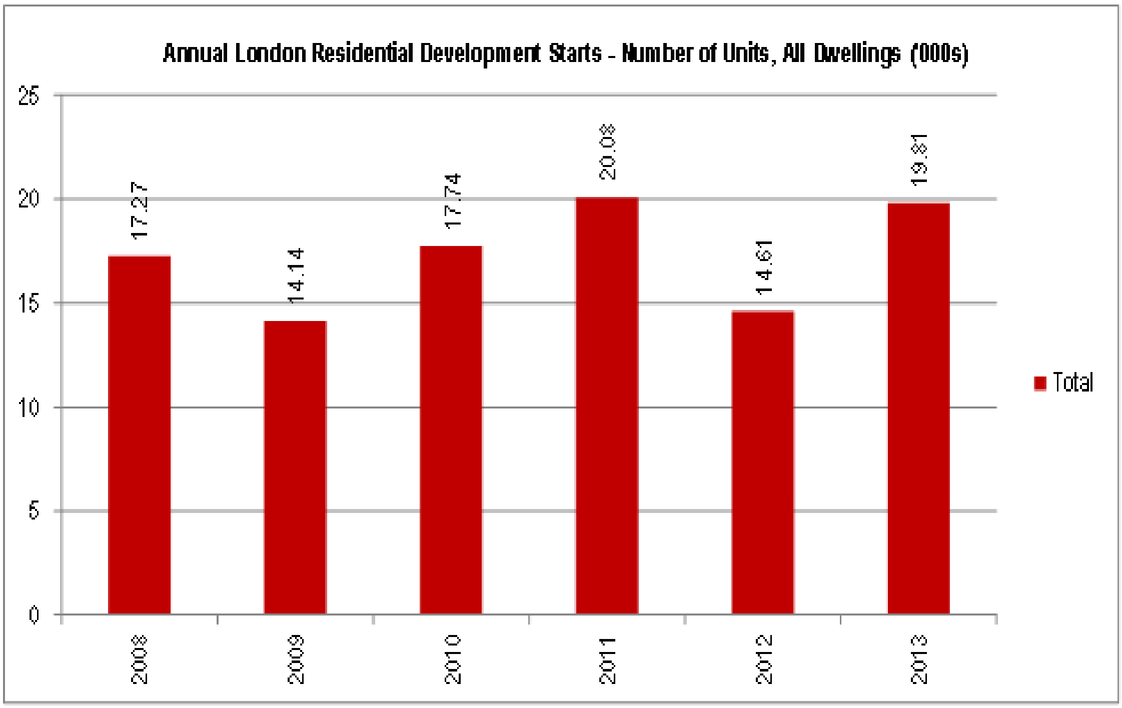
RESIDENTIAL

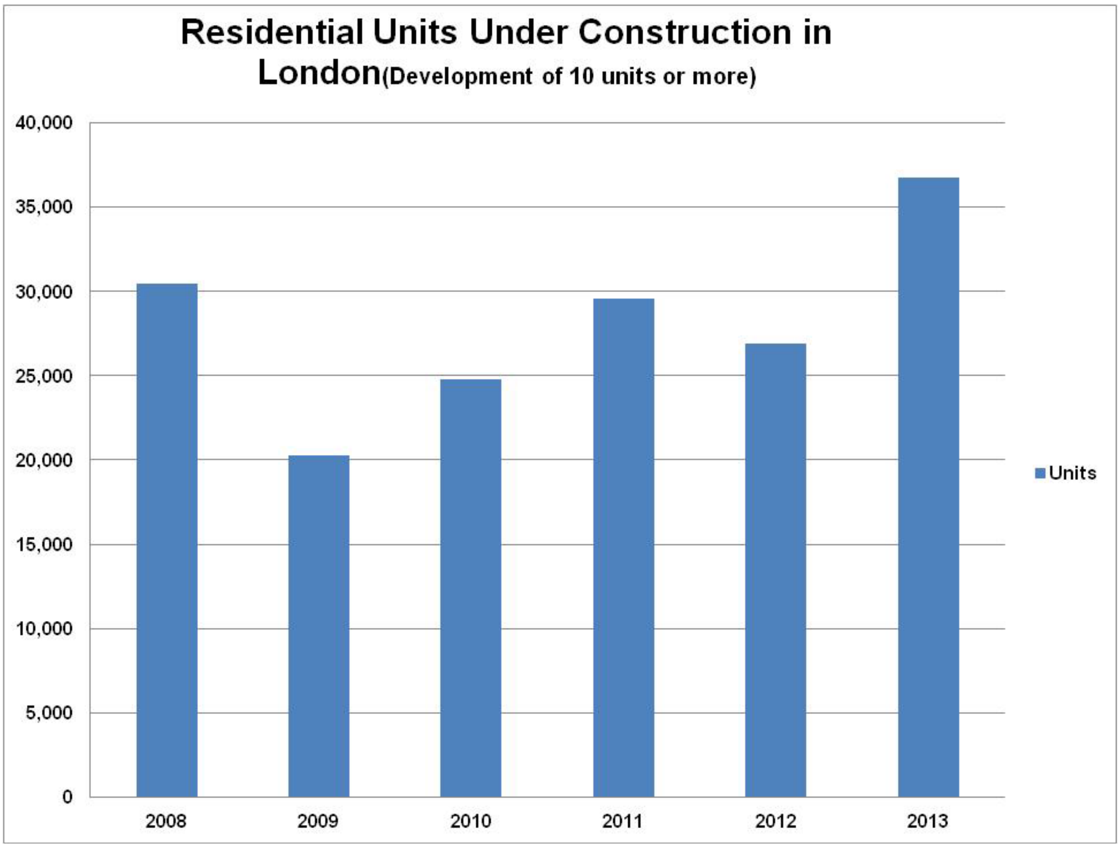
F.15 House prices in Greater London grew by 7.1% during the three months to end-August 2014. This increase was higher than the 3.4% average rise across England & Wales. This latest quarterly rise was higher than the 6.2% increase seen in the three months to May 2014, and the 4.4% rise in the preceding three month period. In the year to end-August 2013 house prices in Greater London increased by 21.6% - considerably higher than the 8.4% average rise in England & Wales. (Source: Land Registry).

F.16 As at August 2014, compared to two years ago, house prices in Greater London are now 29.4% higher. Across England & Wales, including Greater London, average prices are 10.0% higher. (Source: Land Registry).

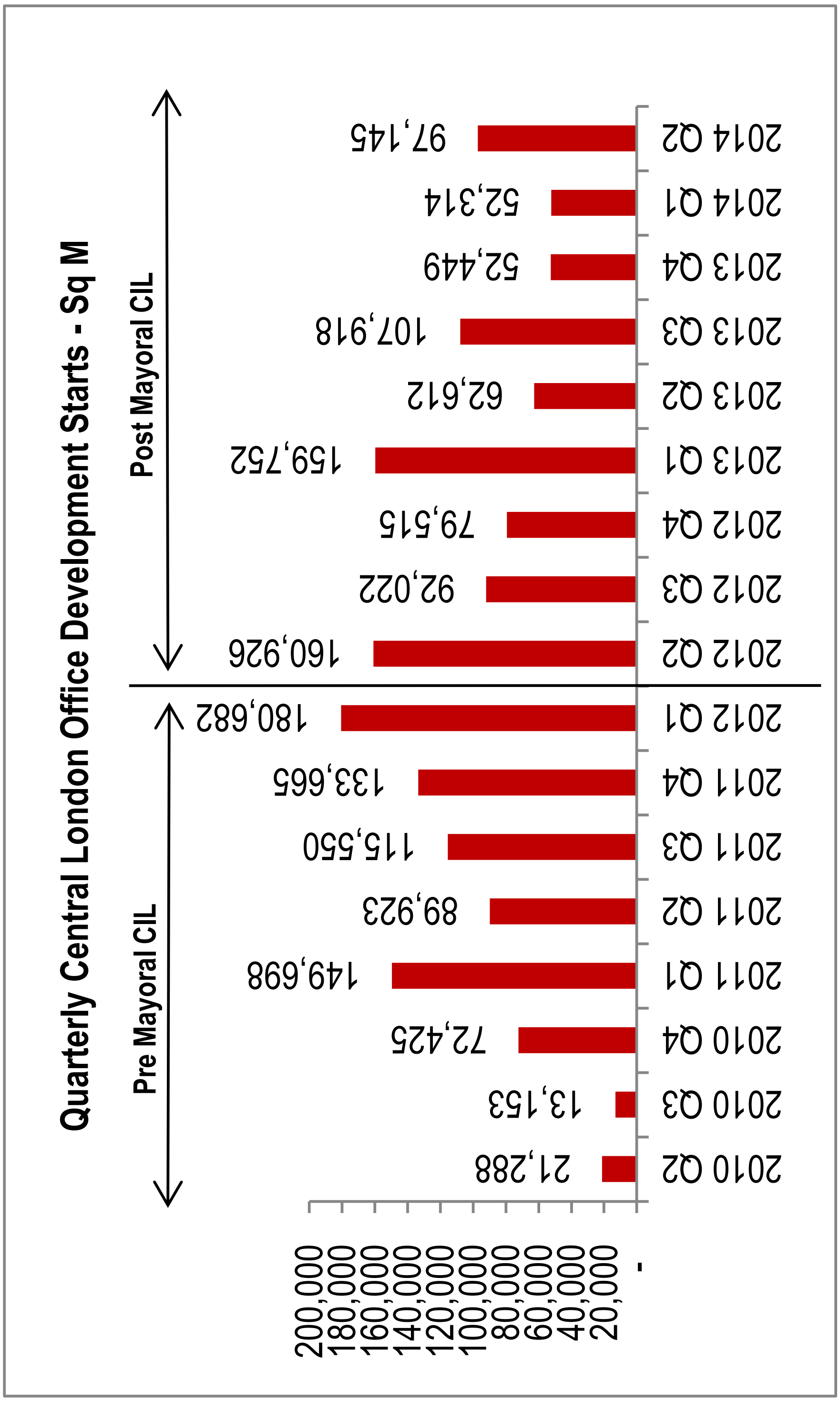
F.17 The number of new unit starts in Greater London in the year to Q2 2014 was 21,100. This was 26% higher than the preceding year, similar to 2006-2007 levels and 22% higher than the 20 year average. The number of development completions in the year to Q3 2013, at 19,100 units, was 4% higher than a year earlier, 11% below 2006-2007 levels but 9% above the 20 year average. (Source: DCLG)

ANNEX G
RESIDENTIAL: MARKET ANALYSIS





ANNEX H
OFFICE: MARKET ANALYSIS



ANNEX I

AVERAGE RESIDENTIAL HOUSE PRICES

Apr-10		Jun-14		Sep-14	
Kensington and Chelsea	866,295	City of London	n/a	City of London	n/a
City of Westminster	623,963	Kensington and Chelsea	1,313,633	Kensington and Chelsea	1,341,854
Camden	553,706	City of Westminster	948,344	City of Westminster	975,336
Hammersmith and Fulham	494,064	Camden	759,310	Camden	833,940
City of London	492,982	Hammersmith and Fulham	743,010	Hammersmith and Fulham	795,227
Richmond upon Thames	430,008	Islington	618,661	Islington	665,990
Islington	423,250	Richmond upon Thames	585,925	Richmond upon Thames	632,090
Wandsworth	373,641	Hackney	574,922	Hackney	583,135
Hackney	361,035	Wandsworth	547,232	Wandsworth	580,862
Southwark	355,831	Southwark	507,484	Southwark	540,265
Barnet	345,734	Lambeth	501,169	Lambeth	533,828
Tower Hamlets	340,867	Haringey	468,057	Haringey	494,655
Haringey	333,591	Tower Hamlets	446,358	Merton	461,643
Lambeth	331,534	Merton	428,700	Tower Hamlets	461,454
Merton	318,072	Barnet	414,656	Ealing	443,926
Ealing	315,637	Ealing	411,200	Barnet	442,918
Kingston upon Thames	311,368	Kingston upon Thames	391,097	Brent	409,957
Brent	302,630	Brent	382,076	Kingston upon Thames	407,955
Redbridge	286,344	Lewisham	352,751	Lewisham	378,625
Harrow	286,017	Bromley	345,929	Bromley	371,396
Bromley	283,643	Harrow	340,339	Harrow	357,954
Hounslow	276,168	Waltham Forest	332,324	Hounslow	356,743
Greenwich	265,237	Hounslow	330,807	Waltham Forest	351,385
Lewisham	261,444	Redbridge	322,536	Greenwich	343,757
Hillingdon	259,175	Greenwich	318,101	Redbridge	342,534
Havering	256,611	Hillingdon	296,551	Croydon	317,566
Enfield	255,528	Enfield	296,012	Hillingdon	313,352
Sutton	247,133	Sutton	290,958	Enfield	310,310
Croydon	245,747	Croydon	290,064	Sutton	309,524
Waltham Forest	241,338	Havering	287,903	Havering	297,786
Bexley	231,601	Newham	262,790	Newham	279,785
Newham	221,403	Bexley	255,673	Bexley	269,186
Barking and Dagenham	213,777	Barking and Dagenham	246,989	Barking and Dagenham	262,122

Legend	MCIL Rates
Camden	£50 per sqm
Barnet	£35 per sqm
Sutton	£20 per sqm

ANNEX J
BOROUGH CIL STATUS INCLUDING CHARGING DATES

Borough Progress - 1st October 2014

	Borough	DCS consultation dates	date of examiner's report	date BCIL charged from
CIL operational	Redbridge	10 May - 10 June 2011	09/10/2011	1st Jan 2012
	Wandsworth	24 June - 22 July 2012	23/05/2012	1st Nov 2012
	Croydon	16 Jan - 13 Feb 2012	17/12/2012	1st April 2013
	Barnet	27 July - 7 Sept 2012	12/02/2013	1st May 2013
	Brent	2 July - 3 Aug 2012	15/01/2013	1st July 2013
	Harrow	15 Nov - 20 Dec 2012	10/06/2013	1st Oct 2013
	Newham	17 Dec - 25 Jan 2013	19/07/2013	1st Jan 2014
	Merton	25 Mar - 10 May 2013	16/10/2013	1st April 2014
	Sutton	12 Nov - 10 Dec 2012	29/11/2013	1st April 2014
	Waltham Forest	29 July - 9 Sept 2013	10/01/2014	15th May 2014
	City	24 July - 3 Oct 2013	23/01/2014	1st July 2014
	Hillingdon	15 Nov - 14 Dec 2012	10/02/2014	1st Aug 2014
	Islington	28 June - 9 Aug 2013	13/03/2014	1st Sept 2014
	Lambeth	1 July - 12 Aug 2013	19/05/2014	1st Oct 2014
	Richmond	8 July - 19 Aug 2013	17/03/2014	1st Nov 2014
	Haringey	26 Apr - 14 June 2013	04/02/2014	1st Nov 2014
	Lewisham	3 Dec - 31 Jan 2013	23/01/2014	1st April 2015
DCS Consulted on	Barking & Dagenham	14 Mar - 26 Apr 2013		
	Bexley	19 Aug - 30 Sept 2013		
	Camden	19 June - 31 July 2014		
	Tower Hamlets	22 Apr -5 June 2013		
	Southwark	14 Jan - 25 Feb 2014		
	Kingston	10 Jan - 7 Mar 2014		
	Hackney	15 Jan - 26 Feb 2014		
	Kensington & Chelsea	21 Jan - 23 Feb 2014		
	LLDC	27 May - 8 July 2014		
	Greenwich	30 July - 10 Sept 2014		
	Hammersmith & Fulham	22 Aug - 3 Oct 2014		
	Hounslow	19 Sept - 19 Oct 2014		
PDCS consult	Westminster	19 Sept - 31 Oct 2014		
	Ealing	28 Feb - 11 April 2014		
	Enfield	9 June - 19 July 2013		
no CIL proposal	Havering			
	Bromley			

ANNEX K

BOROUGH CIL CHARGING RATES FOR KEY LAND USES

Borough CIL: Key Rates

BOROUGH	MCIL	RESIDENTIAL	OFFICE	RETAIL	HOTEL	MCIL Compliant?	
REDBRIDGE	35	70	70	70	70		CIL Adopted/Being Charged
WANDSWORTH	50	575 / 265 / 0 / 250	100 / 0	100 / 0	0		CIL Adopted/Being Charged
CROYDON	20	0 / 120	120 / 0	120	0 / 120		CIL Adopted/Being Charged
BARNET	35	135	0	135	135		CIL Adopted/Being Charged
BRENT	35	200	40	40	100		CIL Adopted/Being Charged
HARROW	35	110	0	100	55		CIL Adopted/Being Charged
MERTON	35	220 / 115	0	100 SUPERSTORES	0		CIL Adopted/Being Charged
NEWHAM	20	80 / 40	0	30	120		CIL Adopted/Being Charged
CITY	50	150/95	75	75	75		CIL Adopted/Being Charged
HILLINGDON	35	95	35	215 LARGE RETAIL	40		CIL Adopted/Being Charged
ISLINGTON	50	300 / 250	80 / 0	175 / 125	350 / 250		CIL Adopted/Being Charged
SUTTON	20	100	0	120	0		CIL Adopted/Being Charged
WALTHAM FOREST	35	65 / 70	0	150 SUPERSTORES	20		CIL Adopted/Being Charged
LAMBETH	35	265 / 150 / 50	125 / 0	115 LARGE RETAIL	250 / 100 / 0		CIL Adopted/Being Charged
RICHMOND	50	250 / 190	25 OFFICES IN TOWN CENTRE	150	25		CIL DCS Published
HARINGEY	35	265 / 165 / 15	0	95 SUPERSTORES / 25 WAREHOUSE	50		CIL DCS Published
LEWISHAM	35	100 / 70	0	80	80		CIL DCS Published
BARKING & DAG.	20	70 / 25 / 10	0	175 SUPERSTORES	10		CIL DCS Published
BEXLEY	20	40 / 60	10	100 SUPERSTORES	40 / 60		CIL DCS Published
CAMDEN	50	500 / 150 / 250 / 0	45 / 25	25	40 / 30		CIL DCS Published
SOUTHWARK	35	400 / 200 / 50	70 / 0	250 SUPERSTORES / 125	250 / 125		CIL DCS Published
TOWER HAMLETS	35	200 / 65 / 35	90 / 50 / 0	120 SUPERSTORES / 70 / 0	180		CIL DCS Published
KINGSTON	35	210 / 130 / 85 / 50	20	200 SUPERSTORES & TOWN CENRE /20	20		CIL DCS Published
HACKNEY	35	190 / 25 / 55 / 0	50 / 0	65 / 0	80		CIL DCS Published
LONDON LEGACY	20/35	60	0	100/0	100		CIL DCS Published
HAMM. & FULHAM	50	400 / 200 / 100 / 0	80 / 0	80	0		CIL DCS Published
GREENWICH	35	70	0	100 / 0	100		CIL DCS Published
KEN. & CHELSEA	50	750/590/430/270/190/110	0	0	160		CIL DCS Published
HOUNSLOW	35	200 / 110 / 70	20	155	20		CIL DCS Published
ENFIELD	20	40 / 60 / 120	0	60	0		CIL PDCS
EALING	35	100/50	0	100 / 30	100/50		CIL PDCS
WESTMINSTER	50	550/400/200	250/200/50	200/150/50	200/150/50		CIL PDCS
BROMLEY	35						No Action
HAVERING	20						No Action

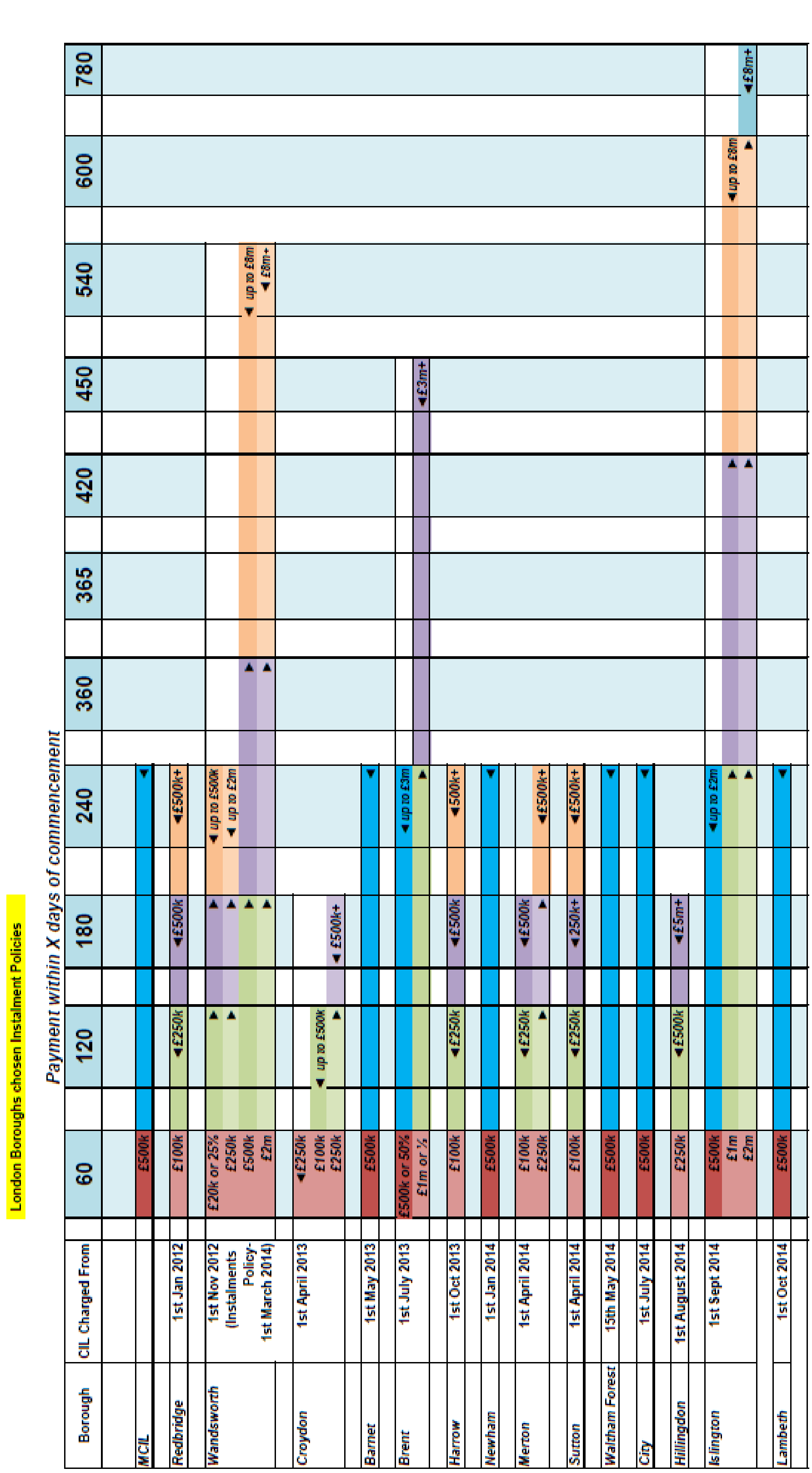
Produced by Planning Obligations Team : 1st October 2014

ANNEX L
APPLICATION OF INSTALMENTS POLICIES

Application of Instalments Policy of MCIL Developments with a £500k+ threshold
Top 16 developments of 500k+ paid in Instalments (April 2012 - June2014)

Borough	Development	Total Amount	Date Issued	Quarter of 1st Payment	Date Paid	Instalments	Notes
Lambeth	Sainsburys Wandsworth Rd.	£3,542,716	26/03/2014	Q4 13/14	28/03/2014	Yes	*£1,700,504 paid in Q4, 2nd half to pay*
Southwark	1-16 Blackfriars	£2,373,001	08/05/2014	Q1 14/15	23/05/2014	No	*Paid in Full*
City	42-52 Lime St.	£2,159,524	17/03/2014	Q4 13/14	unknown	No	*Paid in Full*
Tower Hamlets	Aldgate Place	£1,664,918	14/03/2014	Q1 14/15	unknown	Yes	*£960,000 paid in Q1, 2nd instalment to pay*
Lambeth	York House	£1,389,487	02/05/2013	Q2 13/14	04/07/2013	Yes	*£649,089 paid in Q2*
H & F	Kings Mall Car Park	£1,359,926	08/05/2014	Q1 14/15	11/04/2014	Yes	*£669,608 paid in Q1, send half to pay*
Hounslow	BSkyB Grant Way	£1,352,400	03/05/2014	Q1 14/15	25/04/2014	No	*Paid in Full*
Lambeth	Hampton House	£1,134,000	04/05/2014	Q1 14/15	13/05/2014	Yes	*£544,320 paid in Q1, 2nd half to pay*
Tower Hamlets	Aberfeldy Estate	£947,386	05/05/2014	Q1 13/14	08/04/2013	No	*Paid in Full*
Brent	Former Oriental City	£871,546	28/04/2014	Q1 14/15	26/06/2014	Yes	*£480,000 paid in Q1, 2nd half to pay*
City	8-10 Moorgate	£830,580	06/05/2014	Q4 12/13	31/03/2013	No	*Paid in Full*
Westminster	Reed House	£813,077	24/03/2014	Q4 13/14	19/03/2014	Yes	*£480,000 paid in Q4, 2nd half to pay*
Westminster	1A Page Street	£748,464	07/05/2014	Q3 12/13	08/11/2012	No	*Paid in Full*
Camden	Maiden Lane Estate	£622,972	09/05/2014	Q3 13/14	28/10/2014	No	*Paid in Full*
H & F	Westfield Shopping Centre	£501,054	10/05/2014	Q2 13/14	10/09/2014	No	*Paid in Full*
Camden	Land at St. Edmund Terrace	£500,402	11/05/2014	Q2 13/14	13/09/2014	No	*Paid in Full*

ANNEX M
BCIL INSTALMENT POLICIES



ANNEX N
BCIL DISCRETIONARY RELIEF

Borough	Reg. 44/45 discretionary charitable relief	Reg. 55 exceptional circumstances	Reg. 49 discretionary social housing relief
MCIL			
Redbridge			
Wandsworth	* from 1 Nov 2012		from 1 August 2014
Croydon			
Barnet		from 1 May 2013	
Brent		from 1 July 2013	
Harrow			
Newham			
Merton			
Sutton			
Waltham Forest		from 15 May 2014	
City			
Hillingdon			
Islington			
Lambeth	from October 2014	from 1 October 2014	
Richmond			
Haringey			

not currently in effect

in effect

BCIL charging imminent

* **Wandsworth Discretionary Charitable Relief**
(a) where the proposed charitable development will be used to fund the provision of services to Borough residents
(b) that charitable relief shall be given at the rate of 25% of the amount of CIL due

OTHER FORMATS AND LANGUAGES

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Public Liaison Unit
Greater London Authority
City Hall
The Queen's Walk www.london.gov.uk
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London SE1 2AA

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Chinese

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Hindi

यदि आप इस दस्तावेज की प्रति अपनी भाषा में चाहते हैं, तो कृपया निम्नलिखित नंबर पर फोन करें अथवा नीचे दिये गये पते पर संपर्क करें

Vietnamese

Nếu bạn muốn có văn bản tài liệu này bằng ngôn ngữ của mình, hãy liên hệ theo số điện thoại hoặc địa chỉ dưới đây.

Bengali

আপনি যদি আপনার ভাষায় এই দলিলের প্রতিলিপি (কপি) চান, তা হলে নীচের ফোন্ নম্বরে বা ঠিকানায় অনুগ্রহ করে যোগাযোগ করুন।

Greek

Αν θέλετε να αποκτήσετε αντίγραφο του παρόντος εγγράφου στη δική σας γλώσσα, παρακαλείστε να επικοινωνήσετε τηλεφωνικά στον αριθμό αυτό ή ταχυδρομικά στην παρακάτω διεύθυνση.

Urdu

اگر آپ اِس دستاویز کی نقل اپنی زبان میں چاھتے ھیں، تو براہ کرم نیچے دئے گئے نمبر پر فون کریں یا دیئے گئے پتے پر رابطہ کریں

Turkish

Bu belgenin kendi dilinizde hazırlanmış bir nüshasını edinmek için, lütfen aşağıdaki telefon numarasını arayınız veya adrese başvurunuz.

Arabic

إذا أردت نسخة من هذه الوثيقة بلغتك، يرجى الاتصال برقم الهاتف أو مراسلة العنوان أدناه

Punjabi

ਜੇ ਤੁਹਾਨੂੰ ਇਸ ਦਸਤਾਵੇਜ਼ ਦੀ ਕਾਪੀ ਤੁਹਾਡੀ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਚਾਹੀਦੀ ਹੈ, ਤਾਂ ਹੇਠ ਲਿਖੇ ਨੰਬਰ 'ਤੇ ਫ਼ੋਨ ਕਰੋ ਜਾਂ ਹੇਠ ਲਿਖੇ ਪਤੇ 'ਤੇ ਰਾਬਤਾ ਕਰੋ:

Gujarati

જો તમને આ દસ્તાવેજની નકલ તમારી ભાષામાં જોઈતી હોય તો, કૃપા કરી આપેલ નંબર ઉપર ફોન કરો અથવા નીચેના સરનામે સંપર્ક સાઘો.

Transport for London

MAYOR OF LONDON

DECEMBER 2014