

Cabinet: 13 January 2020

Report title: Report Authorising Public Consultation on the Draft Charging Schedule for the Community Infrastructure Levy (CIL) and submission to the Planning Inspectorate for formal examination

Wards: All

Portfolio: Councillor Matthew Bennett, Cabinet Member for Planning, Regeneration and Jobs

Report Authorised by: Sara Waller and Eleanor Purser: Co-Strategic Directors for Sustainable Growth and Opportunity

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Report summary

This report seeks authorisation to proceed with a second round public consultation on the Draft Charging Schedule (DCS) taking into account the responses from the first round public consultation on the Preliminary Draft Charging Schedule (PDCS) for the Community Infrastructure Levy (CIL) that was held between 22 October and 17 December 2018. A report on the results of the first round public consultation is provided in Appendix A. A second round consultation on the DCS is the next step towards revising Lambeth's CIL Charging Schedule. This report also seeks authorisation to submit the DCS – following the second round of consultation – to the Planning Inspectorate for formal examination, which is anticipated to start in the spring of 2020.

Finance summary

The report seeks authorisation to commence the second round public consultation on the draft charging schedule for increasing CIL rates from 2020/21; and to then submit the DCS to the Planning Inspectorate for formal examination.

Recommendations

1. To consider the Consultation Report on the Preliminary Draft Charging Schedule (PDCS) 2018 at Appendix A.
2. To resolve whether, having considered the Consultation Report and this report, whether to approve the Draft Charging Schedule at Appendix B.
3. To authorise a second round public consultation from 31 January until 13 March 2020 on the Draft Charging Schedule.
4. To authorise the submission to the Planning Inspectorate for the formal examination of the Draft Charging Schedule for the Community Infrastructure Levy (CIL).

1. **Context**

- 1.1 The Community Infrastructure Levy (CIL) is a charge on new development that helps to fund infrastructure such as transport, schools, health facilities, and parks, needed to support development. A development is liable for CIL if the development comprises one or more dwellings or if it is not a residential development, where it includes 100m² or more of new-built floorspace. CIL becomes due only on commencement of development.
- 1.2 Lambeth's CIL Charging Schedule has been in place since 1 October 2014. The current rates for Lambeth CIL were approved by a resolution of the full Council on 23 July 2014 and followed two rounds of public consultation and submission to an Examination in Public as required by the Community Infrastructure Regulations 2010 as amended ("the CIL Regulations"). Lambeth's current CIL Charging Schedule is set out in Figure 1 below:

Figure 1: Lambeth CIL Charging Schedule – October 2014

Development type	Zone A – Waterloo and Vauxhall	Zone B – Kennington, Oval and Clapham	Zone C – Streatham, West Norwood, Streatham Hill, Tulse Hill, Brixton and Herne Hill
Residential	£265	£150	£50
Hotel	£100	Nil	Nil
Office	£125	Nil	Nil
Student accommodation	£215	£215	£215
Large Retail Development*	£115	£115	£115
Other Retail	Nil	Nil	Nil
All other uses not identified above	Nil	Nil	Nil

*Large retail development is defined as being either retail warehouses or superstores/ supermarkets, where:

- Retail warehouses: are large stores specialising in the scale of household goods (such as carpets, furniture, and electrical goods), DIY items and other ranges of goods catering for mainly car-borne customers.
- Superstores/supermarkets: are shopping destinations in their own right, selling mainly food or food and non-food goods, which must have a dedicated car park.

- 1.3 On 15 October 2018, the Cabinet resolved to authorise the holding of a public consultation on the Preliminary Draft Charging Schedule (PDCS). The public consultation on the PDCS was held from 22 October to 17 December 2018 simultaneously with the public consultations on the partial review of the Local Plan and on the Transport Strategy.
- 1.4 The Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019 (the '2019 Regulations') amended the CIL Regulations and took effect on September 2019. A Preliminary Draft Charging Schedule (PDCS) is no longer required as the first step in the process of adopting a revised CIL Charging Schedule. However, Regulation 13 (transitional and saving provisions) of the 2019 Regulations provides that if the Council had already held the first round public consultation, comments received in response to this consultation on the PDCS must be considered. This report recommends that a Draft Charging Schedule should proceed with a second round of public consultation. The Draft Charging Schedule will then be finalised, along with the evidence base and comments received to date, and this will be submitted to the Planning Inspectorate for examination in public, possibly alongside the revised Lambeth Local Plan. The Council intends to adopt a revised CIL Charging Schedule in 2020.
- 1.5 The consultation methods for the public consultation on the Preliminary Draft Charging Schedule held from 22 October to 17 December 2018 were as follows:

- (a) The Preliminary Draft Charging Schedule and the evidence base were published on the Lambeth website.
 - (b) Emails were sent to all statutory and non-statutory consultees with a link to the Preliminary Draft Charging Schedule and the evidence base.
 - (c) A printed copy of the Preliminary Draft Charging Schedule and the evidence base was made available for inspection at the Council's offices in Brixton Civic Centre and in all of the libraries in Lambeth.
- 1.6 A report on the result of the public consultation is provided in Appendix A. This includes an analysis of the result of the snap survey that was carried out as part of the public consultation. The results indicate that among those who took part in the survey, mostly members of the public who live or work in Lambeth, an average 51 per cent expressed support for revising Lambeth's CIL rates as proposed in PDCS 2018.
- 1.7 No objections were received on the proposal for four CIL charging zones in Lambeth with Brixton and Herne Hill having its own charging zone separate from the charging zone for Streatham and West Norwood. A map of the four charging zones is included in Appendix B.
- 1.8 In all, there were 15 full consultation responses received by email from statutory bodies and other stakeholders, including members of the public. A summary of the consultation responses received is set out in the Consultation Report for PDCS 2018. From these 15 responses, four issues were identified which were considered by the Council in preparing the Draft Charging Schedule for the second round public consultation. These are:
- (a) **CIL instalments.** Should Lambeth consider adopting its own CIL instalments policy?
 - (b) **CIL rates for Zone A.** Is the viability evidence robust enough to support the proposed CIL rates in Zone A for residential (£500/m²), hotel (£200/m²) and office (£225/m²) types of development?
 - (c) **CIL rates for hotels.** Should Lambeth consider a variable rate for hotels (instead of a flat £200/m²) across the charging zones?
 - (d) **CIL rates for student accommodation.** Is the viability evidence robust enough in respect of setting a flat £400/m² CIL rate for student accommodation across all charging zones?
- 1.9 In response to the issues raised during the public consultation, the Council has instructed its viability consultant BNPP to review the viability evidence and ensure that this is sufficiently robust to support the proposed CIL rates in Zone A and also the proposed CIL rates for hotels and student accommodation across the borough. BNPP's response to the consultation is summarised in Paragraph 2.8 and is also included in the Consultation Report for PDCS 2018.
- 1.10 Also in response to the public consultation on PDCS 2018, the Council decided to issue its own [CIL instalments policy](#) which supersedes that issued by the Mayor of London. The new instalments policy came into effect on 1 June 2019 ahead of adopting a revised CIL Charging Schedule which is targeted to be in effect in 2020. The proposal for a new Lambeth CIL instalments policy was considered separately from other issues that were raised during the public consultation for PDCS 2018 in connection with the proposed changes to CIL rates in Lambeth.

2. Proposal and Reasons

- 2.1 Following the first round public consultation on the Preliminary Draft Charging Schedule which was held on 22 October to 17 December 2018, authorisation is now being sought for a second round

public consultation on the Draft Charging Schedule from 31 January to 13 March 2020; followed by submission to the Planning Inspectorate for formal examination.

2.2 The Council's viability consultant BNP Paribas has reviewed the viability evidence and recommends that the Council proceed with the second round public consultation for the Draft Charging Schedule. No changes are proposed to the CIL rates that were consulted on for PDCS 2018.

2.3 The Draft Charging Schedule proposed is as follows:

Development Type	Zone A – Waterloo and Vauxhall	Zone B – Kennington, Oval and Clapham	Zone C – Tulse Hill, Brixton and Herne Hill	Zone D – Streatham, West Norwood, Streatham Hill
Residential including co-living schemes or shared accommodation	£500	£350	£250	£200
Self-contained sheltered housing, self-contained extra care schemes and care homes	£250	£175	£100	£100
Hotel	£200	£200	£200	£200
Office	£225	£225	Nil	Nil
Large retail development*	£225	£225	£225	£225
Other retail	Nil	Nil	Nil	Nil
Student accommodation	£400	£400	£400	£400
All other uses not identified above	Nil	Nil	Nil	Nil

*Retail includes all uses that fall within Classes A1, A2, A3, A4 and A5 of the Town and Country Planning (Use Classes) Order 1987 as amended, or any other order altering, amending or varying that Order, as well as related D2 and sui generis commercial uses including cinemas, betting shops, car showrooms, launderette. Large retail development is defined as either one of the following:

- Superstores/supermarkets/shopping mall/shopping centre/shopping arcade which are shopping destinations in their own right, with over 280m² of retail space, with or without a dedicated car park; or
- Retail warehouses which are large stores over 1000m² specialising in the sale of household goods (such as carpets, furniture, and electrical goods), DIY items and other ranges of goods catering for mainly car-borne customers.

2.4 There will also be no changes proposed for the other associated policies for CIL in Lambeth. These include:

- Discretionary relief for [social housing](#), for [charities](#) and for [exceptional circumstances](#)

2.5 Lambeth's Infrastructure Delivery Plan (IDP) has also been updated following responses to the first round public consultation on PDCS 2018. The IDP comprises the infrastructure planning evidence required when setting new CIL rates and also to support the current partial review of the Lambeth Local Plan. The IDP is provided in Appendix C. The IDP identifies the infrastructure needed to meet the growth arising from development over the fifteen year life of the Local Plan. The IDP also considers whether funding is available to deliver that infrastructure and establishes the funding gap which justifies the proposed new CIL rates. The 2019 IDP estimates the funding gap to be at least £385 million or 64 per cent of the estimated cost of infrastructure for the period 2019/20 to 2023/24 which totals £600 million.

2.6 The 2018 Viability Study prepared by BNP Paribas is largely unchanged. BNPP confirms that after considering the representations made during the first round public consultation on PDCS 2018, no

changes are necessary to the Viability Study and the viability evidence remains sufficiently robust to support the proposed revisions to Lambeth's CIL rates. The Viability Study is provided in Appendix D.

2.7 BNPP's responses to the representations made by developers during the first round public consultation for PDCS 2018 are included in the Consultation Report set out in Appendix A. In responding to these representations, BNPP highlighted the following points:

- (a) The adopted Charging Schedule is based on viability evidence from August 2012, with much of the data relied upon in that study dating to early 2012. Since that time, the Land Registry House Price Index has increased from an average price of £313,000 to £502,000 (60%). Over the same period, the BCIS General Building Cost Index has increased from 308.5 (Jan 2012) to 357.8 (April 2019), an increase of 16%. When applied to a residual value, these changes increase typical residual land values by 97%.
- (b) On a typical high density development (site typology 9), the adopted CIL accounts for 1.48% of development costs. After the proposed rates have been implemented, the new CIL (including Mayoral CIL) would still only account for 3.06% of development costs.
- (c) The results of our testing of large scale office schemes (typology 21) indicates that the [Elizabeth House] scheme generates a surplus residual land value in excess of the benchmark land value equating to £2,799 per square metre. The proposed CIL rate equates to less than 10% of this surplus. Furthermore, the proposed CIL (in combination with Mayoral CIL of £185 psm) increases the liability by only 0.7% (from 4% for the adopted rate plus Mayoral CIL to 4.7%).
- (d) 15% is the rate of profit applied to developments at the development management stage and is a figure widely supported by the GLA and other boroughs for viability testing.
- (e) The large scale office scheme tested in the study assumes a net to gross ratio of 78%, not 85%, as can be seen in Appendix 2. A professional fees allowance of 10% is consistent with the rates applied on far larger and more complex schemes than Elizabeth House.
- (f) The rent assumed in the VS is £65 psf, compared to £106 psf in the West End and £75 psf in Shoreditch/Clerkenwell. Furthermore, the representation focuses on rents but does not comment on yields. The yield we apply of 5.25% is very soft in comparison to recent deals. For example, the acquisition of the Fleet building at 70 Farringdon Road achieved a yield of 4.15%, while West End deals have been achieving 3.5%. Applying yields that are reflective of current deals and a lower rent would result in the same capital value.
- (g) There is no evidence that CIL has had any impact on housing supply. As noted above, the adopted CIL accounts for 1.48% of development costs on a high density housing development (typology 9). After the proposed rates have been implemented, the new CIL (including Mayoral CIL) would still only account for 3.06% of development costs... Given that large developments have been absorbing similar levels of cost inflation on an annual basis and still proceeding, the claim that a one-off CIL charge of 3% of costs would threaten development is not credible.
- (h) There is no evidence that increasing the CIL rate will have a "significant adverse impact" on affordable housing supply. The Council is aware that affordable housing and CIL are funded from the uplift in value arising from grant of planning permission and that there may be a trade-off between the two in some circumstances. However, the Council cannot set its CIL rates on the basis of every site achieving policy target levels of affordable housing; this would

result in the worst of both worlds; there would be no CIL raised to fund essential supporting infrastructure and schemes would still not meet the policy target for affordable housing. In high value areas such as Vauxhall, the diminution in value arising from converting a square metre of private housing into affordable housing is typically £12,400 per square metre. The proposed CIL is a very small proportion of this cost and consequently the movements in affordable housing required to fully offset the increase in CIL are very small.

- (i) While it is correct that the additional CIL would reduce affordable housing by 2% if all other things remained equal, other inputs to the appraisal have changed (i.e. sales values are higher than in 2012 and have out-stripped rising costs, when the evidence base for the adopted CIL was drafted). The Council appreciates however that in some cases further analysis may be required, and these will be established through scheme-specific viability testing at the DM stage.
- (j) Land values do not need to have increased by 100% to accommodate an increase in CIL of 100%, as CIL does not take 100% of the land value of a development!
- (k) For the avoidance of doubt and as noted above, the proposed CIL rates are based on current sales values only and do not rely upon growth. The point made in the viability study is that where schemes cannot currently achieve 35% affordable housing, they may be able to do so in the future. With regards to falling prices, the proposed CIL rates are not set at the margins of viability – tables 6.34.1 to 6.34.12 show that the rates are set well below the maximum potential rates, so this already allows for some negative price movement. Furthermore, given that the CIL accounts for a very small proportion of overall development costs, it is a small factor in viability of schemes compared to movements in other appraisal inputs (most notably of course sales values and build costs).
- (l) Potential CIL rates are reasonably tested against the types of student housing that have actually been built or have secured planning permission in Lambeth. Additional testing would simply generate the same results from schemes at different scales... [We] do not consider that any changes are required, neither is there any evidence for a reduction in the prevailing CIL rates, given that student housing schemes have come forward in Lambeth without any difficulties. The impact of the London Plan policy requirement for 35% affordable student housing is factored into the viability assessment and the proposed CIL rates take this into account.

2.8 The projection for CIL income in the next five years to 2023/24 is based on a site by site analysis of development schemes that are expected to commence during this period. This is set out in Appendix E. The methodology used has relied upon the Council's Housing Trajectory in the Draft Revised Lambeth Local Plan, and a detailed understanding of the level of commercial and other forms of development, which will generate CIL income, based on past development trends. It is projected that CIL income that will be raised from new developments will total £98 million from 2019/20 to 2023/24. This will meet up to 16 per cent of the cost of infrastructure required to support development during the same period or 25 per cent of the anticipated infrastructure funding gap.

2.9 It is anticipated that due to the way CIL operates, the benefit from increased CIL rates will be felt more likely beyond the fifth year (2023/24). This is because the new CIL rates will apply largely to schemes that have been granted planning permission from the time a CIL Charging Schedule has been adopted. Most of the schemes expected to commence in the next five years have planning permission granted under the current CIL rates. From the time planning permission is granted, schemes usually have three years to commence development before planning permission expires.

Appendix F provides a graph charting projections of potential CIL liability based on current rates and proposed rates overlaid on a graph of the residential pipeline from 2019/20 to 2023/24.

- 2.10 The Council continues to allocate Lambeth CIL receipts towards infrastructure projects. As at March 2019, a total £14m has been allocated from Strategic CIL. At the end of March 2019, £6.4m has been spent towards infrastructure needed to support development as identified in the Local Plan. Appendix G provides details of Lambeth CIL allocations as at March 2019 and also lists the infrastructure projects for which Lambeth CIL had been drawn down at the end of 2018/19.

3. Finance

- 3.1 The review of the existing CIL rates was undertaken by external consultants BNP Paribas. One of their conclusions was that the existing CIL rates could be increased without having a negative effect on the level of future development.
- 3.2 The new CIL rates proposed in the draft charging schedule will only apply to new planning permissions.
- 3.3 As per appendix F of the report, it is projected that for the period 2019/20 - 2023/24, the adoption of the new rates could increase CIL collection from £98m to £117m. However, it should be noted that this is a projection and the actual level of CIL received will depend on the level of development activity that takes place within the Borough that will be determined by wider macro-economic factors beyond the Council's control.
- 3.4 CIL monies are an increasingly important source of funding for required infrastructure projects within the borough and as the Council is expecting a limited amount of capital receipts in coming years are likely to be a major funding source for the capital programme.
- 3.5 All costs associated with the review of CIL rates will be met within existing budgets.

4. Legal and Democracy

- 4.1 Section 206 of the Planning Act 2008 allows the Council (as a charging authority) to charge CIL in respect of development of land in the Borough. The overall purpose of CIL is to ensure that costs incurred in providing infrastructure to support the development of an area can be funded (wholly or partly) by owners or developers of land. Development is defined in Section 209 of the Planning Act 2008 subject to qualifications in the Community Infrastructure Levy Regulations 2010 (the CIL Regulations) as: (a) anything done by way of or for the purposes of the creation of a new building; or (b) anything done to or in respect of an existing building.
- 4.2 CIL only becomes due on commencement of development. Regulation 7 of the CIL Regulations stipulates when development is treated as commencing. In general terms this is the earliest date on which any material operation begins to be carried out on the relevant land.
- 4.3 Section 211 of the Planning Act 2008 requires the Council to have a charging schedule setting rates and other criteria, by reference to which the amount of CIL chargeable in respect of development in its area is to be determined.
- 4.4 In setting rates or other criteria, the Council must have regard, to the extent and in the manner specified by the CIL Regulations, to:
- (a) the actual and expected costs of infrastructure;

- (b) the matters specified by the CIL Regulations relating to the economic viability of development, which may include, the actual or potential economic effects of planning permission or of the imposition of CIL;
- (c) other actual and expected sources of funding for infrastructure.

4.5 The matters specified by the CIL Regulations are set out in Regulation 14 which states as follows:

14.- Setting rates

- (1) In setting rates (including differential rates) in a charging schedule, a charging authority must strike an appropriate balance between-
 - (a) the desirability of funding from CIL (in whole or in part) the actual and expected estimated total cost of infrastructure required to support the development of its area, taking into account other actual and expected sources of funding; and
 - (b) the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area.

4.6 The Cabinet is now required to consider the responses to the consultation and having regard to those responses and the advice of officers set out in this report approve a Draft Charging Schedule. Officers recommend that apart from updating references to the appropriate legislation to take account of the 2019 Regulations, the content of the Draft Charging Schedule should be the same as the content of the Preliminary Draft Charging Schedule.

4.7 Section 212 of the Planning Act 2008 requires the Council to appoint an examiner to examine the draft charging schedule. Section 213 provides that the Council can only approve a charging schedule where:

- (a) the examiner under Section 212 has recommended approval, and
- (b) subject to any modifications recommended by the examiner.

4.8 The Council is required to approve the charging schedule at a meeting of the Council, and by a majority of votes of members present.

4.9 Once approved the Council is required by the provisions of the CIL Regulations to:

- (a) publish the charging schedule on its website;
- (b) make the charging schedule available for inspection;
- (c) give notice by local advertisement of the approval of the charging schedule, that a copy of the charging schedule is available for inspection, and of the places at which it can be inspected;
- (d) give notice to those persons who requested to be notified of the approval; and
- (e) send a copy of the charging schedule to each of the relevant consultation bodies.

4.10 Regulation 122(2) of the CIL Regulations sets out the tests to be met before a Section 106 obligation may be entered into for development. The obligation must be:

- (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.

All three of these tests must be met.

4.11 The 2019 Regulations revoked Regulation 123(3) of the CIL Regulations. It provided that funding or provision of an infrastructure project or type of infrastructure may only be obtained for a maximum of five Section 106 agreements in the Borough which provide for the funding or provision of that project or type of infrastructure. Removal of the regulation gives the Council two ways to provide greater flexibility for funding development. It can use as many planning obligations as it needs to

fund a specific piece of infrastructure, and it can use planning obligations and CIL revenue to fund the same infrastructure.

- 4.12 This proposed key decision was entered in the Forward Plan on 25 March 2019 and the necessary 28 clear days' notice has been given. The report will be published for five clear days before the decision is considered by Cabinet. Should it be approved, a further period of five clear days, the call-in period, must then elapse before the decision becomes effective. If the decision is called-in during this period, it cannot be enacted until the call-in has been considered and resolved.

5. Consultation and co-production

- 5.1 The consultation plan is outlined in Appendix H. As with the first round public consultation, comments received in response to this second round of public consultation on the Draft Charging Schedule will be considered and if required, the schedule will be amended as appropriate. Afterwards, the Draft Charging Schedule will be submitted to examination in public.

6. Risk management

- 6.1 The main risk in increasing CIL rates is that this might be set at too high a level that it might deter development from coming forward. It is therefore important that the proposal to revise CIL rates is supported by a viability study that would ensure an appropriate balance between the desirability of funding infrastructure from the levy and the potential impact upon the economic viability of development across their area. The findings of the viability study show that with the continued rise in property prices throughout the borough, developments can absorb higher CIL rates and have increased capacity to make a higher contribution towards community infrastructure.

7. Equalities impact assessment

- 7.1 Prior to the first round public consultation on the Preliminary Draft Charging Schedule (PDCS) 2018, it was agreed with the Council's Equalities Officers that a full EIA will not be required for changes to the CIL rates that are being proposed. It was noted that a full Equalities Impact Assessment (EIA) was completed in the run up towards adoption of Lambeth's CIL Charging Schedule from late 2012 until October 2014 when Lambeth CIL took effect. An EIA was also completed in January 2017 when the Council agreed the delivery framework and allocation criteria for Co-operative Local Investment Plans (CLIPs) in respect of Neighbourhood CIL.
- 7.2 The first EIA on CIL noted as follows: "The introduction of CIL should, in principle, benefit all groups by contributing to the delivery of strategic and local infrastructure and helping to achieve more sustainable development. CIL payments will be used to fund infrastructure such as delivery of new school places, health facilities, public realm, open space projects and therefore it is anticipated it will generate benefits for all equality groups. Any possible impacts would arise at the time money is secured through CIL and new or improved infrastructure is actually delivered; impacts will not arise directly as a result of the CIL Charging Schedule itself." The conclusions and analysis from that EIA dated May 2013 continue to be relevant and accurate in respect of the proposed changes in the CIL rates set out in the Preliminary Draft Charging Schedule issued in 2018 and now the Draft Charging Schedule in 2019.
- 7.3 This analysis has also taken into account the impacts on the Polish, Portuguese and Latin American communities, who have been additionally included in the Council's Equalities Monitoring Policy in

more recent years. The conclusion is that the amendments to the CIL Charging Schedule proposed here, leading to consequent strengthening of infrastructure delivery, will generate benefits for these communities – and not create adverse impacts – as is the case for the borough’s other communities.

7.4 As a charge on development, CIL does not adversely impact any of the equalities groups. Based on Lambeth's current CIL Charging Schedule, even with changes in the rates being proposed, only developments that construct residential units, offices, hotels, large retail, and student accommodation will attract a Lambeth CIL Charge. Anything outside these types of developments will not have to pay Lambeth CIL. Liability for CIL is assessed purely on whether a development comprises one or more dwellings or whether it includes 100m² or more of new-build floorspace. Any development that does not fall into these two criteria is not assessed at all for CIL liability. Since Lambeth CIL took effect in October 2014 until March 2019, a total 468 developments have been notified of their potential liability for Lambeth CIL totalling £112,080,541. This is a very small proportion of the amount of planning decisions that the Council issues, i.e. around 2,500 just for one year.

7.5 As an additional resource for the Council, CIL provides a positive benefit for all equalities groups. As the 2013 EIA for CIL states: “The infrastructure and services that CIL will provide (for example schools, medical and community facilities, improvements to green open spaces, and transport) will enhance accessibility and liveability of all sectors of society, including all equality groups.” Appendix G provides a list of the types of infrastructure projects for which CIL funds have been allocated or drawn down. Appendix C provides the updated Infrastructure Delivery Plan which identifies the infrastructure projects required to support development for the period 2019/20 to 2023/24 covered by the new Local Plan. All infrastructure that is wholly or partly funded by CIL benefits the whole borough, including all equalities groups.

8. Community safety

8.1 CIL can provide for infrastructure and measures that contribute towards the safety of the local population in Lambeth.

9. Organisational implications

9.1 Environmental

CIL provides for environmental improvements that will benefit the local population in Lambeth.

9.2 Staffing and accommodation

None.

9.3 Procurement

Not applicable.

9.4 Health

CIL provides for infrastructure and improvements in healthcare facilities that will benefit the local population in Lambeth.

10. Timetable for implementation

10.1 The review of the CIL Charging Schedule is based on the timetable below:

Timing	Lambeth CIL2	Evidence	Council decision
22 October - 17 December 2018	Preliminary draft charging schedule	Published for comment: <ul style="list-style-type: none"> Updated IDP, based on new housing target Comprehensive viability assessment of LPR + MCIL2 + Lambeth CIL2 	Cabinet or Cabinet member decision to consult
31 January – 13 March 2020	Draft charging schedule	Same documents published (with revisions if required) as agreed pre-submission versions	Cabinet decision to proceed to pre-submission publication and then submission of draft charging schedule to formal examination (to align with the Regulation 19 consultation on the Draft Revised Lambeth Local Plan and then submission for formal examination)
April 2020	Submission	Submitted for examination	Authority sought at Cabinet on the 13 th January 2020
Spring 2020	Examination hearing		n/a
Summer 2020	Adoption		Cabinet and Full Council decision to adopt

Audit Trail				
Consultation				
Name/Position	Lambeth directorate / department or partner	Date Sent	Date Received	Comments in paragraph:
Councillor Matthew Bennett	Cabinet Member for Planning, Regeneration and Jobs	06/12/2019	09/12/2019	
Andrew Travers	Chief Executive	16/12/2019	16/12/2019	
Eleanor Purser and Sara Waller	Co-Strategic Directors for Sustainable Growth and Opportunity	16/12/2019	16/12/2019	
Matthew Gaynor	Assistant Director of Finance - Sustainable Growth and Opportunity, Corporate Resources	21.05.2019	21.05.2019	
Paul Badiani	Group Manager - Major Capital Projects (Investment & Growth, Planning), Corporate Resources	17.05.2019	21.05.2019	
Peter Flockhart	Senior Planning Lawyer, Legal Services, Legal and Governance	17.05.2019	29.11.2019	
Maria Burton	Senior Democratic Services Officer - Corporate Affairs, Corporate Resources	28.05.2019	dd.mm.yy	
Michael Munnely	Head of Business Development and Investment Monitoring, Sustainable Growth and Opportunity	17.05.2019	23/12/2019	
Rob Bristow	Assistant Director, Planning, Transport and Development, Sustainable Growth and Opportunity	28.05.2019	23/12/2019	
Report History				
Original discussion with Cabinet Member		09/12/2019		
Report deadline		N/A		
Date final report sent		N/A		

Part II Exempt from Disclosure/confidential accompanying report?	No
Key decision report	Yes
Date first appeared on forward plan	25.03.2019
Key decision reasons	2. Expenditure, income or savings in excess of £500,000 AND 3. Meets community impact test
Background information	Planning Act 2008 The CIL Regulations 2010 as amended Communities and Local Government Planning Practice Guidance
Appendices	Appendix A: Consultation Report on PDCS 2018 Appendix B: Draft Charging Schedule 2019 Appendix C: Infrastructure Delivery Plan (2019 update) Appendix D: Viability Study 2018 (with one minor correction) Appendix E: Growth Model Projections – CIL Income Appendix F: Graph of Potential CIL Projections Appendix G: CIL allocations and drawdowns to March 2019 Appendix H: Consultation Plan