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CIL Infrastructure Planning and Funding Gap Report

CIL KNOWLEDGE



Update for Submission
London Borough of Tower Hamlets
October 2013

Purpose of the report

This report has been prepared by the CIL Knowledge Partnership on behalf of London Borough of Tower Hamlets ('The Council') as part of the infrastructure planning evidence base in support of the Community Infrastructure Levy (CIL) rate setting process. The report has reviewed Tower Hamlets' approach to infrastructure planning evidence for their CIL rate setting process.

This is an update of the report prepared for publication alongside the Preliminary Draft Charging Schedule and Draft Charging Schedule. It incorporates the requirements imposed by the new DLGG CIL Guidance published in 2013 and updates that the Council has made to reflect its current infrastructure priorities.

Structure of document

We have structured this document in the following way:

Section 1: Our approach to testing the sufficiency of the infrastructure evidence base

Section 2: Updated CIL Infrastructure Evidence

Section 3: Summary of sufficiency assessment

Appendices

Appendix A: CIL Project Schedule

Appendix B: Summary Tables

Appendix C: Charts

Appendix D: Extract of CIL Income Projection Model

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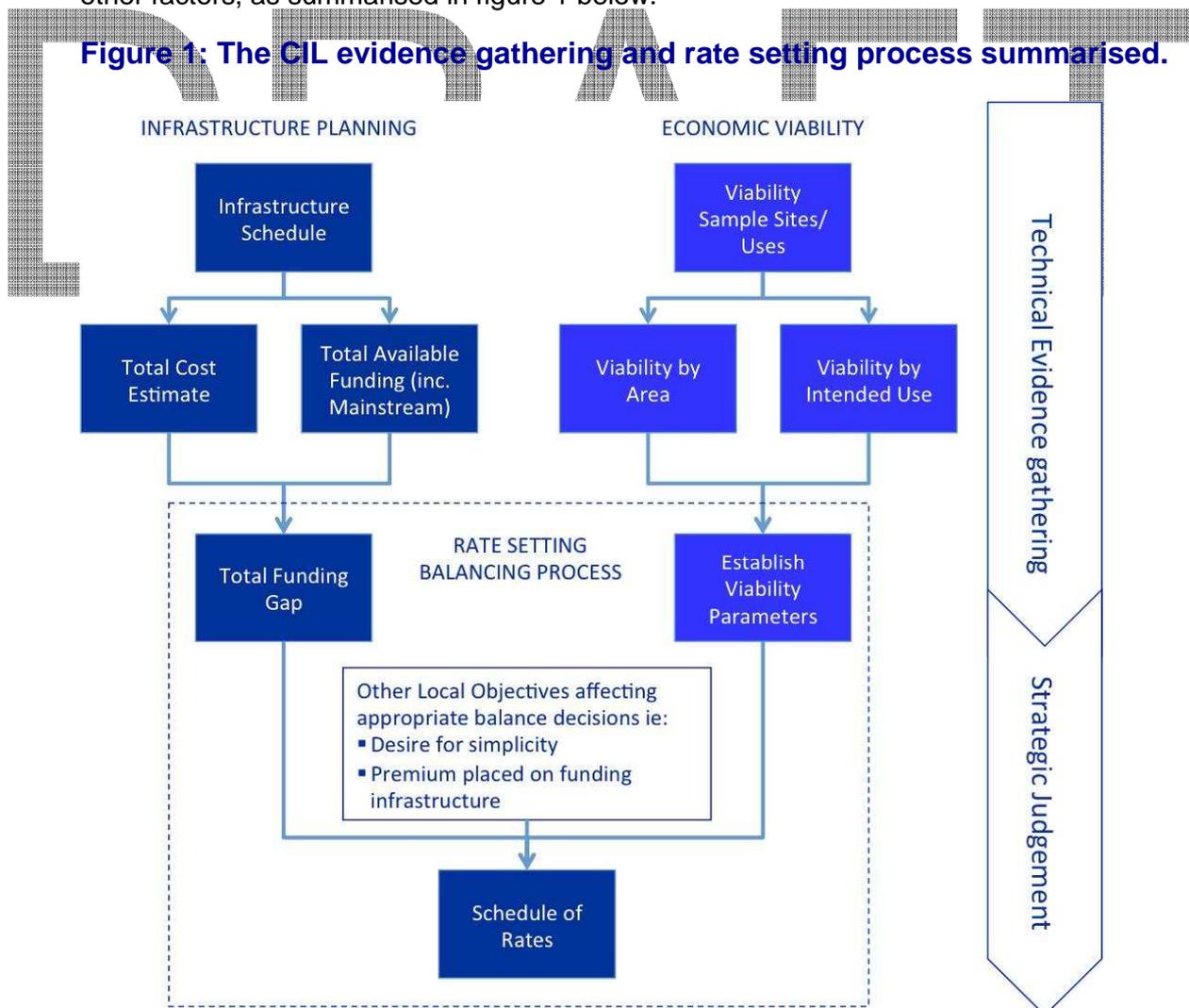
1 Our Approach to Testing the Sufficiency of the Infrastructure Evidence Base

1.1 The Regulations

1.1.1 This section explains our approach to testing how the Council's infrastructure evidence base meets CIL Independent Examination standards.

1.1.2 The CIL rate setting process is guided by several different regulations. Following the 2008 Planning Act, CIL came into force with the publication of the Community Infrastructure Levy Regulations 2010. The Community Infrastructure Levy (Amending) Regulations 2011, 2012 and 2013 (draft) further refined the legal framework, as did the Localism Act 2011.

1.1.3 The Secretary of State's Community Infrastructure Levy Guidance (December 2012) also forms part of the legal framework. The guidance emphasises the importance of striking an appropriate balance when setting rates. The balance needs to specifically weigh up the desirability of using CIL to fund infrastructure and to ensure that the rates would not threaten delivery of the relevant Plan as a whole. That balance can also take account of other factors, as summarised in figure 1 below.



Infrastructure is defined in the Planning Act Item 216 (and refined in the 2010 Regulations) as follows:

- a roads and other transport facilities
- b flood defences
- c schools and other educational facilities
- d medical facilities
- e sporting and recreational facilities
- f open spaces

- 1.1.4 The majority of the guidance on infrastructure planning evidence base can be found in the CIL Guidance 2013. It requires that each charging authority identifies the total cost of infrastructure informed by a selection of infrastructure projects which are identified as candidates to be funded by the levy.
- 1.1.5 In practice this means each charging authority considering what infrastructure is needed in its area to support development. This is the same exercise as required to produce an Infrastructure Delivery Plan (IDP) as evidence for a Core Strategy Development Plan Document or Local Plan. Consequently, there is no need to duplicate this process if an up to date IDP exists. The Charging Authority is also required to assess what other known or expected funding sources are likely to be available to establish whether there is a funding gap. The new CIL Guidance (2013) requires that this evidence is directly related to the Draft Regulation 123 list that the Authority is now required to publish for examination.
- 1.1.6 In this case the Council's infrastructure evidence base is formed of three progressive layers. Firstly, the Infrastructure Delivery Plan (2009) adopted as part of the Core Strategy in 2010. Secondly a Draft IDP was tested as part of the Managing Development – Development Plan Document (MD DPD) EiP on September 2012 and found sound. Thirdly the Council has updated the IDP in 2013 to reflect the latest priorities as catered for within paragraphs 16 to 18 of the CIL Guidance 2013 set out below:

“16. If an authority considers that the infrastructure planning underpinning its relevant Plan is weak or does not reflect its latest priorities, it may undertake additional bespoke infrastructure planning to identify its infrastructure funding gap. This work may be limited to those projects requiring funding from the levy, rather than covering all the potential infrastructure projects for the area.

17. Where infrastructure planning has been undertaken specifically for the Community Infrastructure Levy and was not tested as part of another examination, the Community Infrastructure Levy examiner will need to test that the evidence is sufficient in order to confirm the aggregate infrastructure funding gap and total target amount that the authority proposes to raise through the levy.

18. The Community Infrastructure Levy examination should not re-open infrastructure planning that has already been submitted in support of a sound relevant Plan. It is not the role of the Community Infrastructure Levy examination to challenge the soundness of an adopted development plan.”

1.2 CIL Examinations to Date

- 1.2.1 To date, there are over 10 published CIL examination reports and infrastructure planning had not featured strongly; generally limited to 2-3 paragraphs. (Poole contains six

paragraphs). Each of the Councils had a recently adopted Core Strategy and each of the Councils undertook additional infrastructure planning in support of CIL.

- 1.2.2 Following the publication of the DCLG CIL Guidance December 2013, examiners and parties representing at examinations are asking more detailed questions on the infrastructure evidence with a particular emphasis on how Section 106 will continue to work once CIL is in place. Examinations are also ensuring the funding gap is only based upon projects that are required to support future growth and not existing deficiencies.
- 1.2.3 The message from the examiners appears to be that infrastructure planning should focus on ascertaining a funding target (or aggregate gap) in order to justify the need to use CIL as a mechanism for addressing some of, or that entire, funding gap.
- 1.2.4 When setting rates the Charging Authority should then check that the forecast CIL income does not exceed the estimated aggregate funding gap.

1.3 Sufficiency of the Infrastructure Evidence

- 1.3.1 Our approach to testing the sufficiency of an infrastructure planning evidence base is methodical and robust, and has been used in the PAS Front Runner Programme. It consists of four steps:

Step 1 – Assessment of the appropriate available evidence

Step 2 – Data import, cleansing and analysis (into our bespoke infrastructure planning model)

Step 3 – Targeted interrogation of supporting project information

Step 4 – Finalising the infrastructure planning evidence base.

- 1.3.2 An initial assessment using this approach was conducted for the Stage 1 commission for Tower Hamlets. A further assessment was conducted prior to the publication of the Preliminary Draft Charging Schedule (see Infrastructure Planning and Funding Gap report October 2012 that accompanied the PDCS). This updated report contains a further refinement for the purposes of the Draft Charging Schedule and to bring the information up-to-date with the CIL Guidance published in 2013.



2 Updated CIL Infrastructure Evidence

2.1 Background Information

2.1.1 The findings in this section are based upon the following Council background information:

- Core Strategy Adopted Version September 2010
- Infrastructure Delivery Plan 2010 - Core Strategy Evidence Base
- Infrastructure Delivery Plan 2012 (Draft) - tested as part of the Managing Development – Development Plan Document (MD DPD) EiP September 2012
- Infrastructure Delivery Schedule 2013
- Tower Hamlets Council's Capital Investment Programme 2011-2014
- Tower Hamlets Council's Transport Planning Strategy 2011-2031, August 2011
- Local Implementation Plan 2 – Corridors and Neighbourhoods, May 2011
- Local Investment Plan 2 – Major Schemes 2012
- School Site Allocation Evidence produced for EIP by Tower Hamlets Education Department as approved by Cabinet 5th September 2012
- Cabinet Report 11 September 2013 – Planning for School Places – 2013/14 Review

2.2 Update of CIL Funding Gap

2.2.1 During 2012 the Council updated its Planning for Population Growth and Change Model. Projections from the model's 2012 output have been compared against the projections used at the time of the Core Strategy to determine whether the infrastructure projects captured within the 2011 Infrastructure Delivery Plan (IDP) update were still up to date. The outcome of that exercise was an updated IDP (Draft) that was tested at EiP on its Managing Development DPD in September 2012 and accompanied the Preliminary Draft Charging Schedule. This report is based upon the Infrastructure Delivery Schedule 2013 that has been updated from the tested 2012 version to reflect the latest Council priorities. (A copy of the schedule can be seen in [Appendix A](#)). The Council sees this Infrastructure Schedule as a live document that they update regularly as projects are delivered or new information arises, such as strategic planning work for the recent Managing Development DPD. The DPD did not materially change the overall scale of growth and therefore has not materially changed infrastructure planning in the borough.

2.2.2 The infrastructure requirements identified in this report, while not directly attributed to impact of development, are caused by population change and growth, the primary factors of which are in-migration, out-migration, births, deaths, aging, and development. According to the CIL regulations, Charging Authorities can spend CIL on 'the provision, improvement, replacement, operation or maintenance of infrastructure'. In addition, neighbourhood funding, the proportion of CIL that Charging Authorities have to pass to Local Councils, can be spent on 'anything else that is concerned with addressing the demands that development places on an area'.

2.2.3 Interrogation via the GLA model's population growth scenarios using a range of inputs and trend-based data shows what proportion of population change and growth can be attributed to development. Between 2001 and 2011 the population of Tower Hamlets increased by 27% from 202,068 to 256,012; according to the 2001 and 2011 Censuses. If population growth were to continue at this rate, the borough's population would reach 309,507 by 2021. However, if historical trend-based growth is substituted for development-based growth – as modelled using the GLA's Strategic Housing Land Availability Assessment (SHLAA) – the borough's population is expected to reach 331,336 by 2021. In the absence of development the population would stagnate at 256,305.



2.2.4 The borough’s future infrastructure deficit will be exacerbated by population growth. The cause of that population growth is almost entirely attributable to new residential development. Demand arising from non-resident users of commercial infrastructure will also add to pressure on the borough’s infrastructure. It is therefore appropriate that CIL is collected to mitigate the impacts of growth on the borough’s infrastructure.

2.3 Total Cost of Infrastructure

2.3.1 The Infrastructure Delivery Schedule comprises:

- A total of 200 projects from 19 infrastructure categories on the Infrastructure Delivery Schedule are CIL eligible.
- 120 of the CIL eligible projects are costed.
- The total cost of these 120 costed projects (Total Cost of Infrastructure) is circa **£528.65m**.
- Approximately 30% of the cost (£158m) is attributed to one category – Transport and Connectivity
- The other significant contributors are Education – Primary and Education – Secondary with 19% and 23% respectively.

2.3.2 The 2013 Infrastructure Delivery Schedule (IDS), Summary Tables and Charts are contained in **Appendices A, B and C** respectively.

2.4 Targeted interrogation into projects

2.4.1 The Council have focused targeted interrogation on the infrastructure categories of transport and education as the most significant contributors, which are supported by detailed project costs and findings.

Transport

2.4.2 The transport projects within the CIL project schedule arise from the following documents:

- Transport Planning Strategy 2011-2031
- Local Implementation Plan 2 – Corridors and Neighbourhoods, Major Schemes
- Bromley-By-Bow Masterplan 2012
- Whitechapel Masterplan November 2007
- Fish Island AAP 2012
- Millennium Quarter Masterplan 2000

2.4.3 These documents all relate to Tower Hamlets’ Core Strategy and are all adopted, or in the case of the Transport Planning Strategy, based on partnership working with Transport for London. We believe an Examiner should be satisfied that this constitutes appropriate available evidence.

Education

2.4.4 The Tower Hamlets paper entitled *School Site Allocation Evidence*, dated 6th June 2012 precisely articulates the need for the expansion of the primary and secondary schools in response to growth. The paper was part of the evidence base for the Managing Development Document EiP in September 2012. In addition, the Cabinet Report dated 11th September 2013 entitled *Planning for School Places – 2013/14 Review* articulates the extent for the need for primary and secondary school places in the borough.

2.4.5 The costs included within the CIL Project Schedule are commensurate with other benchmarks we have observed within London and we believe an Examiner will be satisfied that this constitutes appropriate available evidence.

2.5 Funding from Other Sources

- 2.5.1 In order to establish a funding gap a Charging Authority is required to calculate the funding from other sources. We have extracted information from the Capital Investment Programme (CIP) 2011-2015 Appendix 1 and the project specific funding identified within the 2013 IDP.
- 2.5.2 The total available known funding from other sources over the period 2012-2026 is **£151.4m**. Figure 3 provides a summary of funding available from sources other than CIL. Other sources of funding, such as New Homes Bonus receipts, may support the delivery of infrastructure; however, future receipts have not been committed to a specific use at this stage. These funds cannot therefore be assumed to be available as a source of funding toward infrastructure arising from development.

Figure 3: Summary of funding available from sources other than CIL.

Funding	Total	% of total	Comments
DfE	£23,669,000	16%	Capital Programme 2013/14 to 2015/16
TfL	£12,384,000	8%	Capital Programme 2013/14 to 2015/16
Capital Receipts	£7,943,000	5%	Capital Programme 2013/14 to 2015/16
Section 106	£46,000,000	30%	This accounts for: <ul style="list-style-type: none"> • received but unallocated Section 106 funding • an annual Section 106 receipt, projected over a further three years
BSF	£55,649,000	37%	Capital Programme 2013/14 to 2015/16
Revenue Funding	£2,159,000	1%	Capital Programme 2013/14 to 2015/16
Other grants	£3,569,000	2%	Capital Programme 2013/14 to 2015/16
Total funding	£151,373,000		

2.6 Interaction between Planning Obligations and CIL

- 2.6.1 Following the adoption of a Charging Schedule, CIL will replace Section 106 as the primary tool to pool contributions towards delivering the infrastructure necessary to support the sustainable development of the borough.
- 2.6.2 The provision of affordable housing lies outside of the remit of CIL and will continue to be secured through Section 106 Agreements. Section 106 Agreements will be significantly scaled back on the adoption of CIL but will continue to be used alongside Planning Conditions for site specific development mitigation. The typical future application of Planning Contributions are set out in a draft Revised Planning Obligations SPD (2013).
- 2.6.3 All eligible developments must pay CIL as well as contribute to any site specific requirements to be secured through Section 106 Agreements. CIL will be used to fund infrastructure identified on the Council’s Regulation 123 List (See Appendix A). CIL is an appropriate delivery mechanism for infrastructure which can be attributed to general pressure resulting from development, rather than infrastructure necessitated by a specific scheme which could not have been foreseen but is necessary to mitigate the impact of that site in accordance with the three legal tests. Further details on the levy charge can be found in the Community Infrastructure Levy Charging Schedule and should be read in conjunction with this document.
- 2.6.4 A number of the strategic sites identified in the Tower Hamlets Managing Development

DPD (2013) are required to provide one or more specific pieces of infrastructure. The Council may accept CIL payment ‘in-kind’ for these, such as the provision of land, or infrastructure items.

2.7 Aggregate Funding Gap

2.7.1 The aggregate funding gap is the total cost of infrastructure (£528.65m (**Section 2.3**)) minus funding from other sources (£151.4m (**Section 2.5**)); consequently, the aggregate funding gap is **£377.25m**.

$$(\pounds 528.65\text{m} - \pounds 151.4\text{m} = \pounds 377.25\text{m})$$

2.8 Calculating the projected CIL Income

Development trajectory

2.8.1 We used the development trajectory (Planning for Population Change and Growth Model 2012) supplied by the Council to build a CIL income projection model. The model applies the proposed CIL rates to the development trajectory for housing and commercial development and other variables set out below.

2.9 CIL Charging Rates

2.9.1 The following CIL rates have been used in the CIL income projection model.

Development type	Zone A	Zone B	Zone C
Residential	£200	£65	£35
Development type	Docklands	City Fringe	Rest of Borough
Office	£60	£120	Nil
Convenience Retail		£135	
Other Retail	£70		Nil
Hotel		£210	
Student Housing		£425	
All other uses		Nil	

2.10 Model Variables

2.10.1 The table below sets out the assumed variables that have been applied to the development trajectory figures to generate the projected CIL income figures in **Section 3.4** below.

Variable	Value
% affordable housing	35%
Floor space accounted for	100%
Average unit size	70 sq. m

% of retail space defined as convenience retail ¹	37%
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2.11 Projected CIL Income

2.11.1 Based on the aforementioned assumptions, the projected CIL income is as follows:

Period	Total Income	Annual Income
2014/15-2016/17	£28,560,112	£9,520,037
2017/18-2021/22	£128,834,518	£25,766,903
2022/23-2026/27	£47,620,988	£9,524,198
Total	£205,015,618	

2.11.2 During the rate setting the Council implemented a sense checking process. The Council's check, related to infrastructure, was to ensure the projected CIL income was not more than the CIL funding target. The Council chose to test this by looking at the maximum possible CIL income, calculated on the basis that 100% of projected development would be CIL eligible and there would be no net reduction in CIL charges based on having an existing building on a site. Under these assumptions the projected amount of CIL is circa £205m.

2.11.3 A further calculation has been undertaken to reflect the CIL income that could be obtained if the projected CIL eligible development received a discount on their CIL liability due to an estimated 30% existing floor space. Based on these assumptions, the total CIL projection for 2014/15 to 2026/27 is **£169,171,196**.

2.11.4 An extract from the CIL Income Projection Model showing both scenarios can be found in **Appendix D**.

2.12 Residual Funding Gap

2.12.1 The residual funding gap is calculated by subtracting the projected CIL income (£205m) from the aggregate funding gap (£377.25m) and is required for a charging authority to be able to charge CIL. The residual funding gap is **£172.25m** and therefore Tower Hamlets is able to charge CIL.

$$(\pounds377.25\text{m} - \pounds205\text{m} = \pounds172.25)$$

¹ Retail Capacity Study (2009); projection for Net Additional floorspace need – 2025

3. Summary of the Sufficiency Assessment

- 3.1 Tower Hamlets are able to demonstrate a significant residual funding gap and therefore CIL target without including those operation or maintenance costs that would be significant. That gap has been estimated based on appropriate available evidence that complies with the regulations and the CIL Guidance 2013, paragraph 12-14. This makes for a strong, transparent infrastructure planning evidence base in accordance with the CIL Regulations and therefore we would expect the CIL Examiner to find the evidence base sufficient.

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Appendix A – CIL Schedule of Infrastructure Projects

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INFRASTRUCTURE DELIVERY SCHEDULE 2013

PROJECTS ELIGIBLE TO RECEIVE CIL FUNDING

Project Reference	Project Description (Theme)	Source Material - Need	Estimated Total Cost
Education - Primary			
New Primary Schools	Provision of 20 Forms of Entry (FE) by 2023. Includes delivery on 3 Managing Development: Development Plan Document sites	Managing Development: Development Plan Document 2012; Cabinet report 11 September 2013 – Planning for School Places – 2013/14 Review	£100,000,000
Education - Secondary			
Secondary Education Facilities - Borough Wide	Provision of 30 FE required by 2023. Includes delivery on 3 Managing Development: Development Plan Document sites	Managing Development: Development Plan Document 2012; Cabinet report 11 September 2013 – Planning for School Places – 2013/14 Review	£120,000,000
Youth Facilities			
Delivery of new and refurbishment of existing youth facilities	Provision of additional facilities	Youth Provision Need Report 2012/13 (working document)	TBC
Community and Faith Facilities			
Delivery of new and refurbishment of community facilities	Provision of new facilities and refurbishment of existing facilities to provide higher quality community buildings	Community Buildings Risk Assessment Condition Survey	TBC
Transport and Connectivity			
Borough wide transport and connectivity works	Works to improve existing and deliver new transport and connections schemes/projects.	Managing Development: Development Plan Document 2012; Millennium Quarter Masterplan 2000; Local Implementation Plan; Asset Management Inventory	£158,500,000
Leisure and Culture Infrastructure			

Project Reference	Project Description (Theme)	Source Material - Need	Estimated Total Cost
Provision of new and refurbishment of existing leisure facilities	Refurbishment and provision of new: Idea Stores; libraries, swimming pools and sports halls	Sporting Places – A Leisure Facilities Strategy for LBTH 2009; Idea Store Strategy 2009	£31,800,000
Energy and Sustainability			
Provision of district heat/energy facilities	District heating/energy facilities to 16 sites throughout the borough, to help meet sustainability objectives	Managing Development: Development Plan Document 2012	TBC
Open Space			
Creation of new and improvements to existing open spaces	Provide new open space and ensure the uplift of existing spaces	Managing Development: Development Plan Document 2012; Green Grid Strategy 2010; Open Space Strategy 2006; Bromley by Bow Masterplan 2009; Bishopsgate Goodsynd Masterplan 2010; Wood Wharf Masterplan 2003	£16,400,000
Health			
Provision of new and improvements to existing facilities	Borough wide work to infrastructure required by health services	Managing Development: Development Plan Document 2012; Health and Wellbeing Strategy 2006 (draft 2012); NHS Programme of Estates Development	£8,700,000
Emergency Services			
Provision of new and refurbishment of existing facilities	Borough wide refurbishment and renewal to emergency services facilities including fire and police facilities.	Identified by emergency services	TBC
Economic Development			
Provision of new and improvements to existing facilities	Provision of employment and outreach sites across the borough and the delivery of a construction training centre	LBTH Employment Strategy 2011	£46,000,000
Markets			
Markets - Installation of electricity supplies	Electricity supplies to all Council managed markets. Funding can be dedicated to individual markets.	Street Market Strategy 2009	£2,500,000
Air Quality			

Project Reference	Project Description (Theme)	Source Material - Need	Estimated Total Cost
Greenhouse gas emissions monitoring stations	Provision of monitoring stations in Mile End and the Isle of Dogs	Air Quality Action Plan 2003	£100,000
Flooding			
Provision of flood mitigation measures	Flood mitigation works and installation of sustainable urban draining systems	Surface Water Management Plan 2011	£1,200,000
Public Safety			
Provision of systems to deliver more CCTV coverage	Installation of cabling to increase CCTV coverage	Draft CCTV Strategy 2006	£1,150,000
Public Realm Works			
Borough-wide public realm works	Improvements to the public realm across the borough	Green Grid Strategy 2011	£2,500,000
Area Based Enhancements			
Improvements and enhancements to areas of specific need	Area based improvements, identified by specific Council documents	Blackwall and Poplar Connections Study 2011, Aldgate Masterplan 2007, Watney Market and Limehouse Renewal Plan Working Document 2013, Managing Development: Development Plan Document 2012	£39,800,000
Total			£528,650,000

Appendix B – Summary tables

SUMMARY TABLES

Infrastructure Category	Total no of projects	% of total	Costed eligible projects	Total Cost of Infrastructure	% of total
Education - Primary	3	2	3	£120,000,000	22.70
Education - Secondary	2	1	2	£100,000,000	18.91
Education - Special	0	0	0	£-	0.00
Youth Facilities	1	1	0	£-	0.00
Community and Faith Facilities	5	3	0	£-	0.00
Transport and Connectivity	12	6	11	£158,528,931	29.98
Leisure and Culture Infrastructure	4	2	3	£31,800,000	6.01
Energy and Sustainability	16	8	0	£-	0.00
Open Space	16	8	6	£16,400,000	3.10
Health	9	5	3	£8,700,000	1.65
Emergency Services	1	1	0	£-	0.00
Economic Development	2	1	1	£46,000,000	8.70
Markets	2	1	2	£2,500,000	0.47
Air Quality	1	1	1	£100,000	0.02
Flooding	2	1	1	£1,200,000	0.23
Public Safety	3	2	3	£1,150,000	0.22
Other Public Realm	2	1	2	£2,500,000	0.47
Area Based Enhancements	85	43	69	£39,816,565	7.53
Registered Providers	34	17	13	£-	0.00
Totals	200		120	£528,695,496	
Number of categories	19				

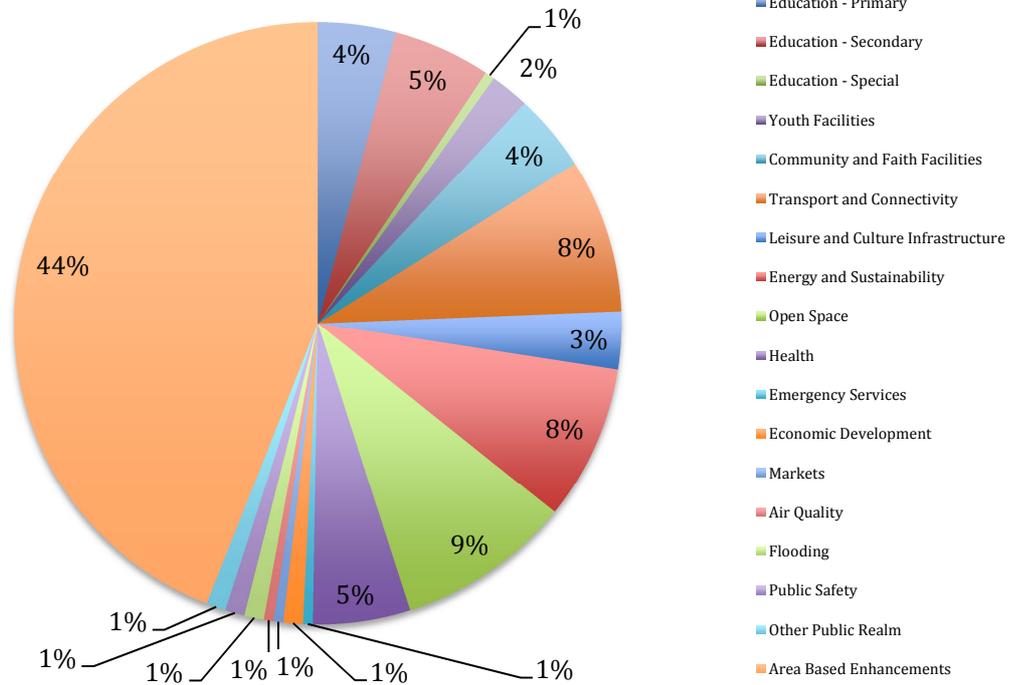
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TfL	£12,384,000	8%	Capital Programme 2013/14 to 2015/16
Capital Receipts	£7,943,000	5%	Capital Programme 2013/14 to 2015/16
Section 106	£46,000,000	30%	This accounts for: <ul style="list-style-type: none"> received but unallocated Section 106 funding an annual Section 106 receipt, projected over a further three years
BSF	£55,649,000	37%	Capital Programme 2013/14 to 2015/16
Revenue Funding	£2,159,000	1%	Capital Programme 2013/14 to 2015/16
Other grants	£3,569,000	2%	Capital Programme 2013/14 to 2015/16

Total Cost of Infrastructure	£528,695,496		
Funding from other sources	£151,373,000		
Aggregate Funding Gap	£377,322,496		
Projected CIL Income	£205,015,617		Projected CIL Income for 2013/14 - 2025/26
Residual Funding Gap	£172,306,879		

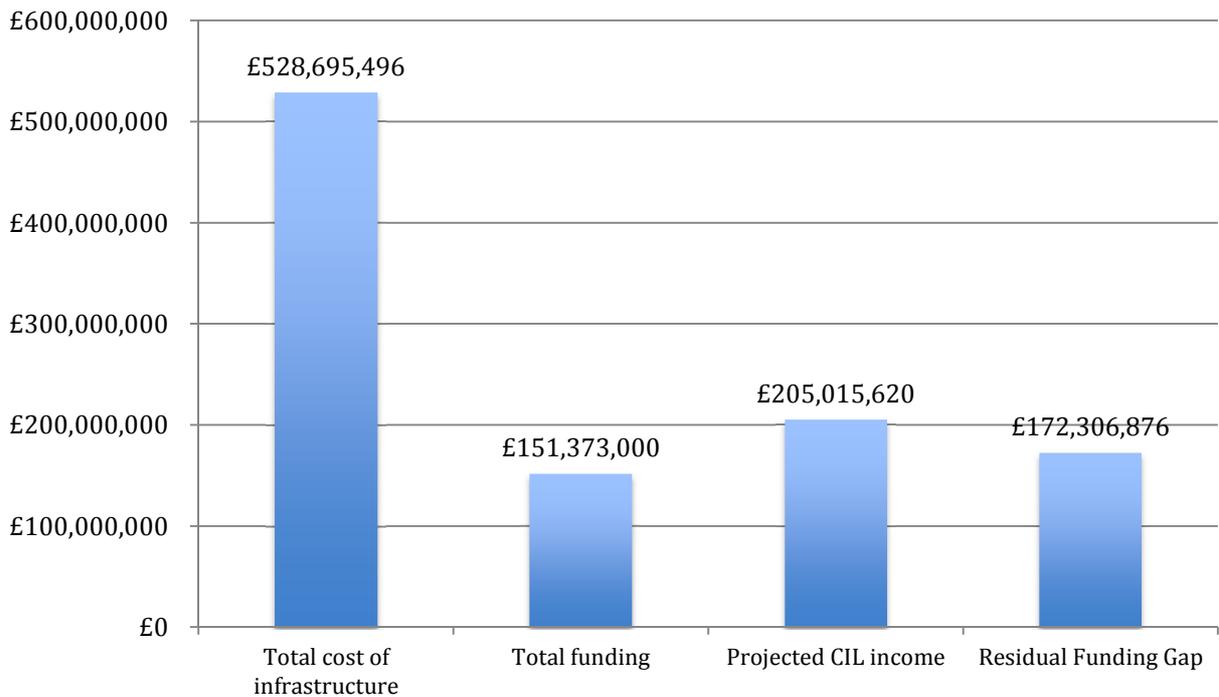
Appendix C – Charts

SUMMARY CHARTS

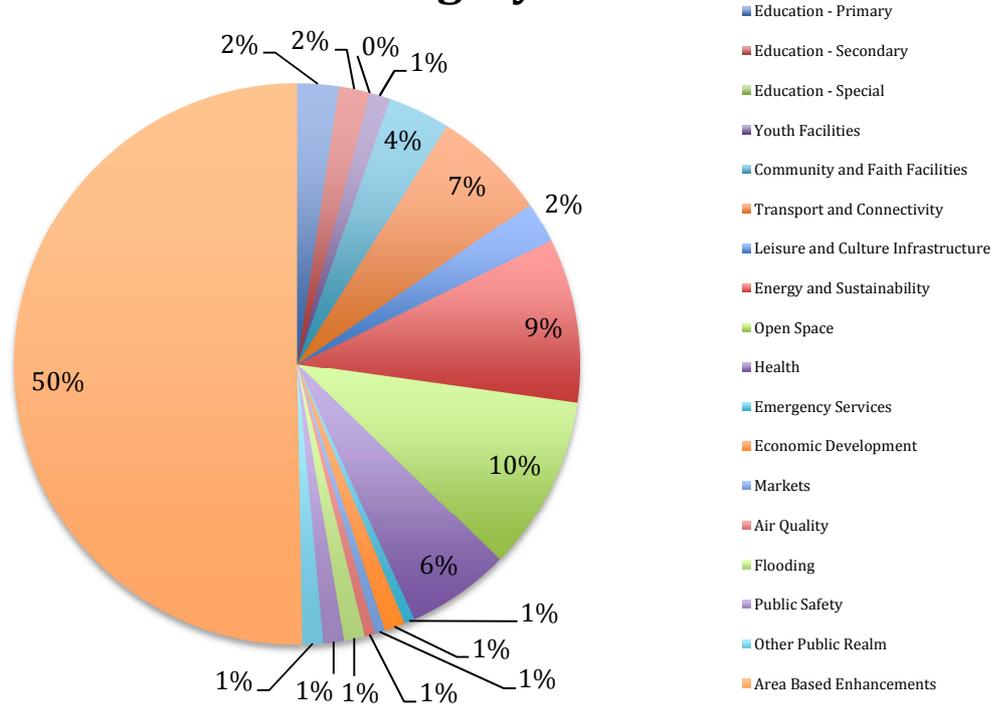
No of projects by Infrastructure Category



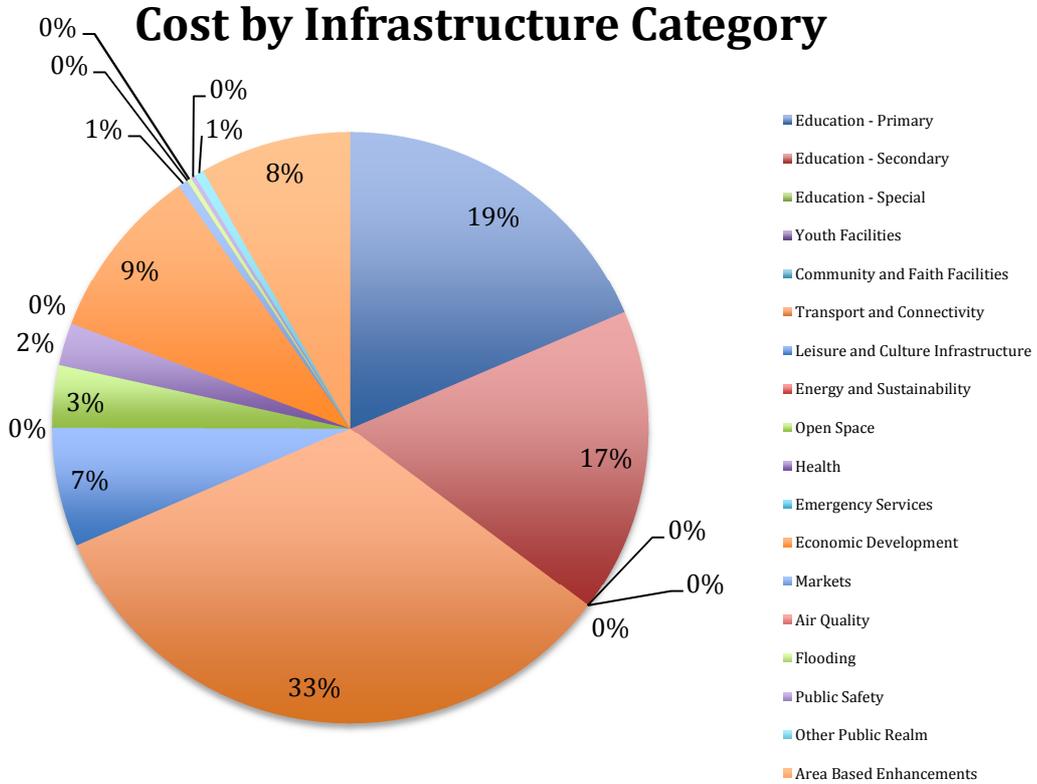
Total Cost of Infrastructure and Funding Gaps



No of Eligible Projects by Infrastructure Category



Cost by Infrastructure Category



Appendix D – Extract of CIL Income Projection Model

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a) NO FLOORSPACE DISCOUNT – AREA SUMMARY

2014-2016

Development type	Zone 1	Zone 2	Zone 3	Total	%
Residential	96,315	22,429	35,735	154,479	42%
	Docklands	City Fringe	Rest of Borough		
Office	90,000	0	12,290	102,290	28%
Convenience retail	0	1,018	1,691	2,709	1%
Other retail	9,000	2,753	4,571	16,324	4%
Hotel	0	0	0	0	0%
Student Housing	0	0	0	0	0%
Other uses	0	0	92,068	92,068	25%

2017-2021

Development type	Zone 1	Zone 2	Zone 3	Total	%
Residential	420,404	75,151	41,562	537,117	52%
	Docklands	City Fringe	Rest of Borough		
Office	90,000	41,528	82,183	213,711	21%
Convenience retail	0	4,405	18,878	23,283	2%
Other retail	9,000	11,907	51,020	71,927	7%
Hotel	0	1,993	19,489	21,482	2%
Student Housing	0	0	0	0	0%
Other uses	0	26,979	129,802	156,781	15%

2022-2026

Development type	Zone 1	Zone 2	Zone 3	Total	%
Residential	235,745	89,280	147,749	472,774	57%
	Docklands	City Fringe	Rest of Borough		
Office	90,000	0	25,159	115,159	14%
Convenience retail	0	0	7,866	7,866	1%
Other retail	9,000	0	21,259	30,259	4%
Hotel	0	0	6,279	6,279	1%
Student Housing	0	0	0	0	0%
Other uses	0	0	190,975	190,975	23%

b) NO FLOORSPACE DISCOUNT – CIL INCOME

CIL Income 2014-2026: £205,015,620

2014-2016

Development type	Zone 1	Zone 2	Zone 3	Total by area
Residential	£19,263,013	£1,457,881	£1,250,729	£21,971,623
	Docklands	City Fringe	Rest of Borough	
Office	£5,400,000	£0	£0	£5,400,000
Convenience Retail	£0	£137,492	£228,315	£365,807
Other Retail	£630,000	£192,681	£0	£822,681
Hotel	£0	£0	£0	£0
Student Housing	£0	£0	£0	£0
Other Uses	£0	£0	£0	£0
Total 2014 - 16				£28,560,111
Annual Average				£9,520,037

2017-2021

Development type	Zone 1	Zone 2	Zone 3	Total by area
Residential	£84,080,910	£4,884,821	£1,454,657	£90,420,388
	Docklands	City Fringe	Rest of Borough	
Office	£5,400,000	£4,983,404	£0	£10,383,404
Convenience Retail	£0	£594,734	£2,548,469	£3,143,203
Other Retail	£630,000	£833,461	£0	£1,463,461
Hotel	£0	£418,452	£4,092,783	£4,511,235
Student Housing	£0	£0	£0	£0
Other Uses	£0	£0	£0	£0
Total 2017 - 21				£109,921,691
Annual Average				£21,984,336

2022-2026

Development type	Zone 1	Zone 2	Zone 3	Total by area
Residential	£47,148,965	£5,803,191	£5,171,204	£58,123,360
	Docklands	City Fringe	Rest of Borough	
Office	£5,400,000	£0	£0	£5,400,000
Convenience Retail	£0	£0	£1,061,886	£1,061,886
Other Retail	£630,000	£0	£0	£630,000
Hotel	£0	£0	£1,318,572	£1,318,572

Student Housing	£0	£0	£0	£0
Other Uses	£0	£0	£0	£0
Total 2022 - 26				£66,533,818
Annual Average				£13,306,764

b) 30% FLOORSPACE DISCOUNT – AREA SUMMARY

2014-2016

Development type	Zone 1	Zone 2	Zone 3	Total	%
Residential	75,638	21,112	35,735	132,485	53%
	Docklands	City Fringe	Rest of Borough		
Office	63,000	0	11,672	74,672	30%
Convenience retail	0	1,018	1,376	2,394	1%
Other retail	6,300	2,753	3,720	12,773	5%
Hotel	0	0	0	0	0%
Student Housing	0	0	0	0	0%
Other uses	0	0	26,551	26,551	11%

2017-2021

Development type	Zone 1	Zone 2	Zone 3	Total	%
Residential	368,327	49,285	38,507	456,119	51%
	Docklands	City Fringe	Rest of Borough		
Office	63,000	41,306	82,120	186,426	21%
Convenience retail	0	4,334	17,937	22,271	2%
Other retail	6,300	11,714	48,477	66,491	7%
Hotel	0	1,993	19,489	21,482	2%
Student Housing	0	0	0	0	0%
Other uses	0	26,340	121,939	148,279	16%

2022-2026

Development type	Zone 1	Zone 2	Zone 3	Total	%
Residential	174,339	84,463	147,749	406,551	71%
	Docklands	City Fringe	Rest of Borough		

Office	63,000	0	25,159	88,159	15%
Convenience retail	0	0	7,153	7,153	1%
Other retail	6,300	0	19,332	25,632	4%
Hotel	0	0	1,123	1,123	0%
Student Housing	0	0	0	0	0%
Other uses	0	0	47,995	47,995	8%

30% FLOORSPACE DISCOUNT – CIL INCOME

CIL Income 2014-2026: £169,171,196

2014-2016

Development type	Zone 1	Zone 2	Zone 3	Total by area
Residential	£15,127,529	£1,372,281	£1,250,729	£17,750,539
	Docklands	City Fringe	Rest of Borough	
Office	£3,780,000	£0	£0	£3,780,000
Convenience Retail	£0	£137,492	£185,824	£323,316
Other Retail	£441,000	£192,681	£0	£633,681
Hotel	£0	£0	£0	£0
Student Housing	£0	£0	£0	£0
Other Uses	£0	£0	£0	£0
Total 2014 - 16				£22,487,536
Annual Average				£7,495,845

2017-2021

Development type	Zone 1	Zone 2	Zone 3	Total by area
Residential	£73,665,412	£3,203,556	£1,347,759	£78,216,727
	Docklands	City Fringe	Rest of Borough	
Office	£3,780,000	£4,956,739	£0	£8,736,739
Convenience Retail	£0	£585,119	£2,421,436	£3,006,555
Other Retail	£441,000	£819,987	£0	£1,260,987
Hotel	£0	£418,452	£4,092,783	£4,511,235
Student Housing	£0	£0	£0	£0
Other Uses	£0	£0	£0	£0
Total 2017 - 21				£95,732,243
Annual Average				£19,146,449

2022-2026

Development type	Zone 1	Zone 2	Zone 3	Total by area
Residential	£34,867,688	£5,490,116	£5,171,204	£45,529,008
	Docklands	City Fringe	Rest of Borough	
Office	£3,780,000	£0	£0	£3,780,000
Convenience Retail	£0	£0	£965,651	£965,651
Other Retail	£441,000	£0	£0	£441,000
Hotel	£0	£0	£235,757	£235,757
Student Housing	£0	£0	£0	£0
Other Uses	£0	£0	£0	£0
Total 2022 - 26				£50,951,416
Annual Average				£10,190,283