



Our ref: Cdl/boroughplanning/Tower Hamlets/CIL/  
Draftchargingschedule

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Dear Sir / Madam

## **LB Tower Hamlets CIL – Draft Charging Schedule**

I refer to the consultation on the draft charging schedule. As you are aware TfL has been working closely with the GLA on the implementation of the Mayor's CIL and reviewing proposed borough CILs. In addition, TfL hopes to work with boroughs on their infrastructure planning, and ensure borough CILs are a means of funding transport infrastructure that is vital to support planned development.

TfL has a common interest with the Mayor in ensuring that borough CILs, when combined with his own, will not threaten development nor the aim of raising £600m for Crossrail. The Mayoral CIL will deliver £300m, and the Mayor is also committed to providing a further £300m to Crossrail to be raised from developer contributions through the use of planning obligations. This formed part of the funding settlement agreed with Government. A substantial proportion of the planning obligation funding is likely to be raised within the London Borough of Tower Hamlets, and by the Wood Wharf development specifically. The boroughs proposed arbitrary 70% reduction is considered contrary to the requirements of regulation 14 and will have a significant effect on the funding of Crossrail. TfL objects to the proposed approach and fully supports the argument set out in more detail within the response on behalf of the Mayor of London.

TfL will not generally support the case for funding strategic transport infrastructure from CIL which it does not regard as important or justified for the delivery of the objectives of the local plan or assist in funding such projects itself.

TfL has been working closely with the GLA in consideration of the LB Tower Hamlets Draft CIL proposals and is aware of the more detailed response that it

is providing to the borough. TfL fully supports the issues raised on behalf of the Mayor of London.

In particular, TfL has very grave concerns at the potential financial implications of the approach set out within the Draft CIL and its implications for the funding of Crossrail. This in turn will increase the risk to other strategic transport projects in Tower Hamlets being cancelled or delayed to help make up the gap.

For these reasons TfL would urge the Borough to withdraw the draft charging schedule (DCS). If it chooses not to do so, TfL requests the right to be heard at the Examination in Public stage of the draft schedule in accordance with paragraph 7.1 of your Statement of Representation Procedure, and at which it will ask the Examiner to reject the DCS.

As indicated in the first paragraph TfL wishes to work with boroughs in respect of transport infrastructure and I would refer you to the email from my colleague Michael Johnson to Joseph Ward on 11<sup>th</sup> February in respect of potential schemes. I note that your current Draft Regulation 123 list is very loosely defined and we would be happy to work with you in further detailing the draft regulation 123 list that the CIL guidance now requires to be produced at the CIL examination.

If you would find it helpful, we would be pleased to meet with you to discuss these matters. In the meantime I would be grateful if you would note our request for TfL to be heard at the public examination and to be notified of the various steps outlined in paragraph 7.2 of your Statement of Representation Procedure.