based on a number of projections based on the best research and evidence available when this document was prepared. While these give a sound basis for the Plan’s overall direction and policies, it is important to understand that circumstances can change. It is vital that we can adjust, especially to changes that could give rise to reconsideration of the Plan’s direction or policies, either in part or in whole (decisions on public spending, for example). This approach is at the heart of the plan-monitor-manage process underpinned by robust monitoring and reporting.

8.9 The London Development Database (LDD) is a live monitoring system for planning permissions and completions across London. It draws on information provided by the London boroughs with a central co-ordinating and management role at the GLA. It is a valuable resource for monitoring development trends; it also supports the production of the London Plan Annual Monitoring Report (AMR) and provides a wide range of other specific development monitoring reports for all or parts of London.

8.10 The Annual Monitoring Report is a key element in the Plan – Monitor – Manage cycle. It enables the Mayor and others to pay attention to emerging trends in between full reviews of the London Plan. Previous AMRs have been an important factor in developing this Plan and the Mayor will use future AMRs to monitor the impact of the London Plan and ensure that it is kept up to date and relevant. An Implementation Plan will also be published regularly setting out key actions necessary to deliver the London Plan.

Planning obligations and the Community Infrastructure Levy

POLICY 8.2 PLANNING OBLIGATIONS

Strategic

A The Mayor will provide guidance for boroughs and other partners on the preparation of frameworks for negotiations on planning obligations in DPDs, reflecting the strategic priorities set out below. In particular, the Mayor wishes to develop with boroughs voluntary systems of pooling contributions for the provision of facilities related to proposed developments that cannot be addressed through the Community Infrastructure Levy.

Planning decisions

B When considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations.

C Development proposals should address strategic as well as local priorities in planning obligations.

D Affordable housing; supporting the funding of Crossrail where this is appropriate (see Policy 6.5); and other public transport improvements should be given the highest importance. Where it is appropriate to seek a Crossrail contribution in accordance with Policy 6.5, this
Planning obligations (or ‘section 106 agreements’) are an important aspect of major planning applications. Their use in accordance with national guidance and legislation (particularly the Community Infrastructure Levy Regulations 2010, which sets out three tests for the proper use of planning obligations with statutory force) balances the impacts of development and enables them to be addressed. London boroughs have a range of locally based priorities to be fulfilled through planning obligations. Some boroughs have supplementary planning documents setting out these priorities and the likely scale of contributions that different types of development are likely to require.

The Mayor takes a London wide overview of the strategic priorities that London needs. Over the past decade or so the two lead priorities have consistently been affordable housing and transport. This situation continues, with now an added emphasis on contributions toward the Crossrail funding package (see Policy 6.5).

Other important priority uses for s106 funding that apply generally across London are measures to mitigate and adapt to climate change, the improvement of air quality, the provision of social infrastructure and small shops.

The role of planning obligations will change as a result of introduction of the Community Infrastructure Levy (see below). The Government’s expectation is that the Levy will be the principal means of funding infrastructure, but it is likely that planning obligations will continue to have an important role with regard to affordable housing for impact mitigation and for items that are not infrastructure (contributions towards revenue costs, for example).
National Government has introduced the Community Infrastructure Levy (CIL) – a charge which local authorities (including the Mayor) can levy on most types of development to help fund infrastructure needed to support the development of an area in line with local development plans. Initially at least, the Mayor will only be able to use the CIL to support transport infrastructure (including Crossrail). The process for setting a CIL is set out in the Community Infrastructure Levy Regulations 2010 (as amended), and involves two rounds of consultation and a public examination before the charging schedule – the legal document setting a CIL for an area – can be approved. The Mayor approved his charging schedule, intended to raise £300 million towards the cost of Crossrail, as required by the Crossrail funding agreement (see Policy 6.5) in February 2012, with charging starting from 1 April. In making these proposals he had regard to the potential effect on the economic viability of development across Greater London, and the potential effect on the area’s overall development. He has made clear his intention to monitor the effects of his CIL, and to conduct two-yearly formal reviews to ensure the rates and other details of his CIL remain appropriate.

The CIL is likely to play an important part in ensuring delivery of the infrastructure required to support London’s sustainable growth. The Mayor will work closely with boroughs to ensure that priorities for the application of the CIL for strategically important infrastructure are identified through the LDF process, particularly to support development of opportunity and intensification areas.

8.15A The introduction of the CIL will affect use of planning obligations to help

POLICY 8.3 COMMUNITY INFRASTRUCTURE LEVY

Strategic

A The Mayor will work with Government and other stakeholders to ensure the effective development and implementation of the Community Infrastructure Levy (CIL).

B The Mayor will keep under review the charging schedule he approved in accordance with the Community Infrastructure Levy Regulations 2010 to enable him to use the CIL to fund Crossrail, and will bring forward further proposals should that prove appropriate.

C The Mayor will prepare guidance for boroughs and other partners setting out a clear framework for application of the CIL to ensure the costs incurred in providing the infrastructure which supports the policies in this Plan (particularly public transport – including Crossrail – see Policy 6.5) can be funded wholly or partly by those with an interest in land benefiting from the grant of planning permission.

LDF preparation

D The Mayor will work with boroughs to ensure that priorities for the application of the CIL for strategically important infrastructure are identified through the LDF process, particularly to support development of opportunity and intensification areas.
fund the infrastructure. Under the CIL Regulations, obligations can continue to be used to address issues specific to particular developments; limited pooling of contributions to contribute to the costs of particular projects or types of infrastructure across not more than five individual developments is also permitted. However, it is not permitted to seek contributions through planning obligations towards infrastructure which the charging authority has indicated it will use the CIL to fund. These restrictions do not apply to contributions sought under Policy 6.5, but in putting forward his proposals for a CIL (see para. 8.15), the Mayor has sought to ensure that decisions on both the CIL charging schedule and the level of section 106 contributions for Crossrail are taken in tandem. He will also take steps to ensure that CIL payments will be offset from contributions made under Policy 6.5. Planning obligations will continue to be used to fund affordable housing and non-infrastructural items, such as revenue costs of new or enhanced bus services.

8.17 The Mayor is working with boroughs and other stakeholders to ensure the CIL is introduced in London smoothly and to ensure underlying infrastructure planning is carried out effectively (particularly as regards the strategic infrastructure for which he and his functional bodies are responsible). With this in mind, he may issue further guidance in consultation with all relevant stakeholders and provide local authorities with appropriate support.

8.18 It is important to retain a succinct set of indicators and targets against which to monitor the Plan so that it is easy for everyone with an interest to assess the extent to which the objectives and policies in this Plan are being successfully implemented and to understand the key trends. These have to be deliverable within the resources available and capable of maintaining a high level of consistency with previous monitoring in order to generate a meaningful time series of data. The target for each indicator should be

Monitoring

POLICY 8.4 MONITORING AND REVIEW

Strategic

A The implementation of the London Plan will be kept under review using the Key Performance Indicators set out in Table 8.2 and reported in the Annual Monitoring Report.

B The Mayor produces an Implementation Plan which includes a range of strategic actions that the Mayor, boroughs and key stakeholders across the public, private, voluntary and community sectors will deliver to ensure the implementation of this Plan. The Implementation Plan is produced separately, but clear links between implementation actions and policies in the London Plan are included and it will be updated regularly.

C The London Plan will be reviewed regularly to reflect trends identified in the Annual Monitoring Report and any other relevant changes to London’s situation.