



9 April 2024

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Dear Sir/Madam,

## **The London Borough of Ealing Community Infrastructure Levy (CIL) ~ Draft Charging Schedule.**

*Please note that these comments represent the views of Transport for London (TfL) officers and are made entirely on a "without prejudice" basis. The comments are made from TfL's role as a transport operator and highway authority in the area. These comments also do not necessarily represent the views of the Greater London Authority (GLA). They should not be taken to represent an indication of any subsequent Mayoral decision in relation to this matter.*

Thank you for giving Transport for London (TfL) Spatial Planning the opportunity to comment on the London Borough of Ealing Community Infrastructure Levy (CIL) Draft Charging Schedule.

TfL is generally supportive of the introduction of CIL charges in Ealing. We recognise the value of CIL in delivering essential infrastructure across London and the introduction of a CIL charging schedule in the borough can help to enable further infrastructure provision.

When setting the Levy, it is important that the proposed charges are proportionate, and do not adversely affect development viability. As such, we are pleased to see that the viability appraisal considers the existing Mayoral CIL (MCIL) charge, and that this includes the MCIL2 rate of £60 per square metre applicable to CIL liable development in the borough. MCIL is vital in delivering strategic transport infrastructure in London, with MCIL receipts helping to repay Crossrail (Elizabeth line) financing.

In addition, we are also pleased to see that recent policy changes which could potentially impact costs and values, such as Biodiversity Net Gain have been factored into the viability appraisal.

There is one minor typographical error in the *Inflation and Indexation* section of the draft CIL Charging Schedule. The reference to LBB in the second sentence should be replaced with London Borough of Ealing.

We also welcome references to the West London Orbital (WLO) and Step Free Station Access in the Infrastructure Delivery Plan (IDP), and we have been working collaboratively with Ealing officers on both these projects. However, the cost to deliver the WLO project is significant, and could potentially require additional funding from central government, and this should be reflected within the IDP.

While we do appreciate that local authorities are faced with numerous competing priorities for CIL funding, we look forward to working closely with you to ensure that necessary transport infrastructure is prioritised and delivered in the borough to aid the delivery of the emerging Ealing Local Plan, London Plan and Mayor's Transport Strategy.

I would be grateful if you could note our request to be notified when you submit your charging schedule for examination, the publication of the recommendations of the examiner and approval of the charging schedule.

If you wish to discuss any aspect of this response, please do not hesitate to contact me.

Yours faithfully,

[Redacted signature]

[Redacted name]

[Redacted title]

[Redacted contact information]

[Redacted contact information]