



Our ref: City Planning/05 Spatial Planning/03 London plan and planning obligations

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## By Email

24 February 2020

Dear Sir/Madam

### **London Borough of Lambeth Community Infrastructure Levy ~ 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. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to this matter. 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).*

Thank you for the invitation to comment on the London Borough of Lambeth Community Infrastructure Levy (CIL) draft charging schedule (DCS). I am responding on behalf of Transport for London (TfL) and the comments here are based upon the proposed charging schedule and the supporting documents, including the Local Plan and Community Infrastructure Levy Viability Review (December 2019) and Infrastructure Delivery Plan (January 2020).

Public and active transport infrastructure is vital to support 'good growth' across London, and CIL will continue to play an important role in funding infrastructure to support new development. Generally, TfL supports and welcomes the approach you have set out and I only have the following minor observations to make.

The Mayor's adopted Charging Schedule (MCIL2) came into effect on 1 April 2019 and I am pleased to note that MCIL2 has been taken into account by BNP Paribas in their Viability Review Report, and subsequently, in the rates proposed in your draft charging schedule.

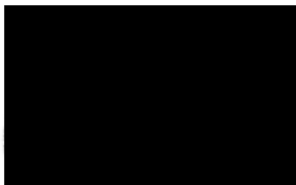
Paragraphs 1.7, 2.37, 4.22 and 7.4 in the Viability Review Report refer to the 'parts of the borough within the Central Activities Zone (CAZ)' being subject to the MCIL2 office, retail and hotel charges. Whilst I appreciate that in Lambeth the MCIL2 'Central London' area may well mirror the CAZ boundary, in other parts of London it does not, and this may lead to unnecessary confusion. I suggest that these paragraphs are amended to refer to the 'MCIL2 Central London charging area' for clarity.

I hope that you find these comments useful, and please contact me if you wish to discuss anything further.

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.

TfL looks forward to working closely with you in ensuring that necessary transport infrastructure is prioritised and delivered in the borough to aid both the delivery of the Mayor's Transport Strategy and enable new homes and jobs to support London's growth.

Yours sincerely,



**London Plan and Planning Obligations Manager**

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