

MAYOR OF LONDON

London Plan Guidance

Support for housebuilding

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Support for housebuilding London Plan Guidance

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1 About this document

- 1.1.1 In October 2025 the government and Mayor announced a series of measures to support housebuilding in London. This responds to the current challenging macro-economic circumstances and the changing national regulatory landscape which have led to a reduction in housebuilding in the capital.
- 1.1.2 This draft London Plan Guidance (LPG) consultation proposes time-limited changes to cycle parking requirements and changes to housing design guidance, together with a new time-limited planning route for the delivery of affordable housing.
- 1.1.3 The government is separately consulting on a time-limited approach to Community Infrastructure Levy (CIL) relief and introducing additional planning powers for the Mayor.
- 1.1.4 In October 2025 the government and Mayor announced a series of measures to support housebuilding in London. This responds to the current challenging macro-economic circumstances and the changing national regulatory landscape which have led to a reduction in housebuilding in the capital.

2 Cycle parking

2.1 Time-limited guidance

- 2.1.1 This guidance on cycle parking applies until 31 March 2028 or until the publication of the revised London Plan, whichever is earlier.

2.2 Minimum cycle parking standards

- 2.2.1 For dwellings, purpose-built student accommodation and large-scale purpose-built shared living, the minimum long-stay standards in Table 10.2 of the London Plan and the cycle storage benchmark in Table 3.2 of the 'Large-Scale Purpose-Built Shared Living' LPG¹ should not apply. Instead, the minimum standards in Table 2.1 and Figure 2.1 should apply.

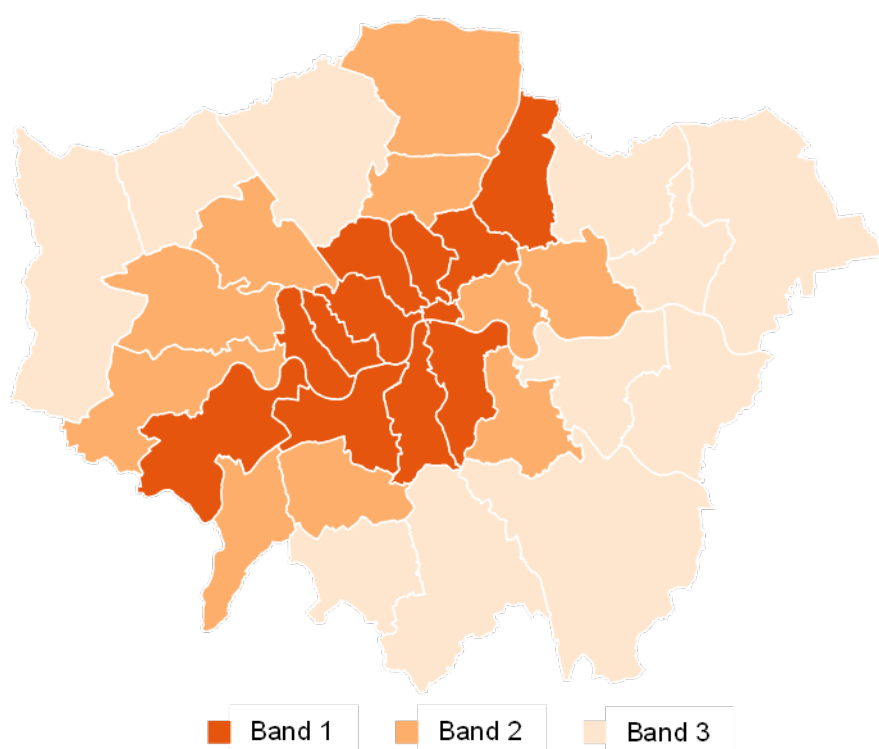
- 2.2.2 Table 2.1 should be the starting point for requirements. Where boroughs have compelling evidence that applying Table 2.1 could result in under-provision compared to local demand for cycle parking, higher provision may be appropriate – but the considerations set out in section 2.2.4 should be applied.

Table 2.1 Minimum long-stay cycle parking standards

Use	Band 1	Band 2	Band 3
Dwelling: Studio or one bedroom	1.0	0.9	0.7
Dwelling: Two bedroom	1.5	1.3	1.2
Dwelling: Three or more bedroom	1.9	1.6	1.5
Large-scale purpose-built shared living room	0.7	0.6	0.5
Purpose-built student accommodation bedroom	0.7	0.6	0.5

¹ Greater London Authority, [London Plan Guidance: Large-Scale Purpose-Built Shared Living](#) (February 2024).

Figure 2.1 Cycle parking bands map



Question 1: Are the proposed changes to the cycle parking standards, in conjunction with the wider package proposed by this consultation, likely to make a material difference to the viability of residential schemes while still providing sufficient cycle parking to enable sustainable growth in London and mode shift?

2.3 Flexibility of implementation

Types of parking

2.3.1 Alongside on-site, enclosed cycle parking, the following types of cycle parking may be considered as counting towards the minimum long-stay cycle parking requirements in Table 2.1:

- 1) Provision by developments of space and infrastructure for public cycle or scooter hire, on either the development site or the carriageway;
- 2) Managed on-site shared cycles or scooters, made available in perpetuity for residents;
- 3) Additional provision of on-street parking, such as cycle hangars (as per part E of Policy T5 Cycling), while being mindful of streetscape impacts;
- 4) Storage spaces for folding cycles; and
- 5) Contributions towards off-site communal cycle parking (to be agreed with the local planning authority).

- 2.3.2 The proportion of different types of provision should have regard to the need to still support cycle ownership as well as considering site location, density, use and constraints.
- 2.3.3 Greater levels of hire or shared cycle parking at purpose-built student accommodation and large-scale purpose-built shared living than at other residential developments will be acceptable given their shorter tenures.

Design and viability

- 2.3.4 Whether it would be acceptable to provide less than the minimum parking required by Table 2.1 should be considered in the balance of site constraints and impacts on design, such as the following:
 - 1) Avoiding the need for a basement (or additional basement level) or other design requirements that materially improve viability;
 - 2) A small building footprint relative to overall floorspace; or
 - 3) The density or scale of development generates a very large requirement and this has a disproportionate effect on requiring what could otherwise be lettable or saleable floorspace.

2.4 Cycle parking quality

- 2.4.1 To ensure quality (not just quantity) of cycle parking that will encourage its use, the area required for cycling parking, its location and access to it should be considered at the initial design stage of development proposals.
- 2.4.2 The 0.7 to 1.4 square metres rule of thumb for the area required for a long-stay cycle parking space as set out in section 8.2.3 of the 'London Cycling Design Standards' (LCDS)² may help with early planning of site layout. Typical dimensions of cycles are set out in the Department for Transport's 'Cycle Infrastructure Design'.³
- 2.4.3 Further to the guidance on locating cycle parking set out in LCDS, options include the following:
 - 1) **In-building stores:** Care should be taken to avoid creating blank frontages to buildings, or creating very large stores which users might perceive as unsafe.
 - 2) **Purpose-built shelters:** These may be less secure than parking incorporated within the main building on the site and can raise concerns

² The latest version of the LCDS should be referred to. At the time of this London Plan Guidance publication, this is chapter 8, 'Cycle Parking', of: Transport for London, [London Cycling Design Standards: Version 2 \(September 2016\)](#).

³ Department for Transport, [Cycle Infrastructure Design: Local Transport Note 1/20](#) (July 2020), Section 5.4.

over safety if directly accessible from the public realm. However, their siting and design could also allow for access or overlooking from more active areas which feel safer.

- 3) **Locating cycle stores within dwellings:** For flats, this is potentially less flexible than a general store and does not cater for larger cycles, but it may still be useful at some sites. Any space should be in addition to the minimum internal floor area, storage and private outdoor space requirements of part F of Policy D6 Housing quality and standards. Cycle storage should not be in habitable rooms.
- 4) **Resident storage outside dwellings:** Where storage cupboards are provided for resident use, these could be sized and access to them designed to accommodate cycle parking. Residents would have the choice of whether to use them for cycle parking or other storage.

2.4.4 Access, stand types and stand spacing guidance is also set out in LCDS.

Question 2: Do you consider that the guidance on flexibility and quality in sections 2.3 and 2.4 of the guidance will address development viability and cycle parking quality challenges?

3 Changes to housing design standards

3.1 Dual aspect and dwellings per core

- 3.1.1 To avoid the inflexible application of particular standards in the [Housing Design Standards London Plan Guidance 2023](#), the following standards are withdrawn: **Standard C4.1** and **Standard B2.5**.
- 3.1.2 **Standard C4.1** required that new homes to be dual aspect unless exceptional circumstances make it impractical or undesirable. This standard linked to London Plan Policy D6 part C, which continue to apply. When applying this policy, flexibility should be afforded to the provision of dual and single aspect dwellings by decision makers. Where single aspect dwellings are proposed, it should be demonstrated by the applicant that they will have adequate passive ventilation, daylight and privacy, and avoid overheating
- 3.1.3 **Standard B2.5** required that the number of homes accessed by a core should not exceed eight per floor. With the removal of this standard decision makers should be supportive of designs that allow for additional dwellings but exceed eight dwellings per core per floor. Developments will need to meet the requirements of the Building Regulations, which for fire safety limit the distance of flat entrances to a core exit on each floor.

Cycle parking

- 3.1.4 **Standard B3.1** is also being withdrawn as it repeated cycle parking requirements from the London Plan, see section 2 of this LPG for cycle parking requirements.

Question 3: The GLA welcomes views on the proposed changes to the housing design standards.

4 Affordable housing

4.1 Threshold approach to applications

- 4.1.1 The current London plan threshold approach will remain in place, in parallel with the new time limited approach being introduced at 4.2 below. Development proposals for housing that meet or exceed any of the following levels of affordable housing by habitable room (and other relevant criteria) can follow the Fast Track Route (FTR):
- a minimum of 35 per cent
 - 50 per cent for public-sector land where there is no portfolio agreement with the Mayor.
 - 50 per cent for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial Sites appropriate for residential uses in accordance with Policy E7 (Industrial intensification, co-location and substitution) where the scheme would result in a net loss of industrial capacity.
- 4.1.2 The FTR is available for build for sale residential development (Policy H5), Build to Rent, (Policy H11), specialist older persons' housing (Policy H13) and purpose-built student accommodation (Policy H15).
- 4.1.3 The threshold approach provides greater certainty to the land market; has helped to speed up decision-making; and increased the level of affordable housing secured through the planning process.
- 4.1.4 As set out in London Plan Policy H5, schemes that do not meet these thresholds and follow the Viability Tested Route (VTR) are required to provide viability information to determine the maximum viable level of affordable housing at application stage. These are subject to viability reviews at different stages of the development process to assess whether additional affordable housing can be provided over the lifetime of the development.

4.2 Time-limited planning route

- 4.2.1 The Mayor is introducing a new time-limited planning route, which will operate in parallel to the existing Threshold Approach to planning applications set out in Policy H5 of the London Plan. The new time-limited planning route is a departure from Policy H4 Part A, Policy H5 and Policy H6 of the London Plan and has been introduced as an emergency measure to help address the current significant downturn in housing delivery in London.
- 4.2.2 Since its introduction in 2017, the threshold approach has supported the delivery of significantly higher levels of affordable housing as set out in monitoring by the GLA. However, as noted above, there have been significant changes to market conditions, and some recent applications have

been granted with very low levels of affordable housing, including at appeal, which may not effectively meet housing need. Delivery of these schemes may also be delayed and subject to slow build out rates, due to the high proportion of market housing. The time-limited planning route is being introduced in this context to encourage schemes to come forward, and existing schemes to progress, in the near-term, while providing a higher level of affordable housing and more timely build out than may otherwise have been the case.

4.3 Proposed approach

- 4.3.1 The time-limited planning route will allow residential schemes on private land (including industrial land where industrial floorspace capacity is re-provided) that can provide at least 20 per cent affordable housing (by habitable room) to proceed without an upfront viability assessment where they meet the eligibility criteria in section 4.4, and to access grant funding for affordable homes (excluding the first 10 per cent of homes which must be provided as affordable housing without grant), provided they meet the conditions of the relevant GLA funding programme.
- 4.3.2 A gain-share review mechanism will be applicable where construction on the scheme has not reached a fixed milestone by **31 March 2030**.⁴ If this is triggered, it would allow for a review of scheme viability to determine whether any additional affordable housing can be provided if viability improves. This is essential to ensure that the proposals are time limited, and that schemes or phases that do not reach the development milestone do not benefit from the lower thresholds without any prospect of providing additional affordable housing. This is a more flexible approach because it allows schemes and subsequent phases to be consented at the lower threshold level without automatically reverting to the relevant London Plan threshold. While the new route may be used as an alternative to the London Plan 2021 FTR during the period it is open, the Mayor remains committed to the principles underpinning the FTR and to maintaining a higher threshold in the medium to long term.
- 4.3.3 Residential developments, including schemes with existing planning consents, which provide higher levels of affordable housing will be eligible for grant funding allocated to new affordable homes on a per unit basis above the initial 10 per cent of affordable homes. The Mayor will make grant funding available at the benchmark rates set out in this guidance and updated Accelerated Funding Guidance, subject to checks to ensure compliance with subsidy control rules and value for money.

⁴ As set out in Section 4.6.

Question 4: The GLA welcomes views on the time-limited planning route. Do you agree that this will support the early delivery of housing development whilst also maximising affordable housing provision in the short term? Are there any changes to the approach that would more effectively achieve these objectives?

4.4 Eligibility

- 4.4.1 In order to be eligible for the new planning route, residential developments must meet or exceed the following time limited adjusted affordable housing thresholds:
- 20 per cent affordable housing by habitable room for residential schemes on private land
 - 35 per cent affordable housing by habitable room for residential schemes on public land⁵
 - 35 per cent affordable housing by habitable room for residential schemes on industrial land where industrial floorspace capacity has not been re-provided⁶
 - 20 per cent affordable housing by habitable room for residential schemes on industrial land where industrial floorspace capacity has been re-provided
 - 20 per cent affordable housing by habitable room for residential schemes on utilities sites where evidence of substantial decontamination, enabling and remediation costs is provided.
- 4.4.2 Where the relevant adjusted affordable housing threshold is met or exceeded, a minimum of 60 per cent Social Rent must be provided with the remaining 40 per cent of affordable housing provided as intermediate tenures in line with London Plan policy H6 and relevant guidance.⁷
- 4.4.3 Build to Rent schemes which meet the criteria in London Plan Policy H11 can provide affordable housing that is intermediate rent, with at least 30 per cent at or below London Living Rent levels or Key Worker Living Rent and the remaining 70 per cent at a range of genuinely affordable rents. Housing costs should be affordable for households with a range of incomes below the

⁵ Further details on the approach to public land and application of the public land threshold are set out in London Plan policy H5, and the supporting text, together with the Mayor's Threshold Approach to Affordable Housing on Public Land Practice Note (2018).

⁶ Further details on the approach to industrial land are set out in London Plan policies H5 and E7, and the supporting text.

⁷ This includes the provision of Key Worker Living Rent homes in line with the Practice Note that will be published by the Mayor, as well as London Living Rent, intermediate rent and shared ownership.

maximum income threshold and set in line with the approach published by the Mayor.

4.4.4 Boroughs will be expected to consider applications that meet these minimum levels.

4.4.5 The time-limited planning route will not apply to the following:

- Sites on or released from Grey or Green Belt⁸
- Purpose Built Student Accommodation (PBSA) or Large-scale Purpose-built Shared Living (LSPBSL) (also known as co-living) development, or schemes where either of these (or together) comprise of 50 per cent or more of total scheme residential Gross Internal Area (GIA) floorspace⁹
- Where a scheme involves the demolition of existing affordable housing, including estate regeneration schemes.¹⁰

4.4.6 The time-limited planning route will be available until **31 March 2028** or the publication of the revised London Plan, whichever is earlier. All planning permissions on applications will need to have been issued by the local planning authority by the deadline.¹¹ To promote early delivery, councils may also wish to consider granting permissions that must be implemented in less than three years from the date of consent. All grant allocations will be subject to grant recipients meeting delivery milestones and other contractual conditions set out in the GLA's grant funding agreements.

Question 5: Do you agree with the proposed eligibility criteria for the time limited planning route? The GLA welcomes any views on whether this will, and how this better can, help to achieve the objective of increasing housing

⁸ These sites are subject to the NPPF Golden Rules. However, in line with NPPF footnote 58, the Golden Rules do not apply to: (i) developments brought forward on land released from the Green Belt through plans that were adopted prior to the publication of this Framework; and (ii) developments that were granted planning permission on Green Belt land prior to the publication of the NPPF (December 2024).

⁹ The relevant London Plan thresholds and requirements for Purpose Built Student Accommodation (policy H15) and Large-scale Purpose-built Shared Living (policy H16) will continue to apply. For mixed tenure schemes the C3/C4 residential component may benefit from the time limited thresholds where the PBSA and LSPBSL floorspace (combined) comprises less than 50 per cent of total scheme residential GIA, and where the relevant London Plan PBSA threshold and LSPBSL requirements are met. For outline schemes, this will be assessed based on the maximum parameter Gross External Area for PBSA and LSPBSL and whether this is less than 50 per cent of the maximum scheme residential floorspace.

¹⁰ See London Plan policy H8 and paragraphs 4.10 to 4.12 in the Mayor's Accelerating Housing Delivery Practice Note (2024), for relevant policy and guidance relating to schemes involving the loss of existing affordable housing and estate regeneration.

¹¹ This relates to the main planning permission and does not require pre-commencement conditions to have been discharged or Reserved Matters consent to have been granted within this period.

supply and supporting early delivery whilst also maximising affordable housing provision in the short term.

4.5 Grant funding

- 4.5.1 Schemes that commit to providing affordable housing at or above the relevant affordable housing thresholds under the new time-limited planning route will be eligible for grant funding. Further details about the bidding process and other requirements to access grant are set out in updated Accelerated Funding Guidance published by the GLA's Housing and Land Directorate and in the funding guidance for the Affordable Homes Programme 2021-26 and the London Social and Affordable Homes Programme 2026-36.¹² Bids for grant for low-cost rented homes must be made by private Registered Providers of Social Housing or local authorities. Grant recipients must hold GLA Investment Partner status before grant funding is paid.
- 4.5.2 Subject to meeting the conditions and eligibility requirements of GLA funding programmes, grant may be sought for homes by unit above the first 10 per cent which will be nil grant, without the need for an Additionality Viability Assessment (as defined in the GLA's Affordable Housing Capital Funding Guide), but will still be subject to checks to ensure that any grant allocated is compliant with subsidy control rules. Grant-funded and nil-grant homes should be split proportionately between tenures with a minimum of 60 per cent social rent.
- 4.5.3 The benchmark grant rates will be:
- i) £220,000 per home for Social Rent
 - ii) £70,000 per home for Shared Ownership
 - iii) £90,000 per home for Intermediate Rent (where rents are above London Living Rent benchmarks¹³)
 - iv) £140,000 per home for Key Worker Living Rent homes or Intermediate Rent (where rents are below London Living Rent benchmarks).
- 4.5.4 Taking into account the particular role that affordable housing plays in meeting housing need and in supporting overall delivery, applicants are strongly encouraged to provide affordable housing at levels above the relevant affordable housing thresholds under the new time-limited planning route, and at 35 per cent or more where possible, using affordable housing grant and CIL exceptional circumstances relief where available and necessary.

¹² See [Homes for Londoners: Affordable Homes Programme 2021–2026](#) and [London Social and Affordable Homes Programme 2026-36](#)

¹³ In line with the criteria in paragraphs 4.4.2 and 4.4.3.

- 4.5.5 In the June 2025 Spending Review, the Government announced a range of measures to support the financial capacity of social landlords. Key measures included: a long-term Social and Affordable Homes Programme, a long-term rent settlement, a consultation on the implementation of rent convergence, access to building safety funds and proposals for a new low-cost loan programme. The GLA and government expect Registered Providers, including local authorities, to be proactive in supporting this new time-limited route, including through early engagement with developers to provide certainty that they will acquire affordable units.
- 4.5.6 It is also important to acknowledge that a lack of financial capacity among social landlords is not the only reason that demand for affordable homes provided by developers as required by section 106 agreements has declined in recent years: in some cases, it can also be attributed to increased concern regarding the design and quality of homes. To address this, better and earlier engagement between developers and social landlords is needed, as well as ongoing collaboration and transparency. It is clearly in the interest of developers to take steps to better meet the needs of the social landlords that purchase these homes and the residents that will live in them. The GLA and government welcome the work that the G15¹⁴ – a group of London’s largest housing associations – and others have undertaken to develop collaboration principles aimed at improving how developers and social landlords work together in partnership.

Question 6: Do you agree that the proposed approach to grant will help to achieve the objective of increasing housing supply and supporting early delivery, whilst also maximising affordable housing provision in the short term? To what extent will this help to support the acquisition of affordable homes secured through the planning process by Registered Providers?

4.6 Review

- 4.6.1 Where the eligibility criteria above are met and the first floor of the buildings within the scheme have been built by 31 March 2030, that scheme will not be subject to further reviews.¹⁵ For larger phased schemes, further reviews will not be required for phases where the first floor of buildings, which together provide at least 200 residential units, have been built by this date. Consideration will be given where it is demonstrated that these criteria cannot be met owing to unreasonable delays in securing a decision from the Building Safety Regulator in relation to the Gateway process. The GLA is

¹⁴ <https://g15.london/news/g15-publishes-guidance-for-developers-on-s106>

¹⁵ This applies to buildings which collectively provide at least 200 residential units, or for schemes providing fewer than 200 units, all of the buildings that include residential floorspace within the scheme.

seeking views on this approach and testing further options at questions 7 – 9 below.

- 4.6.2 Where this level of progress has not been achieved, the applicant should notify the local planning authority and a late review will be undertaken once 75 per cent of homes within the scheme or within the final phase or plot are occupied.¹⁶ This will be submitted to and assessed by the Local Planning Authority to determine whether a higher contribution for affordable housing can be made. The review should take place at an advanced stage in the development process at an appropriate point prior to completion to ensure that the review itself, and the payment of additional contributions that arise, can be enforced.
- 4.6.3 In line with the Mayor's guidance, reviews only result in additional affordable housing where the target level of developer's return has been exceeded. This is the level of return without which the scheme will not proceed and is the basis on which the scheme is deemed to be viable.
- 4.6.4 In addition, the Mayor allows applicants to retain 40 per cent of surplus profit above the target return, which is not included in an application stage viability assessment in order to incentivise delivery.
- 4.6.5 Where a review is triggered, it should be carried out in line with the Mayor's guidance and the following terms:
- i) the applicant, LPA and GLA for referable applications will agree whether the review should be undertaken on a formula basis as set out in Mayor's guidance or by undertaking a full viability appraisal, which may be more appropriate for large-phased schemes and residential investment development
 - ii) where a full viability appraisal is undertaken the Benchmark Land Value will be agreed based on a Red Book valuation, with the default of Existing Use Value with a premium where appropriate in line with relevant guidance
 - iii) all other value and costs will be actuals, on an open book basis, and assessments of values and costs for any components of the development that have not yet been completed
 - iv) the developer's return will normally be considered as a factor of Gross Development Value (GDV), with a profit of 15 to 20 per cent of GDV for market sale housing – an 'internal rate of return' (IRR) approach will also be considered where appropriate for larger, longer-term phased schemes and set at a level that reflects a reasonable return, in which

¹⁶ Further details on the process for undertaking reviews are set out in the Mayor's guidance on viability. The GLA has also previously issued standard S106 affordable housing and viability review clauses which set out the process for undertaking reviews.

case a full justification must be provided for the assumed development programme, the timing of cost and value inputs and the target IRR, which should be evidenced and informed by cross-checking against other measures of return

v) the split of surplus profit will be 60:40 gross in the borough's favour, as per existing late stage reviews.

- 4.6.6 For multi-phase schemes, a review of the scheme will also apply prior to the start of each phase for which the milestone in paragraph 4.6.1 has not been reached, to determine whether additional affordable housing can be provided in subsequent phases.

Question 7: The GLA welcomes views on the approach to reviews under the time limited route, including whether any further criteria should be applied which would a) incentivise early delivery, or b) help to ensure that, if reviews are triggered, additional affordable housing contributions are provided where viability improves over the lifetime of the development.

Question 8: Recognising that the substantial implementation milestone of the first floor set out in 4.6.1 may not be appropriate in all instances, are there any circumstances in which an alternative review milestone to completion of the first floor would be necessary and justified, in a way that continues to incentivise fast build out?

Question 9: An alternative approach for phased schemes would be for boroughs, and the Mayor for referable applications, to have discretion to agree forward dates and milestones for future phases if it would support the faster build out of the scheme, which if met mean that no review is required for that phase.¹⁷ Do you agree with this and what measures would be required to ensure that this resulted in faster build out than may otherwise be the case?

4.7 Viability Tested Route

- 4.7.1 These terms do not apply for schemes following the Viability Tested Route that do not meet the eligibility criteria above, which will be assessed in line with the London Plan and relevant guidance. These should be assessed to determine the maximum viable level of affordable, including whether 20 per cent or more affordable housing could be provided, with the availability of CIL relief and grant where appropriate. These schemes are subject to review mechanisms as set out in London Plan policies H4 and H5 and relevant guidance.

¹⁷ For example, end March 2032 for the first floor of buildings which together provide at least 200 residential units on the second phase, and a further date for the third phase.

4.8 Maximising affordable housing including on existing schemes

- 4.8.1 In view of the important role that affordable housing plays in meeting housing need and in supporting overall delivery, the GLA encourages partners to deliver affordable housing in excess of 20 per cent wherever possible, especially where planning consents are already in place. Subject to meeting the conditions and eligibility requirements of GLA funding programmes, grant may be sought at or above the benchmark grant rates set out at paragraph 4.5.3 for such projects where it provides value for money to do so. Partners with projects consented at 35 per cent or more affordable housing, that are currently stalled due to viability reasons, are encouraged to assess the availability of grant where this is needed to support delivery and to increase the level of affordable housing above this.
- 4.8.2 Applicants will be expected to seek grant and the availability of CIL relief to maintain or increase the level of affordable housing in existing section 106 agreements. Where that has been fully explored and has been demonstrated not to be possible, any amendments to the affordable housing level or tenure should be renegotiated and agreed via a deed of variation, with the aim of delivering at least the relevant level of affordable housing established in the new planning route, and on the basis of the same terms.

Question 10: The GLA welcomes views on any additional measures that would support the delivery of schemes with existing planning consents which provide 35 per cent or more affordable housing. Do you agree that the time limited planning route would support schemes which have been granted planning consent but are currently stalled?

Question 11: Are there any further measures that would help to prevent the level of affordable housing being reduced in consented schemes where this is not needed to enable the development to progress?

4.9 Community Infrastructure Levy (CIL)

- 4.9.1 In order to further support viability, government is consulting on time limited relief for CIL. Where a scheme provides at least 20 per cent affordable housing, amendments to the CIL regime will allow a 50 per cent borough CIL relief to apply to residential floorspace (excluding student and co-living accommodation) in schemes, or phases of schemes, that commence after the relief is in place and before **31 December 2028**. Increased levels of Borough CIL relief can be applied where affordable housing in excess of 20 per cent is provided by a scheme.

