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PHV.11.01	DF1 A	A Applicants should take account of Development Plan policies when developing proposals and acquiring land. Development proposals should provide the infrastructure and meet the other relevant policy requirements necessary to ensure that they are sustainable and to support delivery of the Plan. It is expected that viability testing should normally only be undertaken on a site-specific basis where there are clear circumstances creating barriers to delivery.
PHV.11.02	DF1 C	C Where it is accepted that viability of a specific site should be considered as part of an application, the borough should determine the weight to be given to a viability assessment alongside other material considerations, ensuring that developments remain acceptable in planning terms. Viability assessments should be tested rigorously and undertaken in line with the Mayor's Affordable Housing and Viability SPG.
PHV.11.03	DF1 D	D When setting policies seeking planning obligations in local Development Plan Documents and in situations where it has been demonstrated that planning obligations cannot viably be supported by a specific development, applicants and

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		<p>decision-makers should firstly apply priority to affordable housing and necessary public transport improvements, and following this:</p> <ol style="list-style-type: none"> 1) Rrecognise the role large sites can play in delivering necessary health and education infrastructure; and 2) Rrecognise the importance of affordable workspace, and culture and leisure facilities in delivering good growth.
PHV.11.04	DF1 E	<p>E Boroughs are also encouraged to take account of the infrastructure prioritisation in Part D in developing their Community Infrastructure Levy Charging Schedule and determining the infrastructure that will be funded through borough CIL Regulation 123 list.</p>
PHV.11.05	DF1 Paragraph 11.1.4	<p>In setting Local Plan policies and associated guidance, boroughs should consider whether there are circumstances in which it may be acceptable to review the viability of a development on a site-specific basis. These may include circumstances where an applicant is required to provide significant infrastructure improvements to facilitate delivery of a development (beyond the level that would typically be required for the scale of</p>

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		<p>development)^{146A}, or where the value generated by a development would be exceptionally low.</p> <p>146A The need for infrastructure provision to facilitate a site being brought forward for development or the presence of abnormal development costs will impact land value and the cost should not necessarily be born through a reduction in planning obligations.</p>
PHV.11.06	DF1 Paragraph 11.1.5	<p>...The application should be determined in accordance with the Development Plan, with the decision-maker determining the weight to be given to viability alongside other relevant material considerations. This should ensure that proposals remain acceptable in planning terms.</p>
PHV.11.07	DF1 Paragraph 11.1.8	<p>London's growth is important for the whole of the United Kingdom. Almost a quarter of the country's output, and around 30 per cent of its economy-related tax take is generated in the Capital^{146B}. For London to continue to grow as set out in this London Plan, Londoners will need access to genuinely affordable homes and good jobs, supported by necessary social infrastructure, transport, utilities, and green infrastructure. However, the Mayor currently possesses limited powers to fund affordable housing and infrastructure. There is a significant gap between the public-</p>

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		<p>sector funding required to deliver and support London's growth, and the amount currently committed to London. In many areas of the city, major development projects are not being progressed because of the uncertainty around funding. In the short-term, it is therefore necessary for London and Londoners to have greater certainty over the public funding that central government plans to commit to the city's growth.</p> <p>146B Devolution: a capital idea London Finance Commission, 2017</p>
PHV.11.08	DF1 Paragraph 11.1.11	<p>The London Infrastructure Plan 2050¹⁴⁷ outlined that the total investment in London's infrastructure (as defined in the plan) required between 2016 and 2050 could reach £1.3 trillion (2014 prices, within a range of £1 trillion to £1.7 trillion). ...</p> <p>147 London Infrastructure Plan GLA 2015– can be downloaded here https://www.london.gov.uk/file/19038/download?token=1Zj5uQZf</p>
PHV.11.09	DF1 Paragraph 11.1.19	<p>In order to accelerate and / or de-risk housing development in the capital the Mayor is already making funding available, and he has secured £3.15 4.82 billion to support 11690,000 affordable housing starts by 2024 2022. ...</p>

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PHV.11.10	DF1 Paragraph 11.1.22	... The Mayor is engaging directly with them to bring forward sites for housing, and is also working with Government to develop a more formal role for the GLA in bringing forward Government-owned land in London earmarked for housing delivery. As a minimum, this role should mirror that operated by the Homes and Communities Agency England , which directly manages the release of surplus Government landholdings outside London.
PHV.11.11	DF1 Paragraph 11.1.28	<p>Transport in London is funded through a combination of sources, including:</p> <p>...</p> <ul style="list-style-type: none"> • Rrevenue from fares and other ‘user pays’ sources (e.g. Congestion Charging) • Non-fare sources (e.g. advertising and property) • Contributions from the London boroughs and the private sector, for example, developer funding for associated transport investments • Other specific grants <p>...</p>
PHV.11.12	DF1	In addition, for the Elizabeth Line project, there are specific ring-fenced funds (e.g. specific levies such as the Business Rate Supplement and Mayoral CIL). The intention is that

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	Paragraph 11.1.29	from April 2019 MCIL2 will supersede the current Mayor's Community Infrastructure Levy (MCIL1) and the associated planning obligation charge scheme applicable in central London and the Northern part of the Isle of Dogs. Subject to examination in public, MCIL2 will introduced in April 2019. The Mayor proposes to use it to contribute approximately £4.5 billion of funding for Crossrail 2.
PHV.11.13	DF1 Paragraph 11.1.30	... In the future, additional borrowing will be limited to where the capital-spend results in an increase in future revenues that can service the operating and financing costs. The Elizabeth Line, Northern Line extension, Overground extension to Barking Riverside and Silvertown Tunnel have identified funding packages and will be delivered in the early years of the Plan. ...
PHV.11.14	DF1 Paragraph 11.1.31	...The Mayor's ability to invest in major transport schemes is therefore highly dependent on his negotiations with Government. The amount of public sector funding allocated to London's required infrastructure is uncertain, and schemes are negotiated on an individual basis which tends to lead to delays ¹⁴⁹ . 149 Devolution: a capital idea , London Finance Commission, 2017
PHV.11.15	DF1	There is a growing need for school places in London. Central government provides the majority of the capital funding to create school places and to carry out capital maintenance

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	Paragraph 11.1.34	<p>and repair work to existing school buildings¹⁵¹, supplemented by capital contributions from London boroughs.</p> <p>151 Through the Department for Education's Basic Need/ and Devolved Formula Capital funding</p>
PHV.11.16	DF1 Paragraph 11.1.43A	<p>Flood risk management</p> <p>The Environment Agency and Lead Local Flood Authorities are responsible for the identification and delivery of flood risk management schemes. Funding is provided by Government as Grant in Aid, through local levies and partnership funding sources, distributed through the Regional Flood and Coastal Committee (RFCC). It is also important to consider how direct beneficiaries of flood reduction projects can contribute to the costs of these projects.</p>
PHV.11.17	DF1 Paragraph 11.1.44	<p>... As in the case of energy and water investment, new digital connectivity infrastructure is paid for upfront through finance or private equity investment backed by user charges. In general, decisions on where to invest in infrastructure are determined on a demand-led or network capability and capacity basis. ...</p>

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PHV.11.18	DF1 Paragraph 11.1.45	<p>Green infrastructure comprises the network of parks, rivers and green spaces plus the green elements of the built environment such as street trees, green roofs and sustainable drainage systems¹⁵³. The city's green infrastructure provides a wide range of benefits and services that generate significant economic value in a cost-effective way. The Mayor, in partnership with the National Trust and Heritage Lottery Fund, has published a natural capital account that clearly demonstrates this¹⁵⁴.</p> <p>153 — Mayor's London Environment Strategy 2018.</p>
PHV.11.19	DF1 Paragraph 11.1.55	<p>... This is of concern because cultural infrastructure is important to local communities, to the tourism industry and to sustaining the creative economy, which is a source of significant employment growth and worth £427 billion to London's economy.</p>
PHV.11.20	DF1	<p>In recognition of this, and following an invitation for TfL to bring forward proposals for funding infrastructure projects from land value uplift, the Government has agreed to establish a joint task force (including the GLA and TfL) to explore the options for piloting a Development Rights Auction</p>

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	Paragraph 11.1.64	<p>Model on a major infrastructure project in London. Major transport investment can significantly increase the value of land, particularly if it is close to a train station or transport hub. Land value capture is a term used to describe the use of this increase in land value to fund investment in public services, such as transport. In 2017 the Government announced a taskforce^{155A}, to investigate a new way of paying for infrastructure projects, such as new public transport, including via land value capture. The Government asked the taskforce to look at the so called 'Development Rights Auction Model' of land value capture. TfL prepared a report, which studied the model in detail, and found that it would be unlikely to raise significant funding in London.</p> <p>155A The taskforce is led by the Ministry of Housing, Communities and Local Government and the Mayor of London's Office, and includes HM Treasury, the Department for Transport, TfL and London Councils.</p>
PHV.11.21	DF1 Paragraph 11.1.65	<p>There are also a range of other infrastructure investments and interventions that can increase the value of land, and other options for capturing land value uplift. and tThe Mayor will continue to work with government to explore all avenues for ensuring Londoners receive the vital infrastructure required to support growth.</p>