

OPDC

OLD OAK AND
PARK ROYAL
DEVELOPMENT
CORPORATION



Community Infrastructure Levy

Preliminary Draft Charging Schedule

October 2016

MAYOR OF LONDON

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1. Introduction

1.1 Old Oak & Park Royal Development Corporation (OPDC) was formed on 1st April 2015 and is the Local Planning Authority for its area which lies partly within the London boroughs of Brent, Ealing and Hammersmith & Fulham. By virtue of the Localism Act 2011, OPDC has full plan-making and decision-making powers and is the CIL charging and collecting authority for its area.

1.2 This Preliminary Draft Charging Schedule (PDCS) is the first step in setting a Community Infrastructure Levy (CIL) charge for the OPDC area

2. Purpose of the Consultation

2.1 In accordance with the Community Infrastructure Levy Regulations 2010, a charging authority which proposes to issue a charging schedule must prepare a PDCS for consultation.

2.2 The charging authority is required to send a copy of the PDCS to each of the consultation bodies and invite each of those bodies to make comments on the PDCS.

2.3 The charging authority is also required to invite representations on the PDCS from persons who are resident or carrying on business in its area and make such arrangements as it considers appropriate for inviting representations.

2.4 A charging authority is required to take account of any representations made to it in respect of the PDCS before it publishes a draft Charging Schedule (which is the next step towards adopting a CIL Charging Schedule).

2.5 This document sets out the general principles of CIL, the background, evidence and methodology for producing a CIL charging schedule and the proposed rates for comment.

2.6 Details on how to comment on this PDCS are set out at section 6 of this document.

3. General Principles of CIL

3.1 What is CIL?

3.1.1 The Planning Act 2008 provides the legislative basis for Local Planning Authorities, such as OPDC, to raise contributions towards infrastructure to support development in their area by charging the Community Infrastructure Levy (CIL) on eligible developments. CIL charges for developments in a particular area are based on fixed rates adopted for that area expressed as £ per square metre, which are generally applied to the additional floorspace created by new development. The rates for an area must be published in a Charging Schedule. The CIL Regulations, first published on 6th April 2010 and as subsequently amended, provide the detail on how CIL should be implemented.

3.1.2 When the OPDC was established on 1 April 2015, it became the Local Planning Authority (LPA), the CIL Charging Authority and the Collecting Authority for its area. Since 1 April 2015, any charging schedules previously adopted by the boroughs within the OPDC area are no longer applicable to planning permissions granted after this date. However, the Mayor of London's CIL Charging Schedule remains in effect. In London, a two-tier CIL charge applies to development: Mayoral CIL pursuant to the Mayor of London's CIL Charging Schedule and borough CIL charged by the relevant LPA.

3.2 Why CIL is needed?

3.2.1 Prior to the introduction of the CIL Regulations, contributions towards infrastructure to support and mitigate

the impact of new development were primarily secured through the use of legal agreements made under s106 of the Town & Country Planning Act 1990 ('s106 agreements'). However, when the CIL Regulations came into effect on the 6th April 2010, Local Planning Authorities became able to charge CIL as an alternative and/or additional means of securing contributions towards infrastructure. The Government's intention in introducing CIL was that LPA's should collect contributions towards infrastructure intended to support the wider development of their area through CIL while s106 agreements would continue to be used to mitigate the specific impacts of a development. Government policy encourages LPAs to develop a local CIL charge to support the delivery of infrastructure within their area. Further, the CIL Regulations introduced statutory restrictions limiting what s106 can be used for and restrictions on the pooling of contributions secured under s106.

3.2.2 The regeneration of Old Oak and Park Royal will require an enormous investment in infrastructure and there will be a need to secure reasonable contributions from developments within the area, to facilitate its delivery. OPDC recognises the need for flexibility in delivering this infrastructure and considers that s106 will still have an important role to play, particularly where the early delivery of infrastructure is required to unlock the development potential of particular sites. However, as the regeneration of the area progresses there will be an underlying need to fund and deliver infrastructure that will benefit not only individual development sites but the development of

the area as a whole. In such case, the restrictions placed on the use of s106 agreements may often mean that it is not practical to secure that infrastructure through s106 agreements. The implementation of CIL is therefore an appropriate and essential means of ensuring the timely and balanced delivery of infrastructure within the area.

3.3 Preparing a CIL Charging Schedule

3.3.1 A CIL Charging Schedule sets out the rate(s) of CIL that are to be charged on eligible developments within a CIL Charging Authority's area. Rates must be expressed in terms of £ per square metre. Differential rates may be set for different zones within the Charging Authority's area or by reference to different intended uses or gross internal area (GIA) of development, or by reference to the intended number of dwellings or units to be constructed or provided under a planning permission. The rates set within the Charging Schedule must be subject to public consultation and viability testing. Part 3 of the CIL Regulations sets out the requirements for the preparation and adoption of a CIL Charging Schedule. The first stage of the process is to prepare and publish a PDCS for public consultation. This document, together with the background documents described in section 9, constitutes the first round of public consultation.

3.3.2 This PDCS is the first step in the process of working towards an adopted CIL Charging Schedule for the OPDC area. Further details of the next steps in the process are contained in section 8 of this document.

3.4 What will CIL Fund?

3.4.1 CIL can be used to fund infrastructure required to support the development and growth of jobs and homes within the OPDC area. Where a CIL Charging Schedule has been brought into effect, infrastructure that is to be funded through CIL cannot also be funded through s106 agreements. Regulation 123 of the CIL Regulations requires OPDC to publish a list of the types of infrastructure that may be funded, wholly or partly, through CIL (the 'Regulation 123 List'). Where an item of infrastructure is included on the Regulation 123 List, OPDC cannot secure contributions towards that type of infrastructure or that infrastructure project through a s106 agreement. This ensures that applicants and developers can be certain that infrastructure contributions are being secured on a fair and transparent basis. Therefore, consideration needs to be given to the types of infrastructure that will be funded by CIL and other infrastructure that will be funded or delivered through s106 agreements.

3.4.2 Whilst the Regulation 123 List sets out which items of infrastructure may be funded through CIL it does not guarantee or prioritise funding towards items on the list. OPDC recognises the need to regularly review the priorities for spending CIL. OPDC have produced a draft Regulation 123 List to support the current round of consultation, though this could be subject to appropriate update and change in the future (this will all be undertaken in accordance with the CIL Regulations and Guidance).

4. Evidence Base

4.1 CIL Regulations

4.1.1 The CIL Regulations state that in setting its CIL rate, the charging authority must “strike an appropriate balance between:

- the desirability of funding from CIL (in whole or in part) the actual and expected total cost of infrastructure required to support the development of its area, taking into account other potential sources of funding; and;
- the potential effect (taken as a whole) of the imposition of CIL on the economic viability of development across its area.”

4.1.2 In order to strike the appropriate balance in respect of the rates published in this PDCS, OPDC has had regard to the evidence described in paragraphs 4.1 to 4.6 below.

4.2 The London Plan 2015

4.2.1 The adopted London Plan sets out the overarching spatial strategy for London and forms part of the Development Plan for the OPDC area. The London Plan identifies the Old Oak and Park Royal Opportunity Areas and sets minimum targets for the delivery of new homes and jobs within these areas. These targets are the key drivers for future infrastructure demand within the OPDC area. The London Plan policies also help to define the types of infrastructure and updated levels of Affordable Housing that will be required.

4.3 The draft OPDC Local Plan

4.3.1 In February 2016 OPDC published its Regulation 18 draft Local Plan for its area. Public consultation on the

draft Local Plan closed on the 31st of March 2016 and OPDC is in the process of considering the comments received before preparing and publishing the next draft of the Local Plan for further consultation. The Local Plan will set out policies which seek to pro-actively encourage and guide new development within the OPDC area. Developing the Local Plan and CIL Charging schedule together allows OPDC to comprehensively consider the issue of development viability in terms of balancing policy objectives, such as the need to provide affordable housing, against the need to fund infrastructure through CIL. Any CIL which is introduced must be consistent with the objectives of the Local Plan in order to achieve the regeneration and growth targets in Old Oak and Park Royal.

4.4 Development Infrastructure Funding Study

4.4.1 In accordance with Government Guidance charging authorities must identify the total cost of infrastructure they wish to fund wholly or partly through the levy. In doing so, consideration must be had for the additional infrastructure needed in the area to support development, and what other sources of funding are available, based on appropriate evidence.

4.4.2 Information on the infrastructure needs for the charging authority’s area should be drawn from the infrastructure assessment that was undertaken in preparing the Local Plan. The reason for this is that the Local Plan identifies the scale and type of infrastructure needed to deliver the local development and growth set out in the Local Plan.

4.4.3 To determine the size of the infrastructure funding gap, the charging authority should consider known and expected infrastructure costs and other possible sources of funding to meet these costs.

4.4.4 In March 2015 OPDC published a Development Infrastructure Funding Study (DIFS) for the OPDC area. This study identified the infrastructure needed to support the quantum of new development that is planned in the OPDC area. This included both physical (eg transport and utilities) and social infrastructure with estimated costs.

4.4.5 These infrastructure costs are early estimates are likely to change as more detailed work on infrastructure requirements for the area develops. As such these figures may change as the work progresses.

Table 1 Funding Gap

	Sum (£000s)
Gross infrastructure cost	1,549,079
Estimated Available Funding Total	370,360
Gross aggregate funding gap	1,178,719

Table 2 Indicative CIL Revenue Estimates

Landuse	No of Units	Average Floor-space (m ²)	Total Floor-space (m ²)	Recommended CIL Rate (£/m ²)	Resulting CIL (£)
Residential	25,500	75	1,912,500	175	334,687,500 (1)
Retail	---	---	46,825	50	2,341,250
Office	---	---	596,758	70	41,773,060

1. Please note this does not include any exemptions including Affordable Housing

4.5 CIL Revenue Estimates

4.5.1 The OPDC Development Capacity Study (DCS) has been used to derive projections of the amount of residential, retail and commercial floorspace likely to be delivered within the OPDC area during the Local Plan period. This study has then been used to project the likely amount of CIL revenue that might be generated by development at the rates of CIL currently proposed within this PDCS. The results of this exercise are shown below (Table 2).

4.5.2 This is an early estimate of the projected amount of CIL revenue and represents that which might be generated during the Local Plan period based on the information contained within the DCS. The DCS has recently been subject to public consultation as part of the OPDC's consultation on the draft (regulation 18) Local Plan. Following this consultation should there be a need to revise the current projections in the DCS this would alter the projected levels of CIL receipts indicated. It should be noted that these figures do not take into account Affordable Housing which is exempt from CIL.

4.5.3 This CIL revenue estimate demonstrates that the CIL revenue generated by new development will not meet the full cost of the infrastructure identified within the DIFS (c. £1.1bn), and that other development-related and non development-related means of funding infrastructure will also need to be utilised. Other means available funding sources such as TiF, Enterprise Zones, New Homes Bonus, affordable housing programme, and Starter Homes will be explored by the OPDC as appropriate measures for addressing the remaining funding gap.

4.6 The Regulation 123 List

4.6.1 As explained in paragraph 2.4 above, the CIL Regulations require a charging authority to set out a list of the infrastructure it intends to fund through CIL. This is done through the publication of a Regulation 123 List, which makes clear which infrastructure items may be funded through CIL, therefore allowing for other items not on the list to be funded through s106. A draft regulation 123 List has been produced to support the consultation on the PDCS and can be viewed in Appendix 2 of this document.

4.7 CIL Viability Study

4.7.1 The purpose of the CIL Viability Study is to consider, on an area-based level, the ability of different land uses to sustain CIL, and at what level, without making development unviable. The CIL viability study therefore tests a range of hypothetical development scenarios with differing densities, sales values and affordable housing levels. Appropriate densities and affordable housing levels for testing purposes were selected on the basis of evidence that supports the Local Plan whilst appropriate sales value rang-

es were selected on the basis of market analysis. Those scenarios that produce a positive residual land value are considered likely to be viable and therefore provide a realistic indication of the types of development likely to be promoted within the OPDC area. This type of testing also enables an understanding of the impact of CIL on the general viability of development across the OPDC area, the potential CIL rates that development within the OPDC area will be able to support and the likely impact of particular CIL rates on the ability of developments to deliver on other policy objectives such as the delivery of affordable housing.

4.7.2 In line with CIL guidance, an area-based approach to viability was applied, involving a broad test of viability across the OPDC area.

4.7.3 The Residual Land Value ('RLV') approach was used as the basis for the viability testing model. The appraisals set out an assessment of projected revenues (Gross Development Value) and deduct from this, the development costs associated with a development opportunity. Fundamental to this approach is the ability of the development to provide the developer with a competitive return and also be sufficiently viable to incentivise a landowner to sell their land. These variables are referred to as the Developer's Return and the Threshold Land Value ('TLV'). In line with CIL guidance, an area-based approach has been adopted to viability, involving a broad test of viability across the OPDC area.

4.7.4 All analysis of the viability across the site is based on present-day values. It is recognised that as the comprehensive regeneration of the area takes effects that values may well increase over

time and subsequently as this happens OPDC is committing to regularly reviewing its CIL rates to ensure they are at an appropriate level to capture the uplifts in value.

4.7.5 Detailed viability analysis of the following uses were undertaken:

Residential

Residential – The evidence has not found a significant spatial variation across the OPDC area regarding the ability of residential schemes to make CIL contributions. The Viability Report takes account of all the financial variables affecting development in the area. A buffer or ‘viability cushion’ is also applied, to take account of changing circumstances and uncertainties, along with a further reduction for s106 contributions. The Mayoral CIL has been taken into account within the appraisals. The recommended rate of £175 per square metre is considered to strike an appropriate balance between ensuring development remains viable whilst contributing towards infrastructure provision.

Retail

Small scale (below 280 sqm) comparison retail and other A1-A5 uses showed an ability to support a maximum CIL rate of £297. Larger format food retail which is related to the weekly food shopping requirements, demonstrated a maximum CIL rate of £598

With respective proposed CIL rates of £50 and £125 the OPDC has taken a prudent approach in setting the CIL rates.

At this stage, the viability of retail warehouses has not been tested.

Office

The occupational evidence suggests a maximum CIL rate of £271 could be supported across the OPDC area, however a £70 CIL rate has been set to provide a restrained approach and allow for the continuation of a strong employment use presence in the OPDC area.

Hotels

Based on the evidence a maximum rate of £292 could be raised through CIL, however to encourage a range of hotel formats to come forward in the area a rate of £80 is recommended.

Other Residential

Evidence suggests that other forms of residential accommodation could support a CIL charge both Student Housing and Retirement Housing demonstrated levels of viability that could support a CIL charge of £972 and £633 respectively. However the recommended CIL rates of £250 for Student Housing and £160 for Retirement Housing provide a generous buffer to respect the value these uses can provide to developing communities within the OPDC area.

All other uses – these did not prove to be viable at with any additional CIL rate. Mayoral CIL is chargeable on all uses with the exception of education and health.

4.7.6 Overall in setting the rates there has been a cautious approach in order to achieve the balance between encouraging development within the OPDC area and the ability to contribute towards the funding of the demand for infrastructure that the development in the area will generate.

4.7.7 Table 3 of this document sets out the proposed CIL rates which have been informed by the CIL Viability Study.

5 Proposed CIL Rates

5 Proposed CIL Rates in Old Oak and Park Royal – Preliminary Draft Charging Schedule

5.1 Recognising the need to promote mixed use development within its area, OPDC considers that differential rates based primarily on different intended uses of development are appropriate within its area, taking into account differences in the viability of different uses. OPDC considers that setting a standard rate of CIL across all land uses would undermine the viability of some important types of development such as community or educational uses, which will be needed to ensure that a regenerated Old Oak and Park Royal is a sustainable place to live and work. The table below shows the proposed CIL rates for different types of use within the OPDC area as a whole.

5.2 The CIL Viability Study found that some uses, including industrial, educational, entertainment, health cultural and community uses, would not be able to viably support a CIL charge and therefore a nil rate is proposed for such uses. Please refer to Appendix 1 for a map illustrating the area to which these rates apply.

Table 3 Proposed CIL Rates

Development/ Land use type	Rate per Square Metre (£)
Residential other than student housing and retirement housing	175
Student housing	250
Retirement housing (2)	160
Retail foodstore >280 sq. m (3)	125
All other retail	50
Offices	70
Hotels	80
All other uses	Nil

2. As defined by the London Mayor's Housing SPG

3. this includes non-food floorspace within the unit

6 Implementing CIL

6.1 CIL Instalments Policy

6.1.1 A CIL charging authority can choose to allow CIL payments to be made in instalments. Instalment dates are generally set at intervals following the commencement of a chargeable development. The Mayoral CIL is currently subject to an instalments policy.

6.1.2 OPDC recognises the benefit that an instalment policy can provide in terms of relieving pressure on the cash-flow of developments, particularly in terms of complex, large scale development where construction periods are likely to be extended.

6.2 CIL Relief

6.2.1 The CIL Regulations set out the circumstances under which a developer may make a claim for relief from CIL provided certain criteria are met. In certain circumstances full relief from CIL is available and in other circumstances, the CIL Charging Authority has the discretion to make other types of CIL relief available.

6.2.2 Full relief from CIL can be claimed, for example, where certain types of affordable housing (meeting certain criteria that are set out in the CIL Regulations) is provided or where development is carried out on land owned by a charity for charitable purposes.

6.2.3 A Charging Authority can choose to make a discretionary relief available provided that doing so would not constitute state aid. Discretionary reliefs can be applied: to certain types of discounted

market housing; in certain circumstances where charities are carrying out development in order to fund their charitable purposes and in exceptional circumstances in which the Charging Authority considers that the burden of a s106 agreement and CIL would have an unacceptable impact on the viability of a chargeable development.

6.2.4 OPDC will consider whether to make any forms of discretionary relief available at a later stage in the process.

6.3 Neighbourhood Portion

6.3.1 The CIL Regulations provide that 15 per cent of CIL receipts collected from development within the area of a local council (i.e. a parish, town or community council) should be passed to the local council rising to 25 per cent of CIL receipts in areas that have a neighbourhood development plan in place. This is known as the neighbourhood portion.

6.3.2 However, in London, where generally there are no local councils, the National Planning Practice Guidance (NPPG) sets out that the 15 or 25 per cent (when the Neighbourhood Plan is adopted) neighbourhood portion of the CIL raised should be retained by the Charging Authority to be spent in consultation with the local community. Therefore, the OPDC as charging authority will retain the neighbourhood portion and, in line with the NPPG, will seek to engage with the communities where development has taken place and agree with them how best to spend the neighbourhood funding element.

6.3.3 OPDC is committed to working positively with the community to ensure that the appropriate proportion of CIL is used to best meet the infrastructure needs arising within the neighbourhood area.

6.4 Mayoral CIL

6.4.1 The Mayor of London is currently charging CIL across London to help pay for Crossrail. The London-wide Mayoral CIL is still applicable to eligible developments within the OPDC area at the appropriate rate. Current Mayoral CIL charges are £35/m² in boroughs of Brent and Ealing and £50/m² in the borough Hammersmith & Fulham. When OPDC adopt a local CIL, Mayoral CIL will continue to be charged at those rates (unless and until a replacement Mayoral CIL is brought into effect changing those rates) in addition to the OPDC CIL.

6.4.2 OPDC as a charging authority is required to have regard to the Mayoral CIL when setting its own CIL rate(s), and this was taken into account in the CIL Viability Study. The CIL Viability Study demonstrated that the economic viability of development across the OPDC area would not be affected the requirement to pay OPDC CIL at the rates proposed in the PDCS in addition to Mayoral CIL.

6.5 Monitoring & Review

6.5.1 For CIL revenues to deliver OPDC's infrastructure requirements there will need to be regular reviews of the Charging Schedule and accompanying evidence in the future. OPDC recognise that CIL will be part of the long term financial planning for developments as well as infrastructure investment so re-

views of the charging rates must respect the need for a high degree of certainty and stability. Nevertheless, the CIL is being set at an early stage in the regeneration of the OPDC area and the rates have been set at a level to reflect current market conditions. As the character of Old Oak and Park Royal transforms to a world class mixed use destination, the viability of development within the area is likely to change significantly and in order to ensure that the CIL rates continue to be fit for purpose as a tool to fund infrastructure the CIL rates will need to be subject to review. Should OPDC propose to change the CIL rates in the future, the current CIL Regulations would require OPDC to repeat the process of developing a CIL Charging Schedule.

6.5.2 OPDC is committed to ensuring the use of CIL to fund infrastructure within its area is open and transparent and will publish an annual report which will clearly set out how much CIL money has been received and the infrastructure to which that money has been applied.

6.6 s106 Supplementary Planning Document (SPD)

6.6.1 Given the complex relationship that exists between CIL and s106 agreements, OPDC intend to begin work on a s106 Supplementary Planning Document, which will provide further advice and clarity on how CIL and s106 will interact and operate within the OPDC area. This document will need to be subject to its own round of public consultation before it is adopted. The intention is that this document would be a SPD to the OPDC Local Plan and would be adopted at the same time as the CIL Charging Schedule.

7 How to Comment

7.1 A consultation questionnaire is available on our website. Comments on the Preliminary Draft Charging Schedule and any of the evidence documents on which it is based may be made in writing or by E-mail.

The postal address is:
CIL PDCS Consultation
Old Oak and Park Royal Development
Corporation
Post Point 5A City Hall
The Queen's Walk London SE1 2AA

The E-mail address is:
cil@opdc.london.gov.uk
(please mark the subject as "CIL PDCS
consultation")

8 Next steps

8.1 This section sets out the next steps to be followed from PDCS to CIL adoption.

8.2 Comments received in response to this consultation on the PDCS will be considered and if required, the schedule will be amended if appropriate. Following this, we will produce a Draft Charging Schedule (DCS).

8.3 The current programme set out below may change as a result of the outcome of this consultation as well as other external factors such as the proposed introduction of Starter Homes.

8.4 A second stage of consultation will be undertaken on the DCS (scheduled for early 2017) and if appropriate further changes to the DCS could be made following the second stage consultation.

8.5 A finalised Draft Charging Schedule, along with the evidence base and comments received to date, will be submitted to the Planning Inspectorate for examination in public alongside the OPDC Local Plan. It is hoped that this will occur mid 2017.

8.6 Following the examination in public, the examiner will issue a report setting out the findings and recommendations on the proposed CIL charges.

8.7 OPDC intend to adopt the CIL Charging Schedule in 2017.

9 List of Background Documents

- Development Infrastructure Funding Study, Peter Brett Associates, March 2015
- Community Infrastructure Levy Viability Report, Deloitte Real Estate, April 2016
- Community Infrastructure Levy Viability Addendum Report, Deloitte Real Estate, August 2016
- Old Oak Park Royal Draft Local Plan, Old Oak Park Royal Development Corporation, November 2015.
- The London Plan, The Mayor of London, 2015
- Draft Regulation 123 List, Old Oak Park Royal Development Corporation, May 2016. (Appendix 2)
- Development Capacity Study, Old Oak Park Royal Development Corporation, February 2016.

APPENDIX 1: OPDC CHARGING AREA



APPENDIX 2 Draft Regulation 123 List

OPDC CIL Infrastructure List prepared pursuant to Regulation 123 of the Community Infrastructure Regulations 2010 (as amended) (The ‘Regulation 123 list’)

The OPDC Community Infrastructure Levy will be used to fund the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of the OPDC area. Types of infrastructure that may be funded in whole or in part by CIL are listed in Table 1 by category and sub-category. Inclusion of a particular type of infrastructure does not represent a commitment by OPDC to spend CIL on that type of infrastructure, either in whole or in part. The list will be reviewed and updated regularly.

It is important to note that the list in Table 1 above excludes infrastructure projects that are required to make a development acceptable in planning terms in accordance with the planning policies set out in the OPDC Local Plan. This will be scheme-specific infrastructure that would be required regardless of the Regulation 123 list. Such infrastructure will therefore be secured as part of the development through the use of planning conditions or Section 106 planning obligations.

Any need for s278 Highways Agreements including highways alterations, reinstatement or other related highway works necessary to make a development acceptable in planning terms, will continue to apply.

In addition to the Regulation 123 list, a Supplementary Planning Document on Planning Obligations will be published setting out the circumstances in which planning conditions or Section 106 planning obligations are to be used to secure the provision of infrastructure.

APPENDIX 2 Draft Regulation 123 List

TABLE 4: Regulation 123 list

Category	Sub-Category
Key Transport Infrastructure & Public Realm	Contributions to new and upgraded railway stations
	Improved pedestrian accesses to railway stations
	Upgrades and additions to Old Oak - Park Royal internal strategic road network
	Capacity enhancements to surrounding strategic road network
	Initiatives to encourage bicycle usage
	Strategic cycle network elements
	Improvements to the bus network (route and facility funding)
	Road links to create new routes to unlock sites
	Bridges across railways and Grand Union canal to unlock sites
	Traffic and pedestrian capacity and safety upgrades in Park Royal
Strategic road landscaping enhancements	
Urban Water Management	All works other than on-site sustainable urban drainage systems
Schools	School expansions (existing schools)
	All-through schools (ie ages 3-19)
Emergency Services	Emergency services premises – fire, police and ambulance
Green Infrastructure	Enhancing open spaces
Community and Sports Facilities	Community meeting and activity centres



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