

Planning Obligations SPD

Draft for consultation March 2026



This version of the Planning Obligations SPD is a draft for the regulation 12 and 13 consultation that is running from 16th March - 15th April. Upon adoption this SPD will support the policies of City Plan 2040 and replace the 2021 Planning Obligations SPD in its entirety.

You can provide comments on [Konveio \(https://cityoflondon.konveio.site/\)](https://cityoflondon.konveio.site/) or via [email \(planningpolicyconsultations@cityoflondon.gov.uk\)](mailto:planningpolicyconsultations@cityoflondon.gov.uk).

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1. Purpose

- 1.1 This Supplementary Planning Document (SPD) sets out the City of London Corporation’s approach to securing planning obligations under Section 106 of the Town and Country Planning Act 1990.
- 1.2 It provides guidance on the scope, contribution levels, triggers and mechanisms through which the planning obligations typically required by the City Corporation are secured, in accordance with Policy S26 of the City Plan 2040.

2. Community Infrastructure Levy

- 2.1 The Community Infrastructure Levy (CIL) is the mechanism for securing funding from new development for strategic infrastructure. It helps address the cumulative impacts of growth. The City Corporation manages a City CIL fund and a Neighbourhood CIL fund and is responsible for collecting Mayoral Community Infrastructure Levy (MCIL2) towards funding London-wide strategic transport infrastructure.
- 2.2 For further information on the CIL charging schedule and the Neighbourhood CIL Fund, please visit this webpage: [Community Infrastructure Levy \(CIL\) and planning obligations \(s106\) - City of London](#)
- 2.3 The City Corporation is currently reviewing its CIL instalment policy and further details will be published in due course.

3. Section 106 Planning Obligations

- 3.1 Section 106 planning obligations are legal agreements that operate alongside the Community Infrastructure Levy to mitigate the site-specific impacts of development. They are also used to regulate the manner in which a development is implemented where it is not possible to do so solely by means of planning conditions. Planning Obligations are a material consideration in the determination of planning applications and this SPD should be read alongside national planning policy, the London Plan and the City Plan 2040 policies.
- 3.2 Under Regulation 122 of the Community Infrastructure Levy Regulations (2010), a planning

obligation must comply with the following three statutory tests:

- Necessary to make the development acceptable in planning terms
- Directly related to the development
- Fairly and reasonably related in scale and kind to the development

3.3 These tests define the scope and limitations of the matters that may be secured through S106 agreements.

3.4 It is common for a section 106 agreement to require the landowner to enter into a section 278 agreement with the Local Highways Authority.* A section 278 agreement allows a landowner to fund works on the public highway or to carry out

*. Entered under section 278 of the Highways Act 1980

Strategic Policy S26: Planning Contributions

The City Corporation will seek appropriate contributions from developers to manage and mitigate the impact of development:

1. Requiring contributions through the Community Infrastructure Levy to:
 - a. assist in the delivery of the infrastructure necessary to support implementation of the City Plan and the City’s Transport Strategy; and
 - b. contribute towards the costs of Crossrail, or other strategic infrastructure, in accordance with the provisions of the Mayor of London Community Infrastructure Levy 2.
2. Requiring s106 planning obligations, having regard to the impact of the obligation on the viability of development, for:
 - a. site specific mitigation meeting statutory tests;
 - b. affordable housing;
 - c. training, skills and job brokerage;
 - d. carbon offsetting;
 - e. cultural provision;
 - f. Highways and public realm enhancements including commuted sums for maintenance;

- g. local procurement in the City and neighbouring boroughs; and
 - h. measures to enhance area-wide security, where appropriate.
3. Use of the Vacant Building Credit is not considered to be appropriate in the City of London.



the works themselves. This is usually necessary to implement improvements to nearby public highways that help to mitigate impacts of the development or to allow for any damage to the highway which occurs during the delivery a development to be remediated.

3.5 Strategic Policy S26 of the City Plan 2040 seeks developer contributions to manage and mitigate the impact of development and sets out the S106 obligations most commonly sought from development.

3.6 As S106 obligations are used to mitigate site-specific impacts, s106 agreements will be bespoke and may include additional or site-specific obligations.

3.7 London Plan Policy DF1 sets a strategic priority for using s106 planning obligations to support affordable housing and public transport improvements.

4. Indexation

4.1 All financial contributions within this SPD are accurate as of February 2026 and, where applicable, will be index-linked from February 2026 to the date planning permission is granted, and then, any relevant payment trigger point.

4.2 Indexation for affordable housing, area security and carbon offsetting contributions will be by reference to the Royal Institute of Chartered Surveyors CIL Index (or other indices specified by national CIL regulations). Indexation for all other financial contributions will be by reference to the Consumer Price Index (CPI).

4.3 Any additional planning obligations not set out in this SPD that relate to construction will be

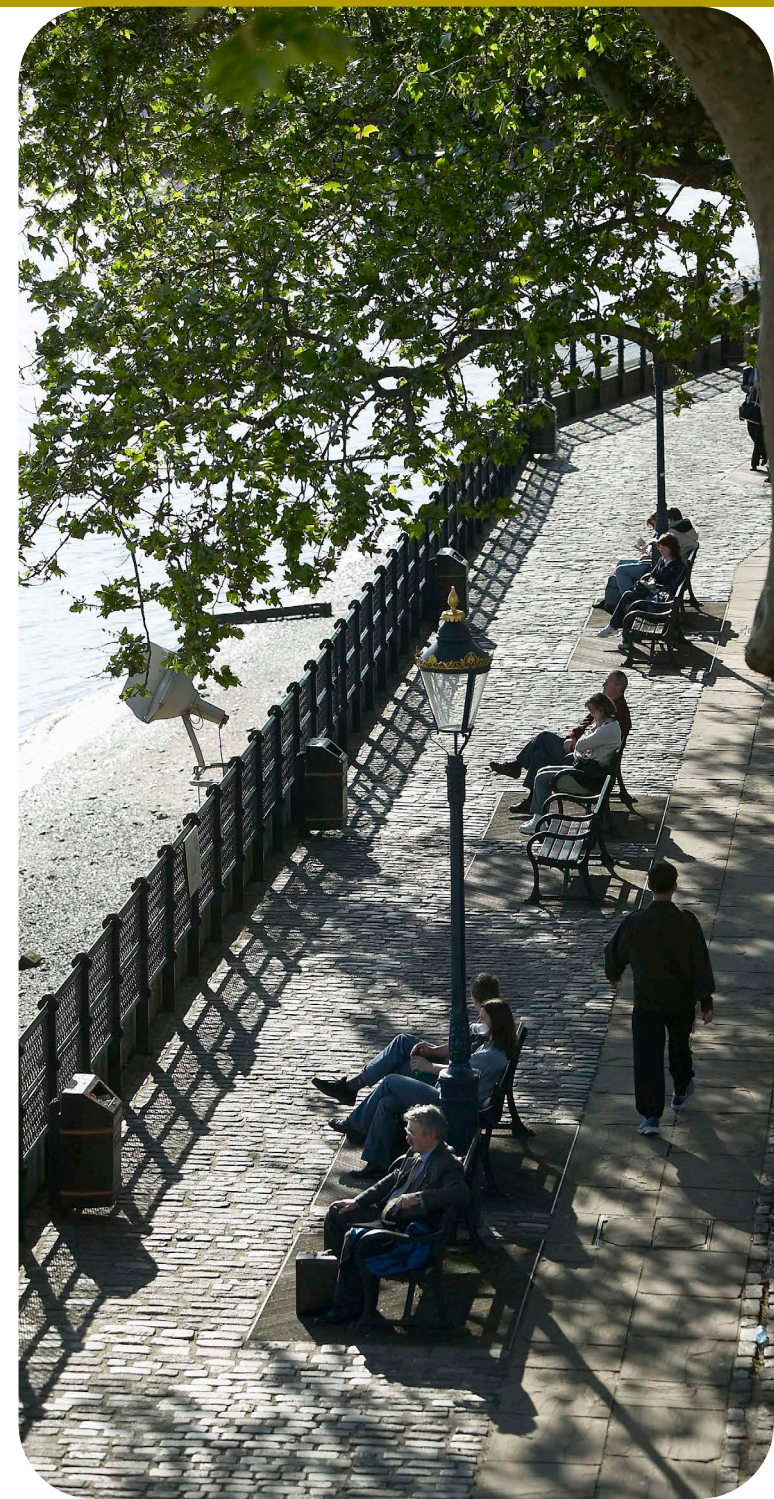
indexed, unless stated otherwise, using the RICS index.

4.4 Financial contributions required under s278 agreements are assessed on a site-specific basis by the City Corporation's Transport and Public Realm Projects Team prior to implementation of the development and may not be subject to indexation.

5. Viability Assessment

5.1 The City Corporation commissioned a Viability Assessment (2026) to determine whether development anticipated during the City Plan 2040 period can reasonably absorb the cumulative costs of planning obligations and Community Infrastructure Levy (CIL) liabilities while remaining deliverable.

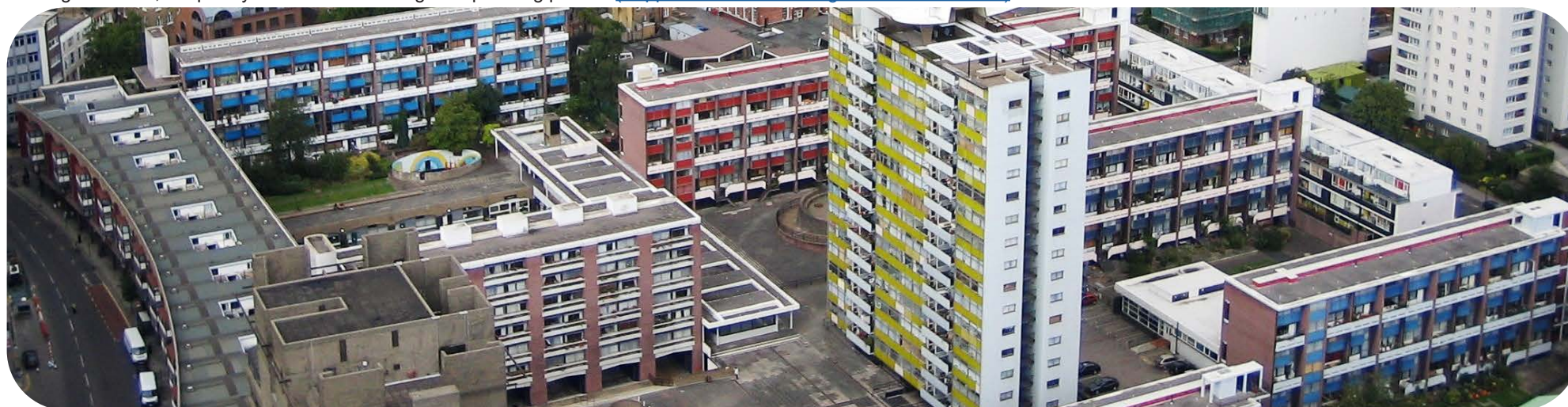
5.2 The assessment provides robust, high-level, viability evidence in accordance with national policy and guidance, ensuring that planning obligations and CIL charges are set at appropriate levels to support infrastructure delivery without undermining development viability. It considers the cumulative impact of City of London CIL, Mayoral CIL, the proposed revised CIL instalments policy, the financial contributions set out in this Planning Obligations SPD, and other emerging requirements of the City Plan 2040.



6. Affordable Housing

Use Class	Threshold	Timing	Requirement
Class E (commercial) and Class C1 (hotels)	> 500sqm GIA net increase	Payable on implementation of planning permission	£57.21 per sqm GIA of additional floorspace
Class C3 (residential)	10 or more housing units	Delivered on site prior to occupation of market units. Delivered on site prior to occupation of market units. For financial contributions: payable on implementation of planning permission	A minimum of 35% of total housing units as affordable or 50% on public sector land.* In exceptional circumstances, the provision of the required number of affordable housing units on an alternative sites elsewhere in the City or within reasonable travel time of the City, or a cash in lieu payment (approximately £440,000-£460,000 per unit) may be acceptable.
Sui Generis (purpose built student housing)	All schemes	Delivered on site prior to occupation of the student market bedrooms.	A minimum of 35% of bedrooms must be affordable.
Sui Generis (co-living or purpose-built student housing)	All schemes	Payable on implementation of planning permission	Provide a cash in lieu payment towards off-site C3 affordable housing—either upfront or perpetuity annual payment—equivalent to 35% of units or 50% on public land, calculated at 50% of market rent.

* MHCLG published a consultation (February 2026) on emergency measures to accelerate housing delivery in London, including proposals for a fast-track route with a reduced 20% affordable housing threshold, temporary CIL relief and changes to planning powers ([Support for housebuilding in London- Gov.UK](https://www.gov.uk/government/consultations/support-for-housebuilding-in-london))



Affordable housing from commercial development

- 6.1 **Strategic Policy S3** of the City Plan 2040 seeks to promote affordable housing in or near identified residential areas, including co-living, build-to-rent, hostels, sheltered, and extra-care housing, while allowing market housing where necessary.
- 6.2 The City Corporation allows land use swaps, housing credits, or off-site contributions from commercial developments, in line with **London Plan Policy SD5**, to meet affordable housing requirements rather than requiring on-site mixed-use delivery. New commercial developments that result in a net increase of 500 m² or more Gross Internal Area (GIA) must make a financial contribution toward off-site affordable housing at a rate of £50 per m² of additional floorspace. This contribution will be used to deliver new affordable housing, primarily on City Corporation estates, either elsewhere in the City or within a reasonable travel distance.

Affordable housing from residential development

- 6.3 In accordance with the **London Plan policy H5** and **City Plan policy S3** a minimum of 35% affordable housing will be required on residential schemes with 10 or more units in the City, with an ambition to deliver higher levels of affordable housing where this is viable. On public sector owned land, a 50% target will be applied, consistent with the London Plan.
- 6.4 Where the applicant considers that the required provision of affordable housing cannot be delivered, a full financial viability appraisal must be provided. The City Corporation will commission

an independent review of the submitted appraisal, with the cost being met by the applicant. Consideration of viability and overall levels of affordable housing should take place at the pre-application stage to avoid unnecessary delays in the determination of submitted planning applications. The viability assessment should be undertaken in line with the NPPF, PPG, the London Plan and have regard to the relevant London Plan Guidance (LPG). This will include securing appropriate review mechanisms within the S106 agreement in line with the Viability Tested Route, as set out in the London Plan.

Offsite affordable housing contribution

- 6.5 Off-site provision will only be accepted in exceptional circumstances, where it can be robustly demonstrated that affordable housing cannot be delivered on-site or where off-site provision or a financial contribution would better deliver mixed and inclusive communities that meet the needs of households on the City Corporation's Housing Register, or other priority housing needs.
- 6.6 Where the principle of off-site provision has been accepted, this should be met either through:
 - provision of the required number of affordable units on an alternative site elsewhere in the City or within reasonable travel time of the City. Developers will need to liaise with the Department of Community & Children's Services Department on appropriate locations and the proposed mix and tenure of the units to be provided
 - provision of a commuted sum or cash in lieu payment, which will be calculated on a site-

by-site basis, to ensure that the full uplift in value when delivering a 100% market scheme is reflected in the contribution and that there is no financial incentive to the developer in delivering the affordable housing by means of a commuted sum.

- 6.7 The Viability Assessment (2026) indicates that a viable contribution to off-site provision should lie in the range of £440,000 to £460,000 per unit. Developers proposing a commuted sum must submit two appraisals of the development scheme - one incorporating a policy compliant level of affordable housing on-site and a separate appraisal of the same scheme but with all units provided as market housing. The required commuted sum payment will be the greater of £440,000 per unit or the difference between these two submitted appraisals.
- 6.8 The formula used to calculate is as follows:

$$X = ((A - B) \times C) - ((A \times C) \times D)$$

X = the payment in lieu

A = the market value of a square metre of floorspace in the development

B = the value of affordable housing per square metre of floorspace (reflecting the blend between affordable rent and shared ownership)

C = the number of square metres that would be required on-site to meet the target in Strategic Policy S3

D = Additional developer costs (the difference between the profit applied to market housing and affordable

housing, and marketing costs on private housing)

Viability Review

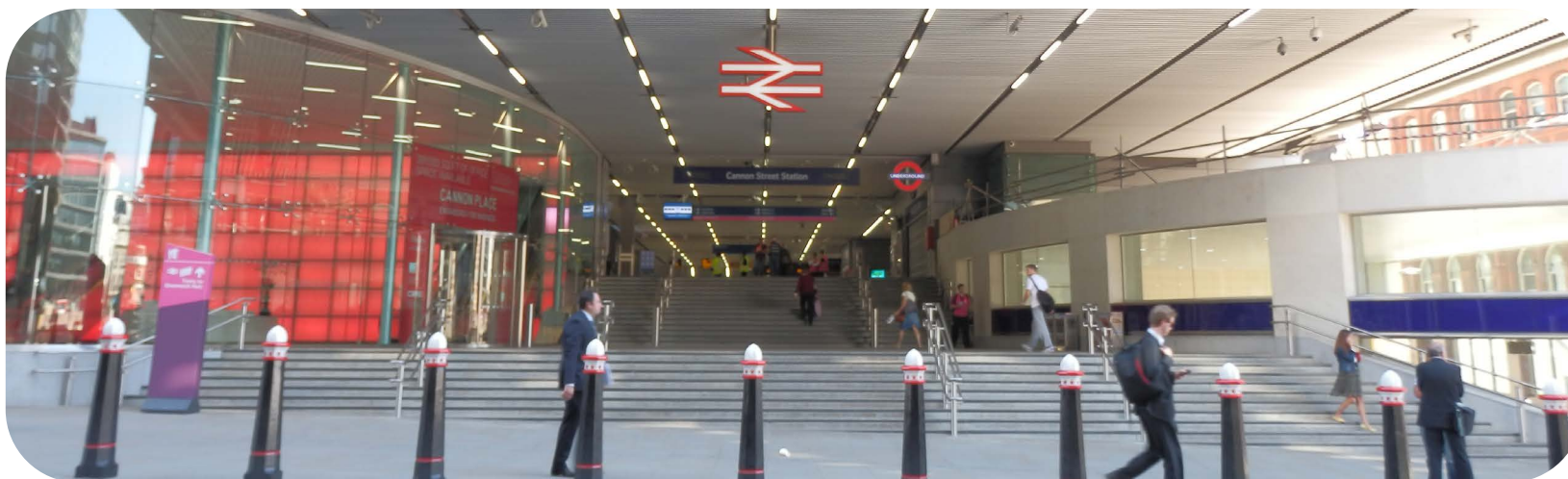
6.9 Where an application has proceeded through the Viability Tested Route (VTR) and does not achieve policy compliant levels of affordable housing, the City Corporation will require a viability review mechanism within the S106 agreement, in line with **London Plan policy H5**.

- An early-stage review will be required where a development has not reached an agreed level of progress two years after the grant of permission, or an alternative period of time agreed by the City Corporation.
- Mid-term review prior to implementation of each phase for larger phased schemes
- A late-stage review will be required at the point of practical completion for commercial developments or when 75% of the permitted units have been legally sold.



7. Transport

Use Class	Threshold	Timing	Requirement
All	Site-specific	Payable on implementation of planning permission	Costs associated with funding transport infrastructure outlined in the Transport Strategy including Healthy Streets Plans.
	Major development	Six months prior to occupation	Interim travel plan
	Major development	Six months to a year after occupation for five years	Full travel plan
	Major development or any new development/refurbishment that results in significant transport impacts on local or wider area through operational deliveries and servicing.	Six months prior to occupation for five years Reporting within first 12 months of operation and subsequently annually for five years	Full delivery and servicing plan (DSMP) Data submitted for DSMP annually
	Major development or any new development/ refurbishment that results in significant impacts on the transport network during construction.	Prior to commencement of the development	Full detailed construction logistics plan (CLP)



7.1 The City of London **Transport Strategy** sets out a long-term vision for safe, accessible and high-quality streets and public spaces. In line with Strategic Policy S26, development is required to support the delivery of infrastructure identified in the Transport Strategy, including Healthy Streets Plans (Strategic Policy S10). Contributions are secured principally through CIL, which funds strategic transport infrastructure required to support growth, and through s106 planning obligations, which mitigates the direct transport impacts of individual developments.

7.2 The level of s106 contributions towards transport improvements cannot be predetermined, as it will depend on the scale, nature and transport impacts of each proposal and each must meet the statutory tests. The City Corporation will engage with developers at the earliest pre-application stage to identify likely mitigation requirements and provide advice on the expected scope, scale and timing of contributions. Where multiple developments come forward within a defined area, s106 contributions may be pooled to deliver coordinated, area-wide transport improvements.

7.3 Additional s106 contributions may be sought to address short-stay cycle parking shortfalls. In certain conditions, in accordance with **City Plan Policy AT3**, if London Plan minimum long-stay cycle parking standards cannot be fully met for office developments, a financial contribution towards cycle infrastructure improvements in the City will be secured through s106 planning obligations. Contributions towards upgrades to Legible London signage will also be secured via s106, where appropriate.

7.4 Transport for London may seek contributions toward site-specific measures, including public realm improvements along TfL's road network and enhancements to public transport infrastructure.

7.5 S106 agreements will be used to secure Travel Plans and Delivery and Servicing Management Plans, while planning conditions will normally be used to secure Construction Logistics Plans, at the stages set out in the table below. This will ensure that final operational arrangements are agreed prior to occupation.

7.6 Development resulting in significant transport impacts on the local or wider area, including those arising from operational deliveries and servicing, will require a site-specific assessment.



Transport Monitoring Costs

- 7.9 Monitoring of Travel Plans, DSMPs, and CLPs secured through s106 obligations is essential for both the occupier and the City Corporation to track progress against agreed targets.

Plan	Timing	Fee
Travel Plan	Payment must be paid on submission of the Travel Plan and annually thereafter when surveys are due, in accordance with the Travel Plan monitoring schedule.	£3,000 per year for five years
Deliver and Servicing Management Plan	Paid annually for five years in accordance with the DSMP schedule.	Fee tied to weekly delivery trip cap agreed at planning approval. 0-15 trips £3,000 annually for five years 15-30 trips £7,000 annually for five years 30+ trips £10,000 annually for five years
Deconstruction and Construction Logistics Plan (DCLP)	Payable upon submission of the Deconstruction and Construction Logistics Plan	Fee linked to the scale of the project as defined by the City Corporation's Code of Practice for Deconstruction and Construction Sites. Large Scale – £10,000 initial fee + £2,000 per month for the duration of the project Medium Scale – £7,500 initial fee + £1,000 per month for the duration of the project Minor Developments – £3,500 initial fee + £1,000 per month for the duration of the project

- 7.7 The City Corporation will require the Travel Plan and DSMP to be surveyed and monitored annually.
- 7.8 Appendix C, D and E sets out the detailed requirements for the content of a Travel Plan, DSMP, and CLP.

Section 278 agreements

Use Class	Threshold	Timing	Requirement
All	Adverse transport impacts that require alterations or repairs to the adjacent public highway or surrounding public realm after construction or changes required to facilitate the operation of the development.	<p>The initial fee is payable on commencement of development with any excess evaluation and design fees payable following written request.</p> <p>Signing of s278 agreement</p>	<p>Evaluation and Design fee (the amount of the initial fee sought, will take into account the scale of the development, the likely design requirements and the number and length of highways likely to be impacted by the development).</p> <p>Highway works costs (and any maintenance) calculated on a site-specific basis)</p>

7.10 Where a development impacts the highway or surrounding public realm (including during the construction phase), mitigation will be secured through a Section 278 agreement. The City Corporation will be responsible for designing and delivering the highway works to City Corporation highways. The developer will be responsible for all associated costs, including the evaluation and design fee required to define the scope of works and this will be secured in the Section 106 agreement, along with any excess fee that may be necessary to complete the evaluation and design. The design of Highway works can only begin once the Section 278 agreement has been signed by both parties and all costs have been paid.

7.11 Where Transport for London (TfL) is the relevant highway authority, developers must enter into the required legal agreement(s) with TfL and cover all associated costs. For smaller contributions, payments towards highway works may be made to the City Corporation, with Section 106 clauses ensuring the automatic transfer of funds to TfL.

7.12 The City Corporation will also ensure through a Section 106 agreement, that the costs of:

- any remedial highway works required for the proper reinstatement/reconstruction of any highway, in the vicinity of a development site, which are damaged in the delivery of a development; and/or
- any other works necessary to integrate the development with the highway (for example to address a change in levels), are met by the developer.

7.13 The remedial highway works obligation, will allow for the reinstatement of the highway to the condition illustrated by a highway schedule of condition, which is to be submitted before any works commence (where applicable and appropriate to the City Corporation’s standards applicable at the time of the necessary reinstatement/reconstruction works). Such works may include but are not limited to works to footways and carriageways, street furniture, drainage, utilities and associated assets, and the

removal of redundant crossovers. Works will only be carried out under the remedial highway works obligation, where they are directly attributable to the development and not captured in the scope of the Section 278 works.

8. Construction and Environmental Impacts

Use Class	Threshold	Timing	Requirement
All	All development (Categories set out in the Code of Practice for Deconstruction and Construction Sites)	Payable on commencement of development and then each year on the anniversary of the commencement date until the completion date	<p>Large scale major developments: £58,500 upon commencement of development, £52,250 for each subsequent year until completion.</p> <p>Medium scale major developments: £33,625 upon commencement of development, £28,000 for each subsequent year until completion.</p> <p>Minor developments: £5,500 upon commencement of development and then annually for each subsequent year until completion.</p>

- 8.1 Developments are required to comply with the City Corporation's [Code of Practice for Deconstruction and Construction Sites](#), which sets out the standards expected within the City to mitigate the negative impacts of construction activity.
- 8.2 The City Corporation will use either a Section 106 planning obligation or a planning condition to secure:
- compliance with the Construction Code
 - the submission of a scheme of protective works
 - the payment of construction monitoring fees
- 8.3 The Control of Pollution Act 1974 establishes duties to control environmental impacts from construction activities including the setting of Construction Codes of Practice. Conditions will be placed on development seeking the submission and approval of a construction management plan prepared in accordance with Environment Department Code of Practice for
- 8.4 Construction monitoring fees, as set out in Chapter 2 of the Construction Code of Practice, include an initial Annual Construction Monitoring payment, followed by subsequent Annual Construction Monitoring payments payable to the City Corporation on each anniversary of the commencement date until the completion date, unless:
- No construction work takes place during a particular year, and the developer provides prior written notice to the City Corporation, in which case no payment is required for that year.
 - The completion date occurs before the next anniversary of the commencement date, in which case, subject to a written request from the developer, the City Corporation will refund the proportion of the final annual construction monitoring contribution covering the period after the completion date.

9. Area Security

Use Class	Threshold	Timing	Requirement
Class E and Class C1 (hotels)	Commercial development with a net increase of 500sqm GIA or more within the City Cluster or in other areas of the City on a site-by-site basis as advised by the City of London Police.	Payable on implementation of planning permission	£12.41 per sqm of additional floorspace

8.5 Developments in the City Cluster Key Area of Change will be required to make contributions towards area-wide security, in accordance with **Policy S21(14)** and paragraph 14.6.6. Elsewhere in the Square Mile, this obligation will be sought on a case-by-case basis, based on advice by the City of London Police, in accordance with **Policies S2 and SA3** of the City Plan 2040.

10. Local Skills, Training and Employment

Use Class	Threshold	Timing	Requirement
Class E	Net increase of 500sqm or more GIA	On implementation of planning permission	£35 per sqm of additional floorspace Submission of an Employment and Skills Plan (ESP) will be required for both demolition and construction phases of the development.
Class C1	Net increase of 500sqm or more GIA	On implementation of planning permission	£35 per sqm of additional floorspace Three ESPs addressing local training, skills and employment initiatives: one covering the demolition phase; second covering the construction phase and the third covering operation of the hotel.
Class C3	10 or more housing units	On implementation of planning permission	£5.73 per sqm of additional floorspace
Class E, Class C1, Class C3, Sui Generis (co-living, purpose-built shared accommodation or student housing)	Net increase of 500sqm or more GIA	On implementation of planning permission	Local procurement – 15% of goods and services to be sourced from SMEs based in a Central London Forward Borough.



10.1 The **Corporate Plan 2024-29** outcomes- Diverse Engaged Communities and Dynamic Economic Growth - seek to maximise opportunities arising from the City's international role in supporting London's communities, working with partners and neighbouring boroughs to promote employability, provide jobs and growth, and deliver a diverse and inclusive workforce. This commitment is also reflected in **Strategic Policy S26** of the City Plan 2040.

10.2 The City Corporation will use s106 planning obligations from commercial and residential development to:

- Provide apprenticeship and other training and progressions opportunities with measures to ensure uptake, completion, and meaningful progression.
- Provide financial contributions to support employment, training, and skills development, linking local residents to opportunities and addressing skills shortages.
- Provide developer-led curriculum support and community benefit initiatives.
- Create economic opportunities for local SMEs through local procurement targets.

10.3 The City Corporation is committed to developing green skills, seeking to increase opportunities for local residents and supporting long-term careers in construction as well as a wide range of professional careers.

10.4 The City Corporation defines green skills as knowledge, specialist skills and ways of working that reduce the overall embodied and operational carbon emissions of a building. The City Corporation recognises that all built environment

workers are green skill workers, and research from the Skills for a Sustainable Skyline Taskforce indicates that many more workers will need to be recruited, upskilled and reskilled in order to decarbonise Central London's commercial and domestic skyline.

Financial Contributions

10.5 The methodology for calculating the financial contribution from commercial development is provided in appendix F.

Non-financial contributions

- 10.6 In place of a financial contribution, the City Corporation may consider proposals from developers to deliver local training, skills and employment initiatives. Developers should liaise with the City Corporation's Planning Obligations team to agree the scope and nature of the proposal, ensuring that the level of provision is commensurate with the financial contribution that would otherwise be required and that any initiatives represent new activity that would not occur without the development in question.
- 10.7 An Employment and Skills Plan (ESP) (previously referred to as a 'Local Training, Skills and Jobs Brokerage Strategy') must be submitted. The ESP shall set out how the development will deliver local employment, training and skills benefits. The targets set out in the ESP Guidance represent the standards that the City Corporation expects developers to achieve. Any deviation from the targets should be subject to detailed explanation and justification.
- 10.8 Applicants are expected to use the Employment and Skills Plan template which is available on the City Corporation's [website](#)
- 10.9 All job and apprenticeship starts must be paid at or above London Living Wage and be offered fixed-term or permanent contracts, and not zero-hours contracts. Each role must include a clear training and progression plan. Self-employment and agency roles may only be counted if they provide equivalent protections, pay and training and progression opportunities.
- 10.10 Best practice resources to help design an impactful training and progression plan and also resources for attracting diverse new entrants can be found on the City Corporation's [Skyline Skills Hub](#)

Employment and Skills Plan Targets

- a minimum of one new local* apprenticeship start, or a job start for a local, unemployed person lasting at least 26 weeks for every £3 million in contract value
- the number of completions of existing apprentices already employed by the developer or contractors transferring to and/or from other Central London Forward sites (CLF)
- work placements for local school and college age young people and / or local adult residents in the City or other CLF boroughs
- curriculum support activities for students of any primary, secondary, further or higher education institution in the City or other CLF boroughs
- a minimum of 25% of the workforce must be residents of any of the CLF boroughs (these can be existing workers and temporary workers)
- a minimum of 2 local existing apprentices for every £3 million in contract value
- a minimum of 1 local apprenticeship completion for every £3 million in contract value by the end of the project. Non-Vocational Qualifications or Vocational Qualifications may be accepted in place of apprenticeships on a case-by-case basis, but larger cohorts may be required if non-apprenticeship training is used.
- The developer, the main contractor (if applicable) and a minimum of 40% of the supply chain involved in the project should be at least Level 1 signatories of the [Future Skyline Skills Commitment](#)
- a minimum of 20% of the workforce for onsite roles and 40% of offsite roles should be women.

* A local worker, apprentice or business refers to a resident or business of any of the Central London Forward boroughs.

Local Procurement

10.11 The City Corporation encourages businesses and developers to procure locally from small and medium-sized enterprises (SMEs), including those within the City's administrative area and the Central London Forward boroughs. A Local Procurement Strategy (LPS) should be submitted upon implementation of the planning permission and shall include details of initiatives to identify local procurement opportunities in order to achieve a 15% target from local SMEs. The Strategy shall also set out the timings and arrangements for implementing such initiatives, along with suitable mechanisms for monitoring.

Monitoring

10.12 The City Corporation will seek to monitor and report on the outcomes of all the proposals and targets within each ESP and LPS, including local procurement, apprenticeship targets, workforce support and community initiative outcomes. Developers will be expected to provide relevant and up to date information relating to their social value work and also that of their supply chain, when requested.



11. Culture

Use Class	Threshold	Timing	Requirements
All	Major development	Signing of section 106 agreement	Commitment to the Cultural Contribution as set out in the Culture and Vibrancy Plan. This will either be delivered on site through the provision of new facilities, or through financial contributions to an identified project.
All	Major development	Implementation of the development	Payments of financial contributions towards the project.
All	Major development	6 months prior to occupation of the building	Where there is a new provision, a Cultural Implementation Plan (CIP) must be submitted.*

* The following documents contain useful guidance for developing a CIP: [GLA – Designing Space for Culture](#); [GLA – Securing Cultural Infrastructure and Workspace Planning Practice Note](#)



11.1 In accordance with **Policy CV2** major developments are required to make provision for cultural floorspace. The policy expects that this is provided on site, however, includes circumstances where an off-site contribution may be acceptable.

Scale of the Cultural Contribution

11.2 The scale and nature of the cultural contribution will be confirmed as part of the planning application, through the submission of a Culture and Vibrancy Plan (CVP). For applicable schemes this is a validation requirement. However, many aspects of a cultural contribution, especially if it is new provision, cannot be confirmed at planning application stage due to them being reliant on the final cultural operator. The Section 106 agreement will include an obligation to submit a Cultural Implementation Plan (CIP) which is where these details will be confirmed (see below).

11.3 A formula has been developed to determine a commensurate scale based on the size of the development, as per the requirement in Policy CV2 of the City Plan 2040. The standard assumption is that the ‘minimum’ target will be reached. The formula can also be adjusted to ‘good’ or ‘outstanding’ to account for different levels of provision based on the wider planning balance and material considerations. The target provided by the formula is a guide to help assess what a ‘commensurate scale’ might be. Compliance with the target does not mean compliance with Policy CV2.

11.4 Many aspects of a Cultural Contribution are qualitative (e.g. physical layout of the space, its flexibility and adaptability for different uses,

choice of cultural operator, relationship with the surrounding cultural ecosystem, and justification for a financial contribution instead of new provision). These factors will be judged by the City Corporation as part of the full assessment of the planning application and when the Cultural Implementation Plan is submitted.

11.5 The formula is calibrated to assess defined Cultural Contributions; generic public realm or other parts of the development that do not provide additionality should not be counted.

11.6 The target is calculated using the 2% ratio. Additional ratios of 5% (good) and 11% (outstanding) are included to provide a guide in cases where an enhanced cultural contribution may be required.

11.7 It is at the City Corporation’s discretion as to when the Cultural Contribution should go beyond the ‘minimum’ 2%. This could be where the Cultural Contribution is required as part of a public benefits package to be weighed in the overall planning balance. New developments may also provide an opportunity to realise unique new experiences (e.g. revealing archaeology) or contribute to a wider placemaking vision. In these circumstances officers may deem a larger Cultural Contribution necessary.

Cultural Implementation Plan

11.8 Appendix A includes a suggested structure for the Cultural Implementation Plan. Six months prior to occupation, the applicant should confirm the appointed operator and provide full details of how the space will function on a day-to-day basis. This should include the business plan for the operator, a management plan for the space, a proposed programme of events, and an explanation of how

the operator was identified. In cases where the final cultural contribution is materially different to that which was envisaged in the Culture and Vibrancy Plan, the CIP should explain the reasons for this change.

Standard requirements for new cultural provision provision

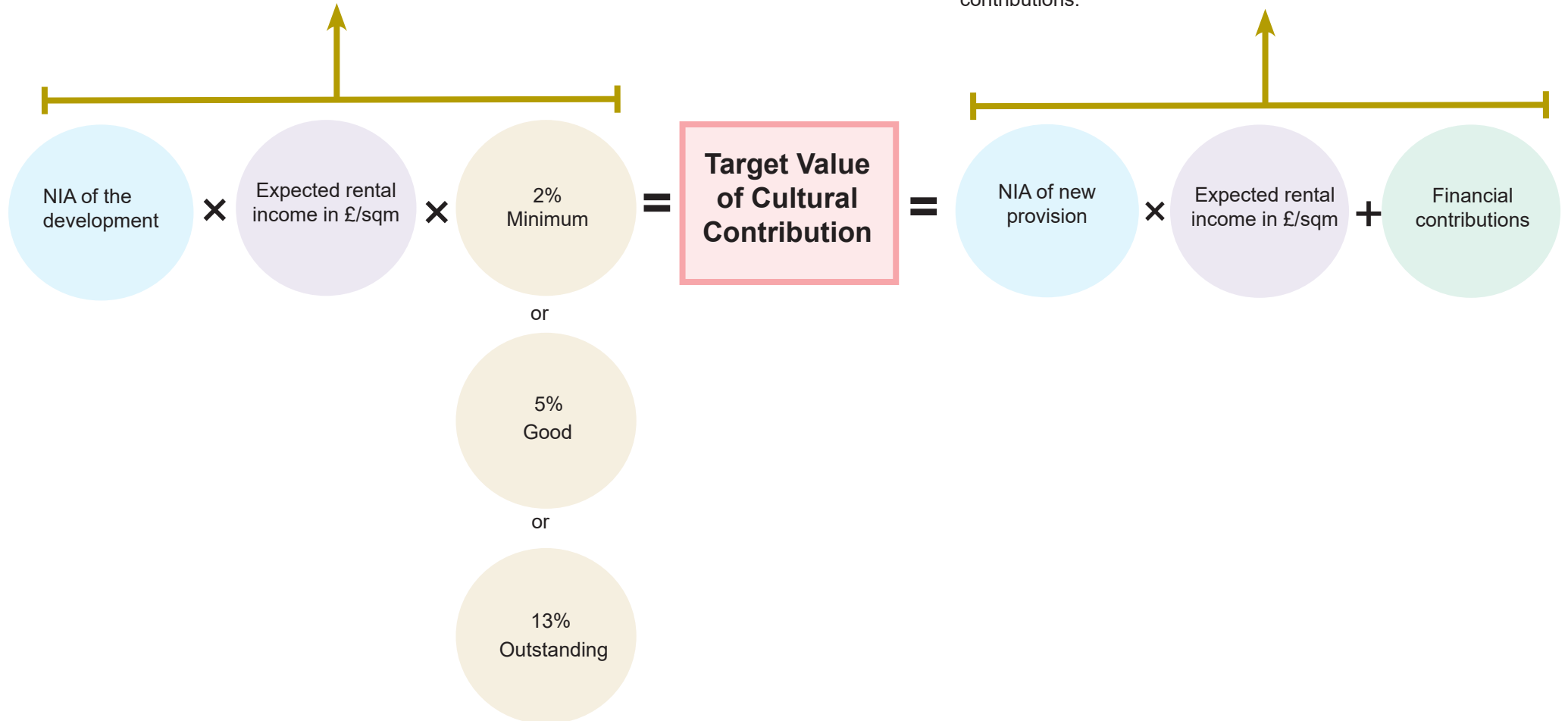
11.9 Where the new provision forms part or all of the Cultural Contribution, the list below sets out the expected terms that will be secured in the s106.

- A peppercorn rent for cultural production uses, an end user rent that is benchmarked using the Herbert Affordability Formula.
- A long term lease (20+ years)
- Capped service charge for the cultural operator
- Fit out to a level agreed in the Culture and Vibrancy Plan or a mechanism to agree a fit-out costs once an operator has been confirmed
- Public opening hours
 - The standard assumption is that a Cultural Contribution will be free and publicly accessible during daytime hours, seven days a week. Selective closures during this time for private events may be acceptable based on a robust business plan.

Culture Fomula

The left hand side of this formula is used to set the target value of the cultural contribution. The baseline assumption is that the 'minimum' ratio will be used. It is at officer's discretion to advise that a larger contribution may be necessary.

The right hand side of this formula is used to calculate the value of a proposed cultural contribution. It converts new provision into a monetary figure and then combines this with any financial contributions.



12. Air Quality

Use Class	Threshold	Timing	Requirement
All	Residual operational emissions that exceed acceptable thresholds at, as defined by the Air Quality SPD	Payable on completion of development	An offset payment as set out in the Air Quality SPD

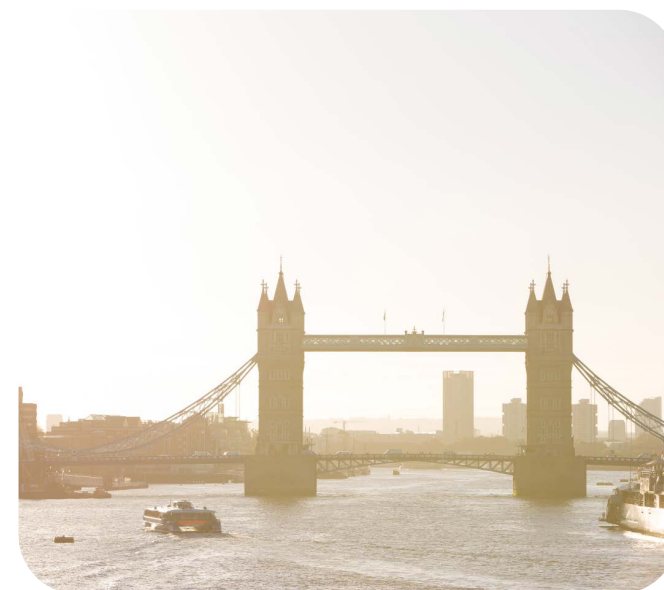
12.1 The City of London **Air Quality Strategy** sets out how the City Corporation will go beyond national standards to meet the World Health Organization Air Quality Guidelines by reducing emissions from transport, building operations and construction activity. Defra’s Interim Planning Guidance also requires planning applications to consider PM2.5 targets, with the aim to minimising air pollution and exposure. **Policy HL2** of the City Plan 2040 requires development to maintain acceptable air quality through design, layout, landscaping, and technological solutions, while **Policy HL9** requires development to deliver health benefits and mitigate adverse impacts.

12.2 All major developments are required to quantify their operational air pollutant emissions and demonstrate how these have been reduced through appropriate design and technology. Where residual emissions exceed established acceptable thresholds, an offset payment towards air quality damage costs will be required.

12.3 Offset payments are required for operational emissions only, and apply to emissions from building heating and cooling, emergency power supplies, and any increase in vehicle movements. The level of contribution for each planning application will be determined in accordance with the methodology set out in the Air Quality SPD,

using the most recent Defra damage costs for NOx and PM2.5.

12.4 Financial contributions for Air Quality offsetting will be required upon completion of the development. Contributions will be placed into the City Corporation’s Air Quality Fund, which will be used for air pollution reduction and public health improvement projects within the City of London. These will be delivered under four categories: Infrastructure, Public Health, Transport and Research. The work programmes will contribute towards the delivery of the Air Quality Strategy 2025-2030.



13. Carbon Offsetting

Use Class	Threshold	Timing	Requirement
All	All major development with residual carbon emissions	On completion of development	Provide an offset payment of £114 per tonne of carbon, over a 30-year period (£3,420 per tonne of carbon) or alternatively deliver offsite mitigation if a proposal is identified and its delivery is certain, subject to agreement with the City Corporation.

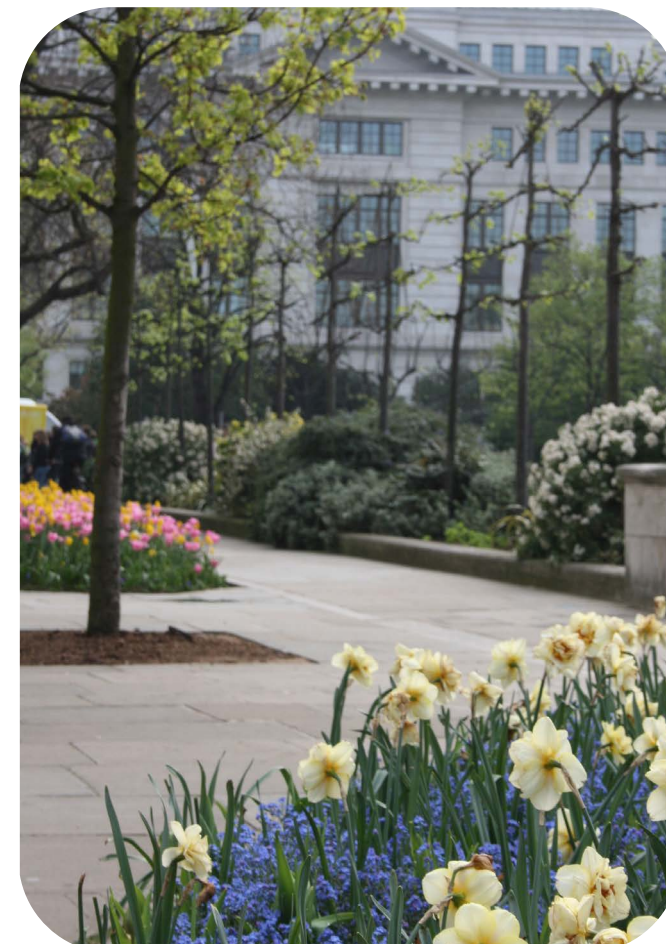
13.1 Major developments must achieve net zero carbon in operation, in accordance with **London Plan Policy SI2** and **City Plan Policy DE1**. Where on-site targets cannot be fully met, carbon offset payments in lieu will be secured through Section 106 agreements.

Infrastructure Funding Statement. The operation of offset funds will also be reported annually to the GLA.

13.2 Financial contributions for carbon offsetting will be required on completion of development. The level of contribution required will be calculated on the basis of carbon reduction projections set out in an Energy Statement submitted as part of the planning application. Developers shall submit a revised assessment upon completion, demonstrating the levels of carbon reduction achieved and any consequent revised off-setting contributions.

13.3 Financial contributions will be placed in the City Corporation's Carbon Fund, ring-fenced for carbon reduction projects both within and outside the City of London to help achieve net zero-carbon emissions, in line with Strategic Policy S8, London Plan policy SI 2, and the objectives outlined in the City Corporation's Climate Action Strategy.

13.4 Details of contributions received and expenditure will be monitored and published annually in the

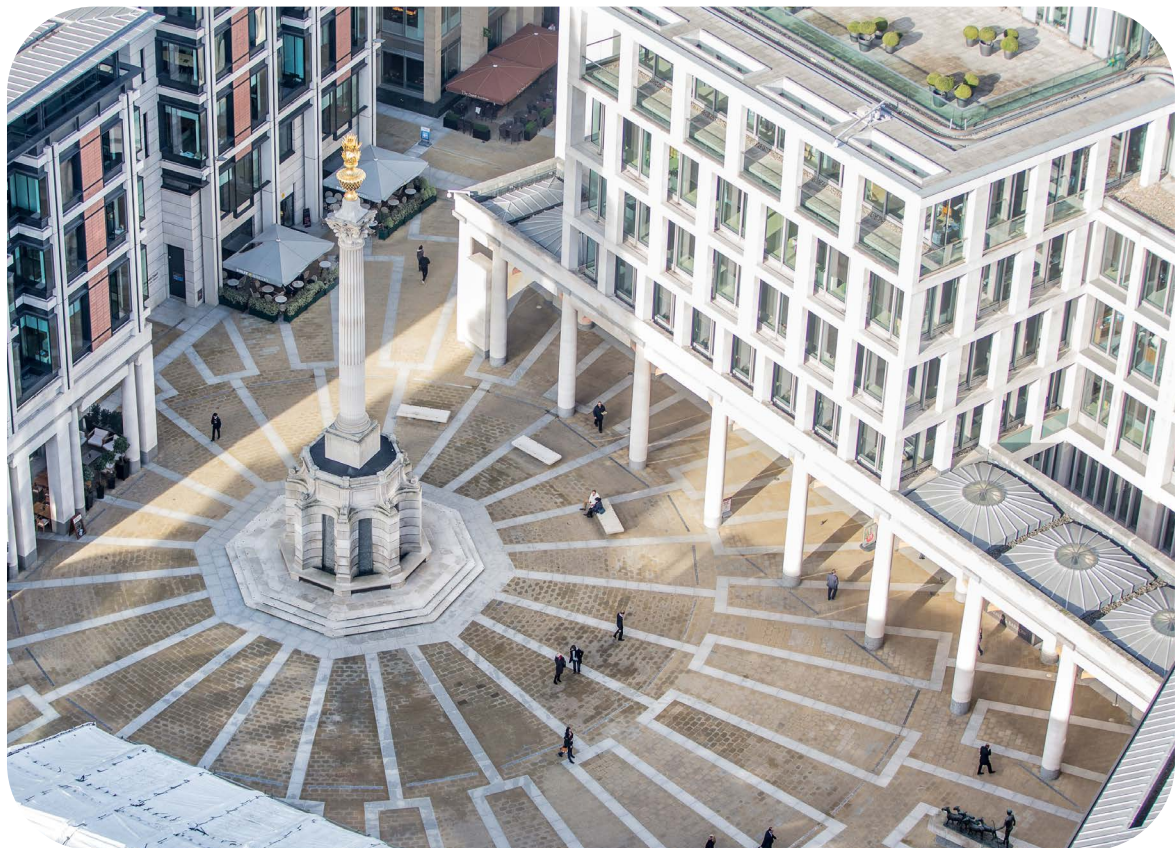


14. Open Space and Public Realm

Use Class	Threshold	Timing	Requirement
All	Where a development provides new public realm or routes	Delivered prior to occupation of development	Secure public access to newly provided and existing open spaces/ routes, and where necessary, provide a payment in lieu of actual provision to contribute towards the improvement of existing public open spaces or the creation of new publicly accessible spaces. Any newly provided public spaces will be maintained and managed by the landowner.

14.1 Development must protect and enhance open spaces, contribute to high-quality public realm, and address identified deficiencies, in accordance with **London Plan policies D8 and G4** and **City Plan policies S14 and OS1**.

14.2 S106 planning obligations may be used to ensure that developments, where possible, provide additional publicly accessible open spaces and pedestrian routes, to be maintained and managed by the developer. Where direct provision is not feasible, contributions may be sought to improve existing public open spaces or support the creation of new publicly accessible spaces, ensuring developments deliver wider benefits for the local community.



15. Trees and Biodiversity

Use Class	Threshold	Timing	Requirement
All	Loss or replacement of trees	Prior to occupation	Secure the protection of existing or provision of new trees through a s278 agreement where works relate to a public highway, and otherwise through a landscape planning condition
All	Development which meets statutory requirements and/or major development that triggers OS4 requirements	Prior to occupation	Provision of Habitat Creation and Enhancement Works that meets the statutory 10% BNG or 3 BU/Ha policy target
All	Development which meets statutory requirements and/or major development that triggers OS4 requirements	On occupation and years 2, 5, 10, 20 and 30 post occupation.	Receipt of Habitat Monitoring Reports
All	Major Development that triggers BNG	On receipt of each Habitat Monitoring Report	£1,500 habitat monitoring fee per monitoring event + £250 s106 monitoring fee per monitoring event

15.1 Section 278 agreements, Tree Preservation Orders (TPOs) or planning conditions may be used to ensure the retention of existing trees and the provision of new trees as part of development proposals, including arrangements for their long-term maintenance where necessary.

15.2 Standard Biodiversity Net Gain ('BNG') conditions and S106 obligations will be used to secure the provision, monitoring and long-term management of habitat creation and enhancement works as required to meet the statutory BNG requirements and the requirements of **Policy OS4** of the City Plan. Section 106 will be utilised to secure habitat creation for a period of 30 years from occupation, require the submission of Monitoring Reports at defined intervals and cover the City Corporation's

costs in reviewing those reports, as set out in the table above.

15.3 Any development that triggers Biodiversity Net Gain under the small site metric is likely to be subject to either a Section 106 planning obligation and planning conditions to secure the provision and long-term management of habitat creation and enhancement works required to meet statutory BNG requirements and the requirements of **Policy OS4** of the City Plan.

16. Flood Risk

Use Class	Threshold	Timing	Requirement
All	Works required due to development	Delivered on completion of development	Deliver necessary flood mitigation measures

- 16.1 The City Flood Risk Area (surface water and fluvial risk along the Thames) and the Thames Estuary 2100 Plan (TE2100) requirements necessitate resilience and defence raising. **London Plan Policy SI12 and Policies CR2 and CR4** of the City Plan 2040 require proposals to minimise and mitigate flood risk and safeguard the integrity of defences.
- 16.2 The City Corporation may use CIL contributions to deliver improvements to the City’s flood defences. Where development necessitates enhancements to existing flood defences, or additional flood resilience measures, s106 planning obligations, or planning conditions may be used, as appropriate, to ensure that the required works are delivered.
- 16.3 S106 planning obligations or conditions may also be used to ensure that development adjacent to the River Thames maintains and, where necessary, enhances flood defences and provides adequate flood protection for the life of the development, including necessary raising of flood defences. The City Corporation’s Riverside Strategy sets out the approach to raising flood defences in the City, in line with the TE2100 plan.



17. Utilities and Infrastructure

- 17.1 Applicants are required to engage early with utility providers to ensure sufficient infrastructure capacity and the timely delivery of services, in accordance with **London Plan policy D2** and **City Plan policy S7**.
- 17.2 The City Corporation may use s106 planning obligations to ensure that:
- All necessary utilities and infrastructure are delivered in a timely manner and fully operational prior to occupation of the development.
 - Continuous coordination and engagement on route planning and load requirements is maintained.
 - Adverse impacts arising from the installation of utilities infrastructure under public highways are minimised, for example through co-ordination of street works, where possible.



18. Other Planning Obligations

17.3 The City Corporation reserves the right to seek additional or alternative planning obligations to those listed above, where justified by site-specific circumstances and in accordance with the statutory tests in CIL Regulation 122. Circumstances where this might occur include:

- mitigating the impact of development on heritage assets
- mitigating the impact on mobile telephone, Wi-Fi and television reception
- The need for wind, thermal comfort, solar glare/convergence, and daylight and sunlight assessments.
- The need to secure public amenities such as provision of public toilets, public art, and public drinking water fountains.
- Where lifts are being provided for the use of the public which need to be managed and maintained.
- Where existing City Walkway (or a City Walkway Bridge) is to be removed or altered or where new City Walkway is to be provided.

19. S106 Administration, Monitoring and Process

19.7 The planning administration costs in connection with the negotiation, preparation and execution of legal agreements will be charged as standard at a rate of **£500 per head of term**, payable upon signing of the agreement.

19.8 Monitoring costs are set out in the table on the right.

Process

19.1 The City Corporation manages Section 106 obligations in four stages: pre-application, planning assessment, resolution to grant, and implementation. Heads of Terms and payment triggers are agreed during the assessment stage, while the s106 agreement is completed following the resolution to grant the planning permission.

19.2 Where a Section 106 agreement is required, the agreement will be prepared in accordance with the City Corporation’s template Section 106 agreement (as updated from time to time) and applicants should ensure that all parties with land interests are aware they will need to enter the agreement, prior to submitting the application.

19.3 In exceptional circumstances, where necessary, a pre-commencement condition may prevent any works until the agreement has been executed or the interests of an additional party have been bound to the terms of the agreement.

19.4 Developers should also ensure that the party proposing to enter the agreement is registered as the owner at the land registry and if this is not the case because registration is pending, that an application to expedite the registration has been made to the land registry. Before work on the Section 106 agreement commences the following will need to be provided to the Comptroller and City Solicitor’s Department:

Head of Terms	Type of planning obligations	S106 Monitoring Costs
Affordable housing contribution	Financial contribution	1% of financial contribution
Local skills, training and employment	Financial contribution	1% of financial contribution
Area security	Financial contribution	1% of financial contribution
Other planning obligations	Non-financial obligations	£250 per non-financial obligation

- A land registry SIM search
- The up-to-date office copy entries and plans for all interests in the development site
- An explanation of ownership if there is unregistered land within the development site
- A solicitor’s undertaking to meet the full costs of the City Corporation’s legal fees in respect of the agreement (whether or not the matter proceeds to completion).

19.6 Section 96A of the 1990 Act allows non-material changes to be made to a planning permission. Such changes are unlikely to result in an increase in floorspace and should not, therefore, generate any additional requirement for s106 planning obligations.

Amendments to planning permissions

19.5 Under s73 of the Town and Country Planning Act 1990, amendments to planning conditions constitute a new consent. The City Corporation will seek additional Section 106 contributions only where a s73 application results in a net increase in floorspace, with any other site-specific mitigation which may be necessary in connection with the s73 application, to be assessed on a case-by-case basis. Where a s73 application reduces floorspace, a refund will be made.

19.9 The list below sets out the Head of Terms most commonly sought by the City Corporation:

1) **In-kind planning obligations (onsite/offsite)**

- Provision of affordable housing (in case of residential development)
- Provision of local skills, training and employment

2) **Non-financial planning obligations**

- Highways works for site-specific mitigation
- Remedial highway works
- Local Procurement Strategy
- Provision of details in respect of utility connections
- Provision of public route and public realm (Specification & Access)
- Provision of public roof terraces and viewing galleries
- Wind Audit (in case of tall buildings/large sites only)
- Solar Glare (in case of tall buildings/large sites only)
- Travel Plan (including Cycling Promotion Plan)
- Delivery, Servicing and Management Plan (DSMP)
- Construction and Logistics Plan (CLP)
- Employment Skills Plan (ESP)
- Culture Implementation Plan
- Management and maintenance of lifts for use by the public
- Works to existing city walkway or the provision of new city walkway (including city walkway bridges)

3) **Financial planning obligations**

- Affordable housing (in case of commercial development)
- Local training, skills and job brokerage financial contribution
- Legible London contribution (in case of tall buildings/large sites only)
- Culture financial contribution
- Air Quality Damage Costs
- Area security contribution (in case of tall buildings/large sites only)
- Carbon offsetting contribution
- S278 Evaluation and Design fee
- Cycle parking contribution
- Cycle hire contribution
- Monitoring fees
 - S106 planning obligations fees
 - S278 agreement monitoring fees
 - Construction monitoring fees
 - Transport monitoring fees for Travel Plans, CLPs and DSMPs)
 - Biodiversity Net Gain monitoring fees

Appendix



A. Cultural Implementation Plan Template

A.a This is a template that gives an indication of what a cultural implementation should contain. It is a guide only and each plan will be unique due to the specificities of each site.

	Components	Notes
Chapter 1 Operations Plan	<p>Confirmed Operator A clear confirmation of who will be running the space and an explanation of how the process</p> <p>Business Plan What is the operator going to deliver? How is this</p> <p>Governance arrangement The relationship between the landlord, cultural operator, commercial tenants and any</p> <p>Management Plan How exactly will the space be managed? (deliveries,</p>	<p>The exact composition of the CIP will depend on exactly what is specified in the S106 obligation. The four parts of chapter one give an approximate indication of what will be expected.</p> <p>The purpose of this chapter is to confirm that the vision on which the application was approved is going to be delivered.</p>
Chapter 2 Impact Assessment	<p>Monitoring Framework</p>	<p>Most s106 agreements will include obligations to review the CIP and/or monitor its</p>
Chapter 3 Appendix	<p>Supplementary information</p> <ul style="list-style-type: none"> – Job descriptions – Commissioning briefs – Operator previous experience – Outreach programmes 	<p>There is a broad range of information that could be useful to evidence the delivery of the Cultural Contribution. This section is left deliberately open to allow space for any information that might complement the operations plan</p>

B. Travel Plan

- B.a A Travel Plan/Cycle Promotion Plan outlines measures to promote sustainable travel choices, reduce reliance on private car use, and encourage walking and cycling. It typically includes modal split targets, monitoring arrangements, and promotional activities such as cycle training and staff engagement.
- B.b The aim of the travel plans to implement the transport strategy for development. The plan submitted must be an action-led plan, avoiding repetition of the transport assessment or transport statement.
- B.c The baseline survey should be completed at 100% occupancy, or otherwise in line with agreed trigger points, and discussed with the City of London (CoL). The timing of the survey must comply with TRICS and SAM survey requirements. The Standardised Assessment Methodology (SAM) is the comprehensive system of monitoring Travel Plans with multi-modal TRICS surveys.

Suggested Contents

The plan should include the following items. This is not an exhaustive list and additional requirements may be necessary on a site specific basis.

- Introduction, site description and development details
- Baseline travel conditions & trip generation
- Travel Plan aims and objectives
- SMART targets
- Measures/action plan for all occupiers
- Management strategy (Travel Plan Coordinator and governance)
- Monitoring and review framework
- Funding
- Remedial actions
- Securing mechanism (conditions/S106)
- Supporting appendices

Submission Format

Each submission must:

- Be in PDF format
- Be structured clearly with section headings and tables where relevant
- Include mapped outputs for any vehicle routing or spatial elements.
- Assume travel to be inclusive of all travel modes
- Include baseline targets and propose reviews in years 1, 3 and 5
- Use SMART targets (Specific, Measurable, Attainable, Realistic, Time bound)

Further Guidance

[Transport for London Travel Plan Guidance](#)

[Travel Plans, Transport Assessments and Statements - gov.uk guidance](#)

C. Delivery, Servicing and Management Plan

- C.a A DSMP details how delivery and servicing activities will be managed to minimise disruption, reduce congestion, and ensure safety. It includes routing strategies, delivery hours, consolidation measures, and monitoring arrangements to track compliance.

Suggested Contents

The plan should include the following items. This is not an exhaustive list and additional requirements may be necessary on a site specific basis.

- Site Assessment
- Trip and Vehicle Assessment
- Delivery Route & Arrival/Departure Assessment - the location of loading and unloading.
- Freight Consolidation
- Refuse Removal & Management
- Delivery Management
- Swept Path analysis

Further Guidance

[Transport for London - DSMP Guidance](#)

[Transport for London - Freight and servicing action plan](#)

Submission Format

Each submission must:

- Be in a PDF format
- Be structured clearly with section headings and tables where relevant
- Include mapped outputs for any routing or spatial elements.
- Any delivery and servicing surveys to be submitted through the CoL online system and must, at a minimum capture, the following data fields:
 - o Application ID (e.g., unique planning application reference)
 - o Address (e.g., address of the development)
 - o Date (e.g., date of vehicle's arrival)
 - o Arrival time (time the vehicle arrives)
 - o Departure time (time the vehicle departs)
 - o Vehicle type (e.g., Van, Lorry, Refuse collection vehicle)
 - o Delivery or servicing type (e.g., perishable goods, general waste)
 - o Consolidated delivery (yes/no)
- Any surveys to be submitted through the CoL online system

D. Construction logistics plan

- D.a A construction logistics plan (CLP) outlines how construction of traffic will be managed to reduce environmental and transport impacts. It covers vehicle routing, site access, timings, and safety measures, with monitoring processes to ensure contractors comply with approved arrangements.

Suggested Contents

The detailed CLP must include:

- A site specific Traffic Management Plan (TMP);
- Identification of pedestrian, cyclist and vehicle impacts and associated mitigation measures
- Details of neighbouring land uses and sensitive receptors within the vicinity of the site
- Swept path analysis demonstrating access and egress arrangements
- Details of any proposed hoarding, temporary closures or restrictions
- Clearly defined ingress and egress routes, accounting for all road users.
- The construction program.

Submission Format

Each submission must:

- Be in PDF format
- Be structured clearly with section headings and tables where relevant
- Include mapped outputs for any vehicle routing or spatial elements.
- Be prepared in accordance with the [Construction Logistics Planning Guidance](#) produced by Construction Logistics and Community Safety (CLOCS)
- Contain a Traffic Management Plan prepared in accordance with Safety at Street Works and Road Works – A Code of Practice ([the Red Book](#)).

E. Local skills, training and

Financial contributions calculation

E.a The financial contribution of £35 per sqm for commercial development has been calculated via the formula set out below.

Occupancy Level x Worklessness Rate x Cost of Placement

Occupancy Level = the average occupancy for the development type (commercial or residential), measured in persons per m2.

Worklessness Rate = the percentage of London’s resident population claiming Job Seeker’s Allowance (JSA) and those that are economically inactive that want to work.

Cost of Placement = the benchmarked cost of Central London local employment services to place an individual into sustained employment.

E.b The above formula results in a financial contribution of £37.88 per sqm for commercial and £5.73 for residential. This has been used alongside the testing of the Viability Assessment (2026) to inform the contribution of £35 per sqm as set out within this SPD. The full calculation is in the table below.

Development	Occupancy Level	Worklessness Rate	Cost of Placement	s106 contribution per sqm (GIA)
Commercial	0.06660	0.0957	£6251.9 (£6000)	£37.88
Residential	0.0099	0.0957	£6251 (£6000)	£5.73

F. Summary of Financial Contributions

Planning Obligation	Development type	Threshold	Requirement
Affordable housing	Commercial	> 500sqm GIA net increase for	£57.21 per sqm GIA of additional floorspace for Class E developemnt
Affordable housing	Residential	10 or more residential units	35% of units are affordable or an equivalent cash in lieu payment
Area security	Commercial	> 500sqm GIA net increase in the Eastern Cluster or in other locations ad advised by City of London police	£12.41 per sqm of additional floorspace
Local skills, training and employment	Commercial	> 500sqm GIA net increase	£35 per sqm of addtional floorspace
Local skills, training and employment	Residential	10 or more residential units	£5.73 per sqm of additional floorspace
Carbon offsetting	All	Major development with residual carbon emissions	Offset payment of £114 per tonne of carbon for a peroid of 30 years
Culture	All	Major development that makes a cultural contribution via payments in lieu	A payment in liue based on the culture formula shown on page 21
Air quality	All	Residual operational emissions that exceed acceptable thresholds at, as defined by the Air Quality SPD	An offset payment as set out in the Air Quality SPD
Construction monitoring costs	All	All development (Categories set out in the Code of Practice for Deconstruction and Construction Sites)	<p>Large scale major developments: £58,500 upon commencement of development, £52,250 for each subsequent year until completion.</p> <p>Medium scale major developments: £33,625 upon commencement of development, £28,000 for each subsequent year until completion.</p> <p>Minor developments: £5,500 upon commencement of development and then annually for each subsequent year until completion.</p>

G. Summary of Monitoring Fees

Monitoring Fee	Timing	Cost
Travel Plan	Payment must be paid on submission of the Travel Plan and annually thereafter when surveys are due, in accordance with the Travel Plan monitoring schedule.	£3,000 annually for five years
Delivery and Servicing Management Plan (DSMP)	Paid annually for five years in accordance with the DSMP schedule.	Fee tied to weekly delivery trip cap agreed at planning approval. 0-15 trips £3,000 annually for five years 15-30 trips £7,000 annually for five years 30+ trips £10,000 annually for five years
Deconstruction and Construction Logistics Plan (DCLP)	Payable upon submission of the Deconstruction and Construction Logistics Plan	Fee linked to the scale of the project as defined by the City Corporation's Code of Practice for Deconstruction and Construction Sites. <i>Large Scale</i> – £10,000 initial fee + £2,000 per month for the duration of the project <i>Medium Scale</i> – £7,500 initial fee + £1,000 per month for the duration of the project <i>Minor Developments</i> – £3,500 initial fee + £1,000 per month for the duration of the project
Biodiversity net gain (BNG)	On receipt of each Habitat Monitoring Report	£1,500 habitat monitoring fee per monitoring event +£250 s106 monitoring fee per monitoring event

Glossary

Affordable housing – means housing provided below market rates, including social rented housing, affordable rented housing, and intermediate affordable housing provided by Registered providers or local authorities.

Air Quality Damage Cost - A financial contribution, calculated using Defra damage costs for NOx and PM2.5, to offset residual operational emissions.

Central London Forward boroughs - means the strategic sub-regional partnership for central London, covering the local authorities of Camden, the City of London, Hackney, Haringey, Islington, Kensington and Chelsea, Lambeth, Lewisham, Southwark, Tower Hamlets, Wandsworth and Westminster.

Commencement - means the carrying out of a material operation, pursuant to the planning permission, as defined by section 56(4) of the Town and Country Planning Act 1990, which consists of structural demolition.

Community Infrastructure Levy (CIL) - A charge on new development to fund strategic infrastructure projects addressing cumulative growth impacts.

Commuted sum - A payment in lieu of on-site provision (e.g., off-site affordable housing), that would otherwise be required by planning policy.

Completion - means the date a development is considered finished, marked by the issue of a certificate of practical completion from the owner's architect or project consultant.

Consumer Price Index (CPI) - A measure of how prices for everyday goods and services change over time, showing the rate of inflation.

Culture and Vibrancy Plan – A document submitted as part of a planning application that shows the proposed Cultural Contribution and explains why it is appropriate to this development. The plan would normally include details of any analysis or engagement conducted, plans of the proposed space, a clear vision for what the space will be used for, and an indicative indication of the type of operator who might run the space and the target audiences.

Cultural Implementation Plan – A section 106 obligation that provides the full details of exactly how a new cultural space will be run. It could include details such as the confirmed operator, a clear vision for the space that include the types of events or programmes that will occur, the level of free entry and ticketed events and management plans.

Evaluation and Design fee (s278) - Fee to the highway authority to scope/design necessary public highway works under a Section 278 agreement.

Gross Internal Area (GIA) - The total floor area of a building measured to the inside face of the external walls.

Heads of Terms (HoT) - The agreed list of obligations used to draft the s106 agreement.

Herbert Affordability Formula – A formula developed by the London's Affordable Artists Studio Network that calculates an appropriate rent for an artist studio based on a percentage of average incomes. See [here](#) for full details.

Implementation – means the carrying out of a material operation, pursuant to the planning permission, as defined in section 56(4) of the 1990 act which is not a preparatory operation or structural demolition.

Indexation - the adjustment of a financial contribution over time to account for inflation, ensuring its value is maintained from the adoption date of this SPD to the grant of the planning permission.

Major development (as per Construction Code) - Development comprising 200 or more residential units, or 10,000 square metres or more of industrial, commercial or retail floorspace.

Medium-scale Major Development (as per Construction Code) - Development comprising between 10 and 199 residential units (inclusive), or 1,000 to 9,999 square metres of non-residential floorspace, or a site area between 0.5 hectare and less than 2 hectares.

Minor Development (as per Construction Code) - Development comprising between 1 and 9 residential units (inclusive), or less than 1,000 square metres of non-residential floorspace, or a site area of less than 1 hectare.

Monitoring event (BNG) - Each scheduled submission of a habitat monitoring report used to track biodiversity outcomes.

Net Internal Area (NIA) - The usable floor area measured to the internal faces of walls, excluding common areas such as corridors, lobbies, and service spaces.

Occupation - The first lawful occupation of a building or part of a building by an end

user.

Planning condition - A requirement attached to a planning permission that sets out specific rules or obligations a development must follow.

Planning obligation - A legal agreement under s106 TCPA 1990 securing measures or contributions necessary to make a development acceptable in planning terms.

Section 278 (s278) agreement - A legal agreement under the Highways Act 1980 allowing a developer to fund or carry out works on the public highway to mitigate the impacts of their development.

Section 73 (s73) application - A planning application to amend or remove conditions attached to an existing planning permission without needing to submit a completely new application.

Section 96A (s96A) application - A planning application to make minor, non-material changes to an existing planning permission that do not significantly affect the development. They are unlikely to require additional planning obligations but sometimes changes to existing obligations will be required, through a deed of variation to a Section 106 agreement already in place.

SME – means small and medium enterprises in Central London Forward boroughs. To qualify as an SME for local procurement purposes, a business should be autonomous (i.e. not be majority-owned by, or be a subsidiary or branch of, a larger concern); and have an employee headcount of 250 or fewer.

Trip - means a single movement of a vehicle to or from the Site for the purpose of delivering or collecting goods, providing servicing or maintenance, collecting waste, or carrying out any other delivery or servicing activity.

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