

Plan. The contributions and in lieu works detailed in the table above will also be secured under the S106 Agreement alongside any S.278 Highways works and amendments to the traffic management order. The Parking Delivery Plan will be included as an obligation within the S106 and will need to be formally approved by the Council.

350. In the event that an agreement has not been completed by 31 July 2015, the Committee is asked to authorise the Head of Development management to refuse permission, if appropriate, for the following reason:
351. "In the absence of a signed Section 106 Agreement, there is no mechanism in place to avoid or mitigate the impact of the proposed development on affordable housing, public realm, health, child's play, transport network, community facilities or employment and the proposal would therefore be contrary to Saved Policy 2.5 'Planning Obligations' of the Southwark Plan and Policy 14 - 'Implementation and delivery' of the Southwark Core Strategy, the Southwark Supplementary Planning Document 'Section 106 Planning Obligations' 2015, and Policy 8.2 Planning obligations of the London Plan."

Community Infrastructure Levy (CIL)

352. S143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive in the payment of CIL is a material "local financial consideration" in planning decisions. The requirement for Mayoral and Southwark CIL is a material consideration. However, the weight to be attached to a local finance consideration remains a matter for the decision-maker.
353. Mayoral CIL is to be used for strategic transport improvements in London, primarily Crossrail. The levy is applied to all developments at a rate of £35 (plus indexation) per square metre in Southwark. Southwark CIL in this location has a residential rate of £50 per square metre, £125 for retail and zero for other proposed uses. SCIL is to be used for infrastructure that supports growth with a Southwark commitment to spend at least 25% locally.

Southwark Community Infrastructure Levy (SCIL)

The total existing floorspace on the FDS equates to approximately 54,747sqm. The total proposed floorspace is 81,432sqm. Provided that the existing buildings on the FDS remain in use for at least 6 months within the 36 months prior to implementation, the existing floorspace can be deducted from that proposed to give a figure of 26,685sqm. It is also necessary to remove the D Class floorspace as this is not chargeable floorspace on either Mayoral or Southwark CIL, as such the estimated chargeable uplift in floorspace is 26,410sqm. This would incur a charge of £1,320,500.

Mayoral Community Infrastructure Levy

In accordance with London Plan Policy 8.3 the Mayoral Infrastructure Levy (MCIL) came into effect on 1 April 2012. All new developments that create 100sqm or more additional floorspace are liable to pay MCIL which is charged at £35 per sqm (indexed at current £40.02 per sqm). Based on the uplift in floorspace, a Mayoral CIL payment of approximately £1,056,928.

Sustainable development implications

355. AAAP BH6: 'Energy' sets out the requirement for energy supply to be generated by a District Combined Heat and Power Network. Policy BH6 states that the energy supply for the action area core should be generated by combined heat and power (CHP). The CHP plant should be part of an energy centre located immediately south of the junction of Thurlow Street and Inville Road and appropriately sized to accommodate plant required to deliver services to the development including the FDS. The redevelopment of the action area core should result in zero carbon growth. All developments within the action area core, including the FDS must connect to the CHP system. Developments completed prior to the