

26/02/2026

Croydon CIL Draft Charging Schedule Examination in Public:
London Borough of Croydon Hearing Opening Statement

Introduction

Thank you, Mr Stebbing for giving us the opportunity to make this short opening statement.

We also would like to thank everyone that has provided input on Croydon's Community Infrastructure Levy (CIL) Schedule Review.

We are joined by our Viability adviser, Anthony Lee representing BNP Paribas who prepared the CIL Viability Review 2024. Mr Lee will be available to respond to any relevant questions put forward at the hearing today.

The need to undertake a CIL Charging Schedule Review

Firstly, the Council has been operating a CIL Charging Schedule since it was introduced in 2013. As the rates were set over 10 years ago, it is critical that the Council reviews the rates against up to-date and robust evidence to ensure that they are appropriate in today's terms but also in the short-medium term future.

CIL is an important infrastructure funding delivery mechanism that we use to help deliver the infrastructure needed to support development in the borough through the Local Plan Review, Town Centre Vision and Croydon Growth Plan.

Furthermore, CIL income significantly contributes to the Council's Capital Programme and directly supports the Executive Mayor Perry's Business Plan – to ensure "**Croydon is a cleaner, safer and healthier place, a borough we are proud to call home**". This is critically important in the context of the Council's financial challenges.

The CIL funding has previously contributed to the delivery of new and improved infrastructure provision for education facilities, school upgrades, highway upgrades, community facilities, greening and public realm improvements and various types of other improvement projects.

Role of CIL supporting the growth planned in the Local Plan Partial Review

Secondly, ongoing need for CIL should be understood in the context of planned growth in Croydon – the Croydon Local Plan Partial Review identifies a circa 34,000 minimum housing target to address the housing needs in the borough to 2041. These homes cannot be sustainably delivered without the adequate provision of supporting infrastructure provision and services funded in part by CIL.

The Local Plan Partial Review's growth strategy identifies the Croydon Opportunity Area and District Centres, as the main focus of growth of housing, employment, town centre uses and infrastructure in the borough over the next 15-years.

It is therefore prudent that we reconsider the nil CIL rating for residential development and other accommodation such as student housing and care housing in the Croydon Metropolitan Centre (CMC) and bring the charging rates into line with the rest of the Borough. We propose to increase the rates for these types of developments in the CMC which has been proven to be a viable option backed by evidence. This would in turn help to raise additional income for the Council to support the critical infrastructure need from the growth planned in the Croydon Opportunity Area.

Draft Charging Schedule

The Council is of the view that the Draft CIL Charging Schedule put forward for examination in public represents a balanced and proportionate approach to setting CIL charging rates which have been based on comprehensive viability testing and other supporting evidence.

Overall, we believe our revised CIL Charging Schedule strikes an appropriate balance between the desirability of funding infrastructure from the levy and the potential impact upon the economic viability of development across the CMC and wider Rest of Borough zone.

We have listened to concerns regarding the potential impact to development viability which were raised during the statutory consultation. As a result, we have proposed several measures to address concerns raised, including:

- Reduce industrial and warehousing rate in the Rest of Borough Zone, from £50 to £35 per m²,
- Exclude enclosed service yards, ramps and access roads from the industrial and warehousing CIL rate for multi-storey industrial developments which would have otherwise been outside in traditional industrial development schemes and therefore not CIL liable,
- Demonstrated willingness to pursue alternative legislative routes, such as Exceptional Circumstances Relief and Infrastructure in Kind in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) regulation 56 and 73 respectively, at the appropriate time, for an eligible scheme and when justified, and
- Investigate the Bespoke Infrastructure Reinvestment Agreement approach being rolled out at the London Borough of Tower Hamlets and the London Borough of Barnet for example.

We believe these changes are fair and pragmatic which offers developers flexibility and options to mitigate the impact of CIL.

Finally, we are pleased to be able to submit Croydon's Revised CIL Charging Schedule for your consideration and look forward to participating in the forthcoming hearing.

Thank you,

Steve Dennington

Head of Spatial Planning, Growth Zone and Regeneration