

Trafford Community Infrastructure Levy: Charging Schedule



Adopted March 2014

Effective 07 July 2014



If you need help to understand this information, please ask someone to phone 0161 912-2000 to let us know how we can best provide this information.

اذا كنت في حاجة الى مساعدة لفهم هذه المعلومة الرجاء طلب من شخص الاتصال برقم الهاتف: 0161 912-2000 لاخبارنا عن كيفية تقديم هذه المعلومة بأحسن طريقة.

ARABIC

如果您需要帮助才能看懂这份资料，可以请人致电：

0161 912-2000，告诉我们如何最好地给您提供这些信息。

CHINESE

Si vous avez besoin d'aide pour comprendre ces informations, veuillez demander à quelqu'un de téléphoner au 0161 912-2000 pour nous informer de la meilleure façon pour fournir ces informations.

FRENCH

જો આપને આ માહિતીની સમજણ માટે મદદની જરૂર હોય તો કૃપા કરી કોઈને કહો કે, આ માહિતી અમે કેટલી સારી રીતે પૂરી પાડી શકીએ તે બાબતે અમને જણાવવા માટે, 0161 912-2000 નંબર પર ફોન કરો.

GUJARATI

Jesli potrzebujesz pomocy aby zrozumiec ta informacje, popros kogos, aby zadzwonil pod numer 0161 912-2000 aby nas poinformowal, w jaki sposób najlepiej mozemy ci ja przekazac.

POLISH

ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਜਾਣਕਾਰੀ ਸਮਝਣ ਲਈ ਸਹਾਇਤਾ ਚਾਹੀਦੀ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਨੂੰ ਸਾਨੂੰ 0161 912-2000 ਨੰਬਰ ਤੇ ਟੈਲੀਫੋਨ ਕਰਕੇ ਇਹ ਦੱਸਣ ਲਈ ਕਹੋ ਕਿ ਅਸੀਂ ਇਹ ਜਾਣਕਾਰੀ ਸਭ ਤੋਂ ਅੱਛੇ ਢੰਗ ਨਾਲ ਕਿਸ ਤਰ੍ਹਾਂ ਦੇ ਸਕਦੇ ਹਾਂ।

PUNJABI

Haddii aad dooneeyso in lagaa taageero garashada macluumaadkaani, fadlan qof uun ka codso inuu waco telefoonka 0161 912-2000 oo noo sheego sida ugu fiican oo aanu macluumaadkaani kuugu soo gudbin karno.

SOMALI

اگر آپ کو یہ معلومات سمجھنے میں مدد کی ضرورت ہے تو براہ مہربانی کسی سے کہیے کہ وہ ہمیں 0161 912-2000 پر ٹیلیفون کرے تاکہ ہمیں معلوم ہو سکے کہ آپ کو یہ معلومات فراہم کرنے کا بہترین طریقہ کیا ہے۔

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1. INTRODUCTION

What is the Community Infrastructure Levy?

- 1.1 The Community Infrastructure Levy (CIL) is a new tariff which will allow funds to be raised from new building projects in the Borough. It is intended to deliver additional funding to charging authorities to enable them to carry out a wide range of infrastructure projects that support growth and benefit the local community. The purpose of the levy is to give developers more certainty over costs and to give local authorities and communities more choice and flexibility in how infrastructure is funded.

Scope of CIL

- 1.2 In line with guidance, the following development types will be liable for CIL:
- Development comprising 100 sq. m or more of new build floorspace
 - Development of less than 100 sq. m of new build floorspace that results in the creation of one or more dwelling
 - The conversion of an in-use building¹

Exemptions and Relief

- 1.3 The CIL Regulations provide for certain types of development to be exempt or eligible for relief, including:
- The conversion of any building previously used as a dwelling house to two or more dwellings (sub division of existing dwelling)
 - Development of less than 100 sq. m of new build floorspace, provided that it does not result in the creation of a new dwelling (this covers the majority of residential extensions)
 - The conversion of an in-use building, or the creation of additional floor-space within the existing structure of an in-use building (Regulation 40(10))
 - Development of buildings and structures into which people do not normally go (e.g. pylons, wind turbines, electricity sub stations)
 - Development by registered charities for the delivery of their charitable purposes (Regulation 43)
 - Those parts of a development which are to be used as social housing (Regulation 49)
 - Self-build properties, including all extensions, family annexes and home improvements

Neighbourhood CIL

- 1.4 The Localism Act 2011 introduced neighbourhood funding. The CIL Regulations 2010 (as amended) require the charging authority to pass CIL funds to the parish or community councils ("local council") in whose areas the chargeable

¹ "In-use building" means a building which – (i) is a relevant building, and (ii) contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

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development takes place. In all other areas the charging authority retains wider spending powers, in consultation with the local community.

The Charging Authority: Trafford Council
Date of Approval by Council: 26th March 2014
Date of Effect: 7th July 2014

2. CHARGING SCHEDULE AND MAP

2.1 The rates set out below form the basis of Trafford's CIL Charging Schedule, they have been informed by appropriate available evidence and found by an independent examiner to be an appropriate basis for charging the levy in Trafford:

Levy Rates

Use	CIL charge (per sqm)
Private market houses in:	
<i>Cold charging zone</i>	£20
<i>Moderate charging zone</i>	£40
<i>Hot charging zone</i>	£80
Apartments ² in:	
<i>Cold charging zone</i>	£0
<i>Moderate charging zone</i>	£0
<i>Hot charging zone</i>	£65
Retail Warehouses	£75
Supermarkets outside defined town centres	£225
Supermarkets within the defined town centres of Altrincham, Sale, Stretford and Urmston	£0
Public/Institutional Facilities as follows: education, health, community & emergency services, public transport	£0
Offices	£0
Industry and Warehousing	£0
Leisure	£10
Hotels	£10
All other development	£0

² Apartments include sheltered accommodation/retirement apartments

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Charging Zones

2.2 The Charging Schedule Map overleaf identifies the location and boundaries of the charging zones for the purposes of CIL³. These charging zones set a differential rate for residential development in a hot charging zone (£80 per sq. m); a moderate charging zone (£40 per sq. m); and a cold charging zone (£20 per sq. m).

2.3 In terms of non-residential uses, only supermarkets have a geographic differential rate and are therefore included on the map. Inset maps of each of the defined town centres are also provided to enable people to see more clearly the boundaries of these existing centres, within which a nil rate for any supermarket development would apply.

How will the chargeable amount be calculated?

2.4 The Council will calculate the amount of CIL chargeable on a qualifying development utilising the formulae set out in Part 5 of the CIL Regulations 2010 (as amended). Where applicable, a Liability Notice will be issued that states the chargeable amount as soon as possible after the grant of planning permission.

2.5 A summary⁴ of how the amount of CIL chargeable will be calculated is as follows:

$$\frac{\text{CIL Rate (R)} \times \text{Chargeable Floor Area (A)} \times \text{BCIS Tender Price Index (Ip)}}{\text{BCIS Tender Price Index (Ic)}}$$

A = the deemed net area chargeable at rate R

Ip = The BCIS All-in Tender Price Index for the year in which planning permission was granted (published on 1st November of the preceding year)

Ic = The BCIS All-in Tender Price Index for the year in which the charging schedule containing rate R took effect

The 'chargeable floor area' makes allowance for previous development on the site. The net chargeable floor area amounts to the gross internal area of the chargeable development less the gross internal area of any existing buildings that qualify for exemption on the site.

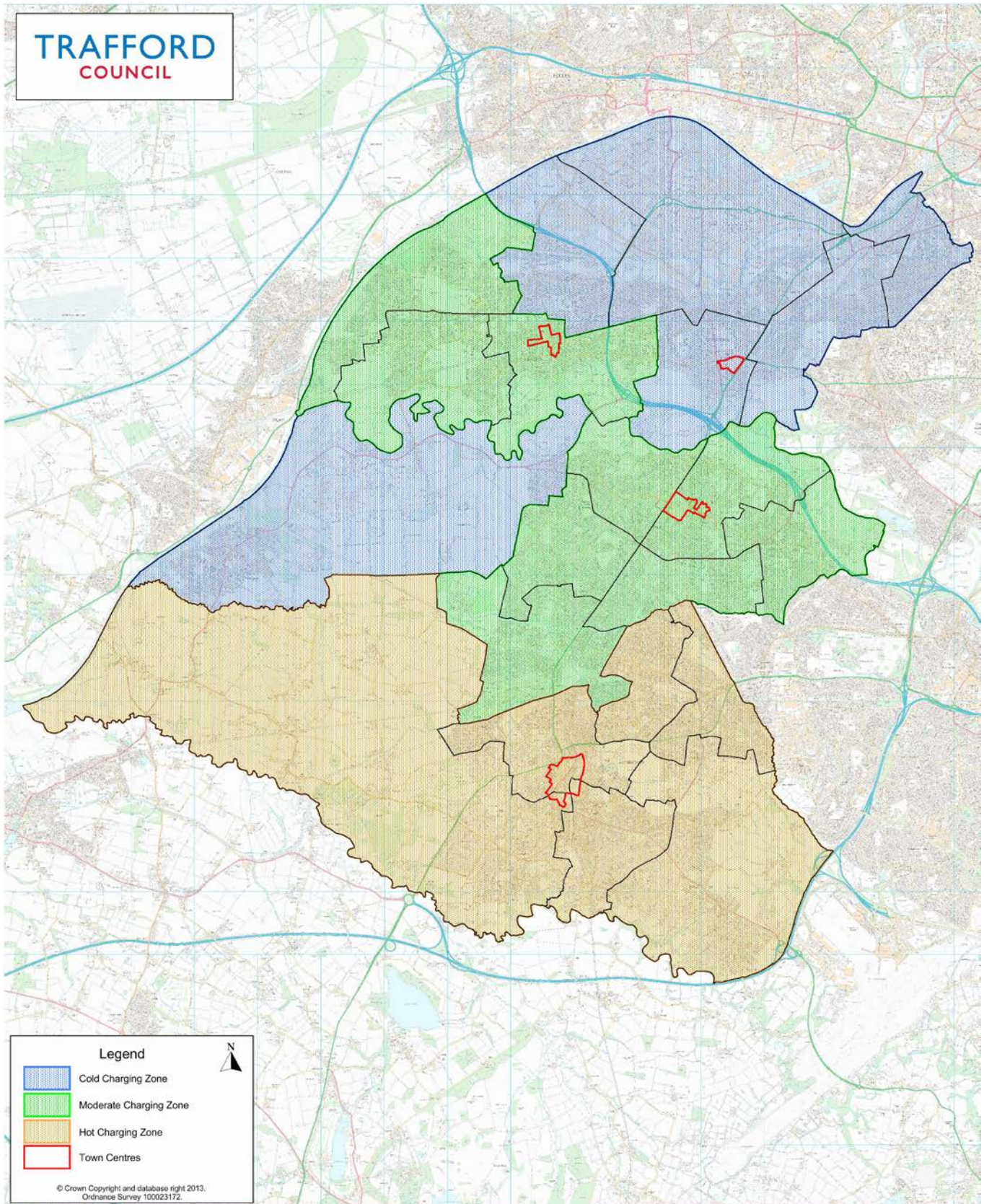
2.6 The Council has set out its instalments policy, exceptional circumstances policy and infrastructure payments policy on its website: www.trafford.gov.uk/planning. Guidance documentation for the implementation of CIL and Revised SPD1: Planning Obligations 2014 is also available to view on the website.

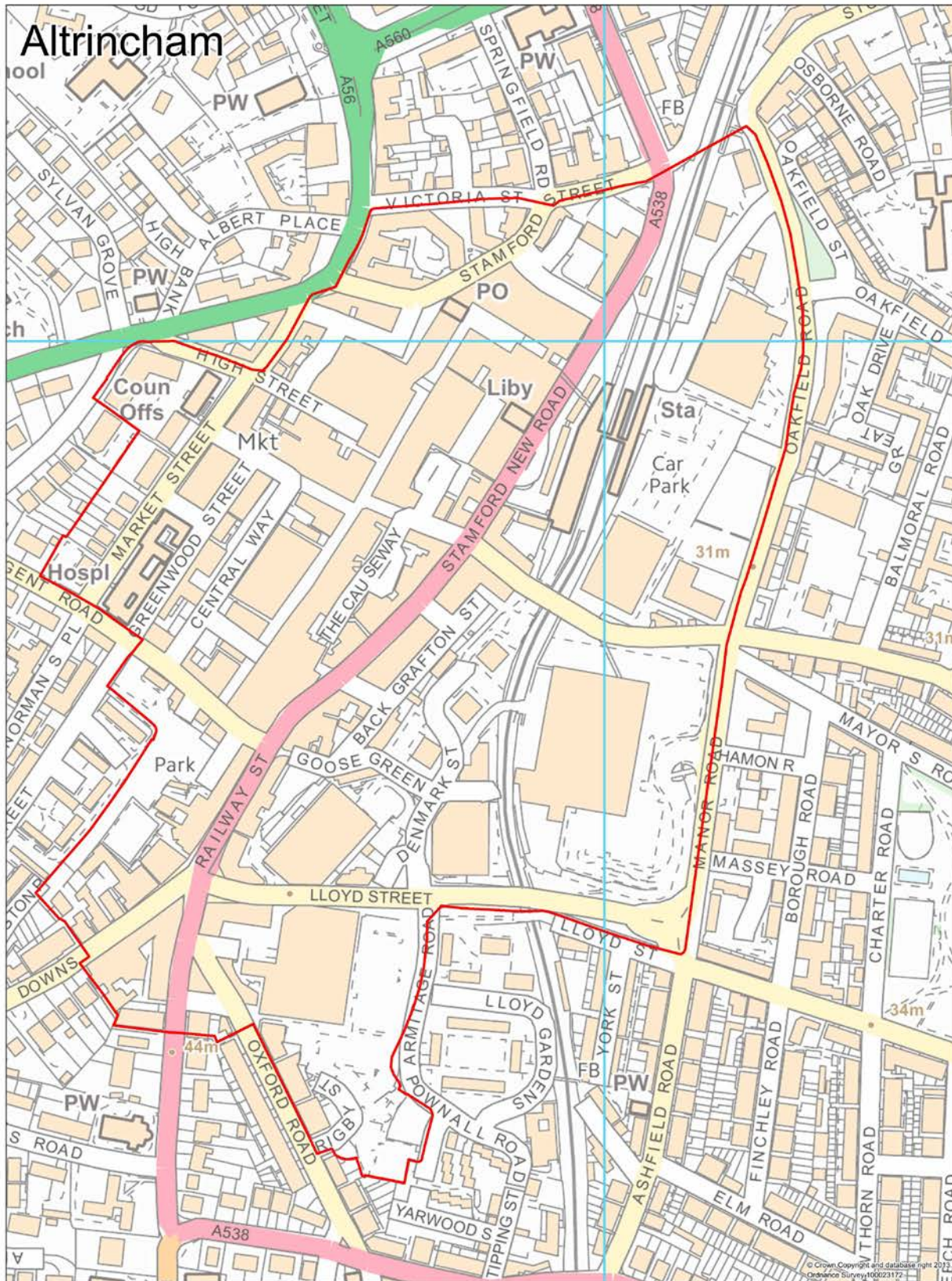
Statutory Compliance

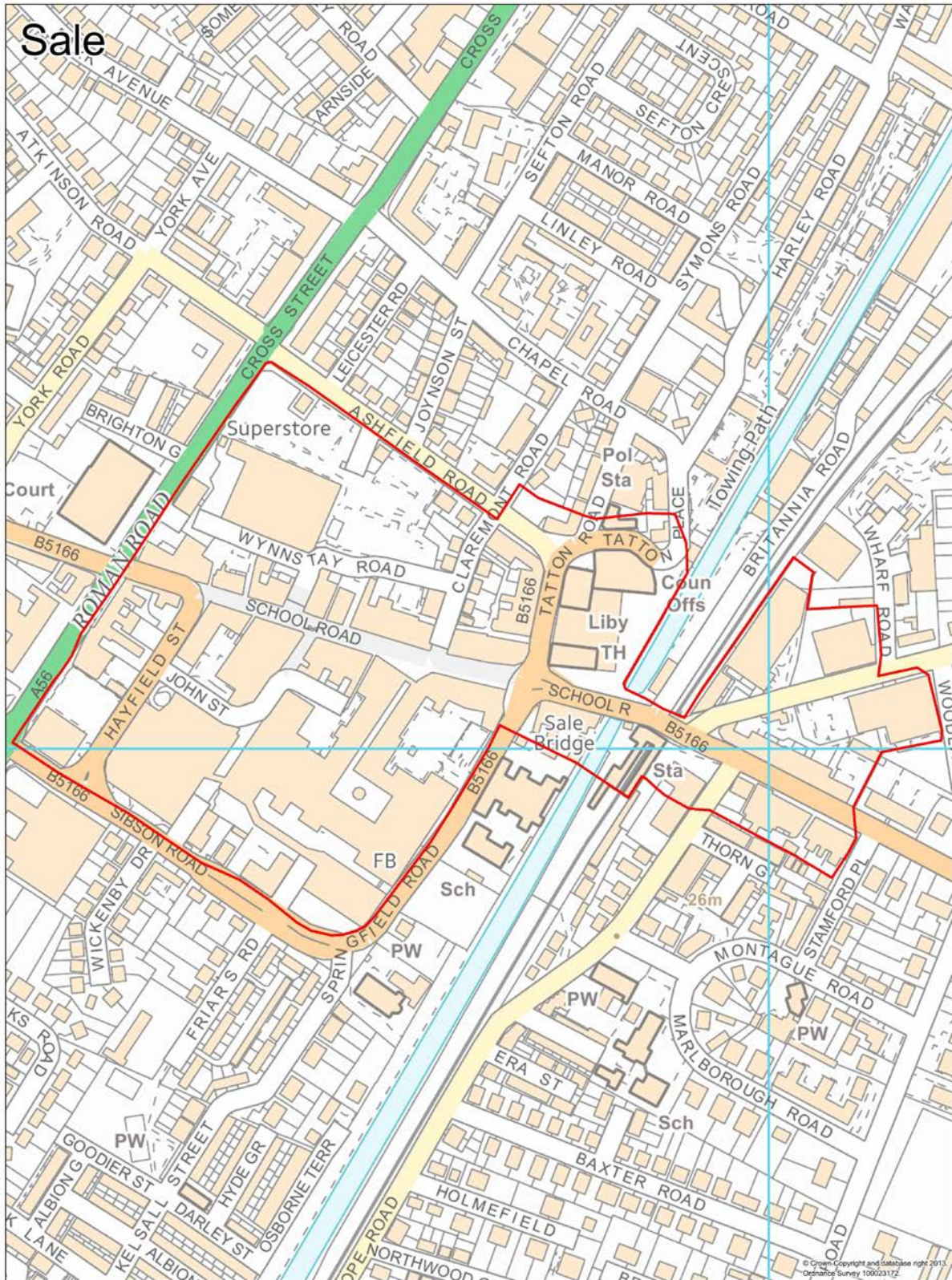
2.7 This Charging Schedule has been issued, approved and published in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and Part 11 of the Planning Act 2008.

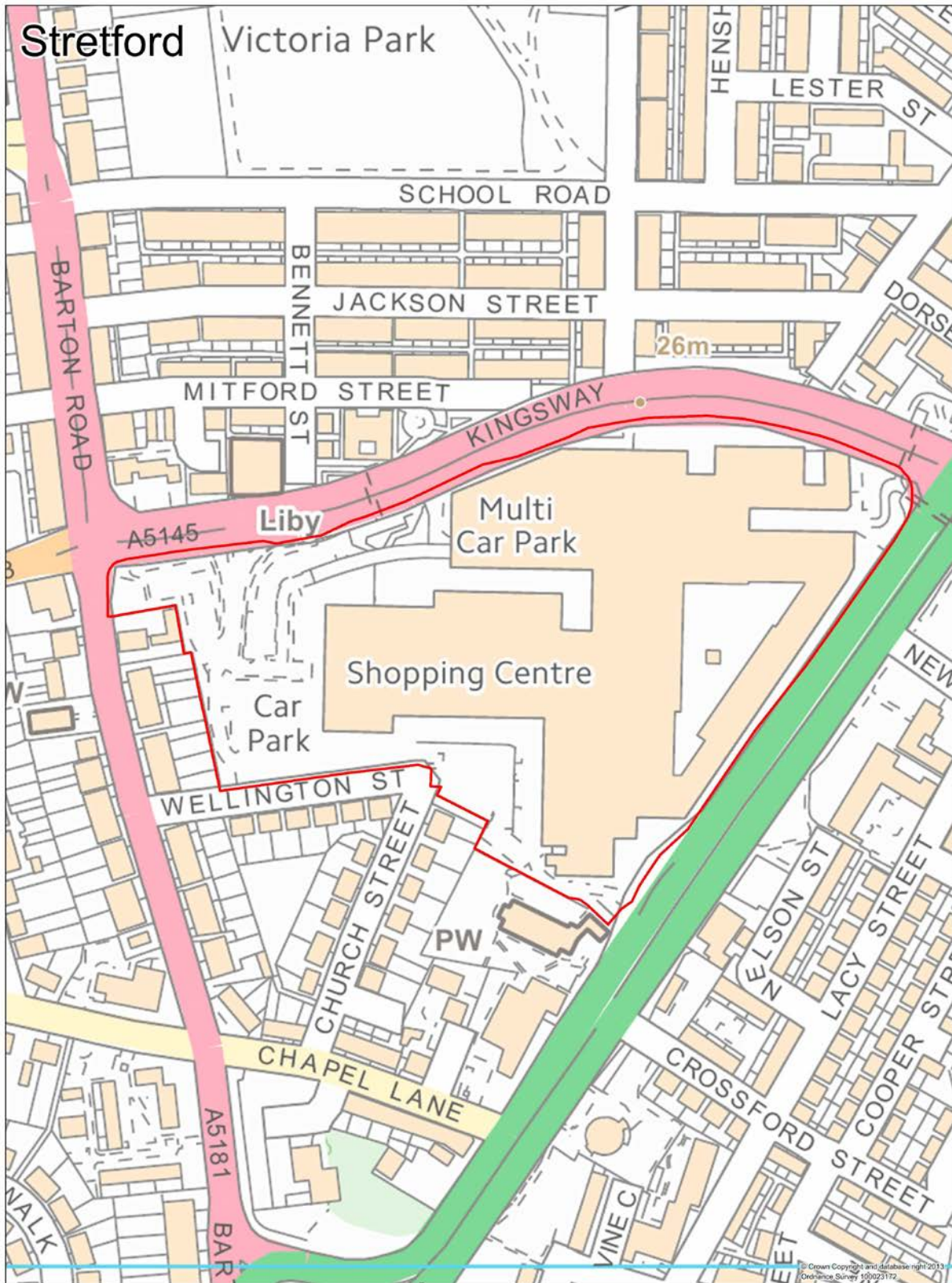
³ These charging zones do not in any way relate to the areas identified in Policy L2 of the Core Strategy for the provision of affordable housing

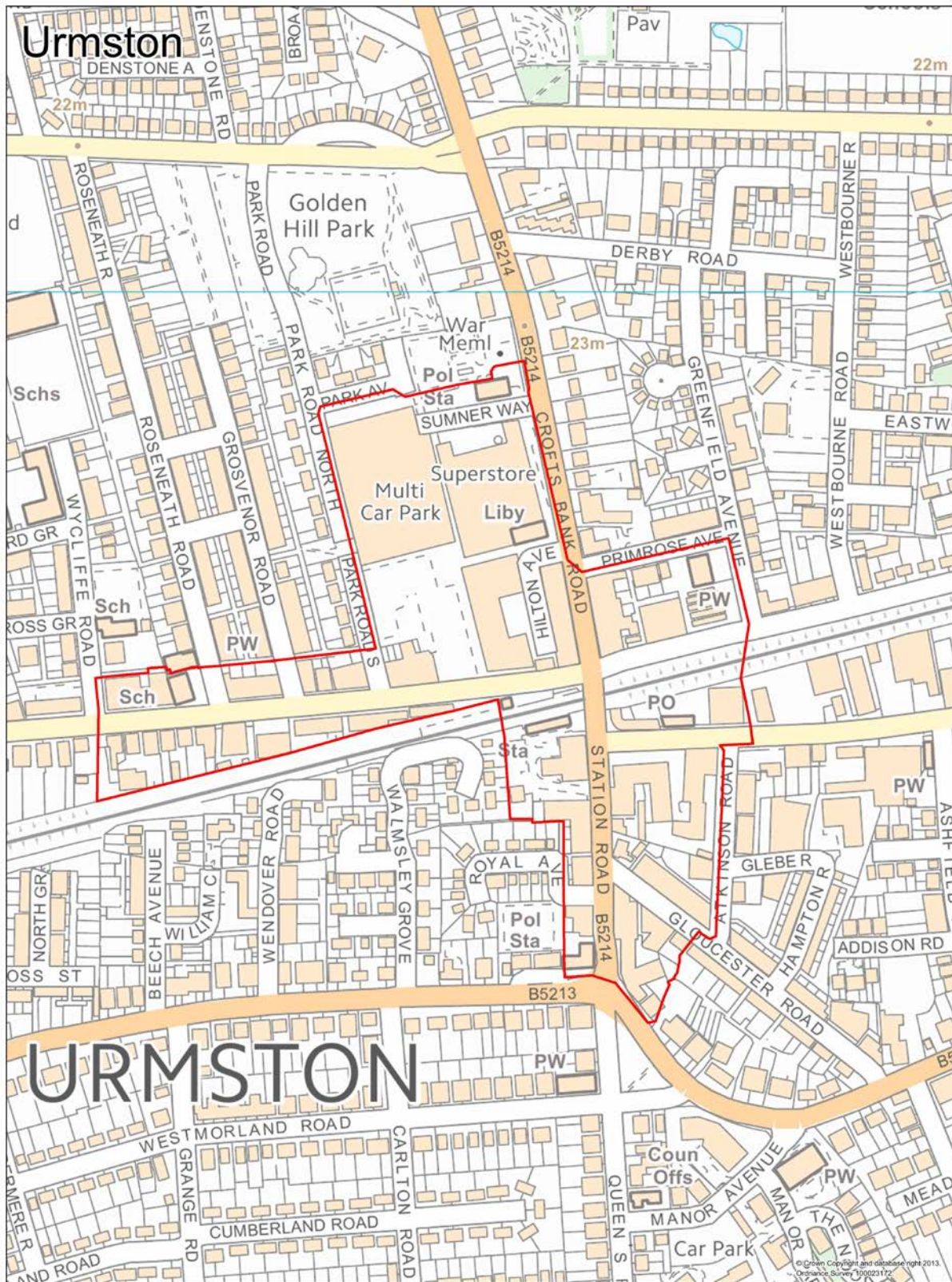
⁴ This summary does not take account of every aspect of the CIL Regulations, which are available to view at www.legislation.gov.uk, alternatively a link is available from www.trafford.gov.uk/cil











3. MONITORING AND REVIEW

3.1 Both charging authorities and local councils will have to make clear the level of CIL receipts and/or neighbourhood funds received, spent and retained from the most recent year, and the level retained from previous years.

3.2 The Council will monitor CIL through the Local Plan Annual Monitoring Report (AMR). In the event of significant changes in circumstances, the Council will assess the need to review the CIL charging schedule and will internally review infrastructure delivery and economic viability at least biennially. A new charging schedule will be produced if the evidence requires so, and as a minimum the charging schedule will be re-examined by April 2017.

APPENDIX 1 – RETAIL DEFINITIONS

Supermarkets are large format convenience-led stores where the majority of custom is from people doing their main weekly food shop. As such, they provide a very wide range of convenience goods, often along with some element of comparison goods. In addition to this, the key characteristics of the way a supermarket is used include:

- The area used for the sale of goods will generally be significantly above that applied for the purposes of the Sunday Trading Act of 280sq. m.
- The majority of customers will use a trolley to gather a large number of products;
- The majority of customers will access the store by car, using the large adjacent car parks provided; and
- Servicing is undertaken via a dedicated service area, rather than from the street

Neighbourhood convenience stores are used primarily by customers undertaking ‘top-up’ shopping. They sell a limited range of convenience goods and usually do not sell comparison goods. The key characteristics of their use include:

- Trading areas will either be less, or not significantly exceed the Sunday Trading Act threshold of 280 sq. m;
- The majority of customers will buy only a small number of items that can be carried around the store by hand or in a small basket;
- The majority of customers will access the store on foot and as such there is usually little or no dedicated parking; and
- Servicing is often undertaken from the street, rather than dedicated service areas.

Retail warehouses are usually large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods. They can be stand-alone units, but are also often developed as part of retail parks. In either case, they are usually located outside of existing town centres and cater mainly for car-borne customers. As such, they usually have large adjacent, dedicated surface parking.

Town Centre comparison retail development will usually involve redevelopment of existing buildings to provide new retail accommodation that better meets the demands of modern retail businesses. Typically such development will provide a wide range of unit sizes, including one or two large spaces for ‘anchor tenants’ and a much larger number of small spaces. They will typically have frontage on to areas of high footfall, aiming to capture the passing trade of shoppers on foot, who are also likely to visit other stores and other parts of the centre, many of whom will arrive in the centre by non-car modes.