

TRAFFORD COUNCIL

Report to: Executive
Date: 24 March 2014

Report to: Council
Date: 26 March 2014
Report for: Decision
Report of: Executive Member for Economic Growth and Prosperity

Report Title

Trafford Community Infrastructure Levy: Adoption

Summary

This report seeks Executive and then Council approval of the Trafford Community Infrastructure Levy (CIL) Charging Schedule (CS). It also seeks Executive approval for the Revised SPD1: Planning Obligations 2014 for adoption together with supporting documentation for the implementation of the levy on all planning applications determined from Monday 07 July 2014.

Recommendation(s)

That Executive:

1. Consider the outcome of the Examiner's report.
2. Recommend to Council that it formally adopts the Trafford Community Infrastructure Levy Charging Schedule (as detailed in Appendix A, which includes the modifications proposed by the Examiner as summarised at paragraph 2.1), the supporting Regulation 123 List (as set out in Appendix B) and the Instalments Policy (as set out in Appendix C) for implementation on Monday 07 July 2014.
3. Adopt the Revised SPD1: Planning Obligations 2014 for implementation on Monday 07 July 2014 (as set out in Appendix D).
4. Delegate responsibility for approving the CIL Exceptional Circumstances Policy, Infrastructure Payments Policy and any minor amendments to the wording of all documentation to the Corporate Director of Economic Growth and Prosperity, prior to its implementation.

That Council:

1. Adopts the Trafford Community Infrastructure Levy Charging Schedule (as detailed in Appendix A, which includes the modifications proposed by the Examiner as summarised at paragraph 2.1), the supporting regulation 123 list (as set out in Appendix B) and the Instalments Policy (as set out in Appendix C), for implementation on Monday 07 July 2014.

Contact person for access to background papers and further information:

Name: Rob Haslam (Head of Planning Services)
Extension: 4788

Background Papers: None.

Implications:

Relationship to Policy Framework/Corporate Priorities	The CIL Charging Schedule has been developed to support growth planned in the Trafford Local Plan: Core Strategy.
Financial	CIL provides the mechanism for the Council to secure funding towards the required essential infrastructure in the borough. Upon implementation of CIL, a management fee of up to 5% will be collected from CIL to support the management and delivery of CIL in Trafford.
Legal Implications:	The CIL Charging Schedule is being developed in line with the requirements of the Planning Act 2008, CIL Regulations 2010 as amended. Upon adoption it will replace in part the current planning obligations regime set out in Policy L8 of the Core Strategy and the current Planning Obligations Supplementary Planning Document with a revised version.
Equality/Diversity Implications	The draft CIL Charging Schedule was subject to an EIA assessment in September 2013 to ensure that equality issues have been considered as part of the preparation.
Sustainability Implications	The CIL Charging Schedule has been subject to an independent viability appraisal. Most of the evidence supporting it will have been subject to independent sustainability appraisal as part of the preparation of the Core Strategy.
Staffing/E-Government/Asset Management Implications	Consultees have been able to make electronic submissions to the CIL Charging Schedule consultations online and all the documentation is available to access through the Strategic Planning web pages.
Risk Management Implications	A timetable for clearance of outstanding S106 agreements has been set up to ensure a smooth transition to the CIL system.
Public Health Implications	None.
Health and Safety Implications	None.

1.0 Background

- 1.1 The Community Infrastructure Levy (CIL) was created under the terms of the Planning Act 2008, and establishes a new system for collecting developer contributions towards essential infrastructure.
- 1.2 Submission of the Trafford Council Draft Community Infrastructure Levy Charging Schedule to the Planning Inspectorate was made on the 03 October 2013. Philip Staddon BSc Dip MBA MRTPI was appointed to conduct the independent examination and the Examination Hearings took place on the 09 & 10 December 2013.
- 1.3 The Council received the Examiner's final report on the 31 January 2014. The report has been made available for inspection on the Council's website and in libraries across the Borough, in line with regulation 23 of the CIL Regulations 2010 (as amended).

- 1.4 The Examiner concluded that, subject to a number of modifications, the Trafford Council Draft Community Infrastructure Levy Charging Schedule provides an appropriate basis for the collection of the levy in the area. A copy of the Charging Schedule including the modifications is provided in Appendix A.

2 The Charging Schedule

- 2.1 The draft Charging Schedule was considered by Executive on the 23 September 2013 and submitted for Examination. Following the conclusion of the Examination, the main modifications required by the Examiner can be summarised as:

- The levy rate for apartments in ‘cold’ and ‘moderate’ charging areas be reduced from £10 to £0 psm.
- The levy rate for supermarket development in defined town centres be reduced to from £225 to £0 psm.
- The definitions of ‘supermarket’ and ‘neighbourhood convenience stores’ be revised for clarity.
- The ‘base rate’ (including office, industry and warehousing) be reduced from £10 to £0 psm.

- 2.2 For these modifications the Examiner considered that the viability of these uses was marginal and that imposing a base rate CIL charge would have a negative impact on development coming forward within these areas.

- 2.3 Rates for houses in all charging zones, apartments in hot charging zones, supermarkets (outside of a defined town centre), retail warehouses, and leisure and hotels remain as proposed. A consequence of these changes is that the theoretical total CIL receipts anticipated in Trafford will be reduced in the short term. However, as the levy has been secured for leisure and hotel development, as well as supermarket development outside of a defined centre, the target CIL receipts from these types of development will go some way to lessening this reduction. Levy secured from these developments was not taken into account in the original calculation of target CIL receipts.

- 2.4 The removal of the base rate charge for apartment development may have some implications initially for the Council’s Strategic Locations, where apartments are likely to dominate over houses (i.e. in all locations except Carrington). Initially these Strategic Locations will not be required to contribute towards CIL, but will still be required to provide site specific s106 contributions. The Council will therefore need to monitor development in these locations and undertake a review of the Charging Schedule when development viability becomes less marginal. Should development commence in these locations without a CIL charge it will still contribute to delivering new Council Tax and New Homes Bonus to the authority.

3 Changes to the Charging Schedule

- 3.1 The implications of the four proposed modifications are set out below:

- 3.2 **Apartments** – A definition for ‘apartments’ will be needed which our Development Management team can use in determining planning applications, and for the purpose of establishing what (if any) charge rates are applicable.

- 3.3 **Town Centre Boundaries** – As supermarket development within the Core Strategy’s defined town centres (Altrincham, Sale, Stretford and Urmston) will be exempt from CIL charges, the boundaries of the defined town centres have been added to the final charging zone map (see Appendix A). These boundaries are those set out on

the UDP Proposals Map. However, if any amendments are made to the defined town centre boundaries through the preparation of the Trafford Local Plan: Land Allocations and the proposed Altrincham Town Centre Business Neighbourhood Plan, then an early review of CIL may be required to update these boundaries.

- 3.4 **Supermarkets** – The required modification includes the addition of some wording to the definition for supermarkets to give greater clarity.
- 3.5 **Neighbourhood Convenience Stores** – This modification required a change to the definition: “*trading areas will either be less, or will not significantly exceed, the Sunday Trading Act threshold of 280 sqm*”. Therefore, for the purposes of implementation, this would mean that small format ‘basket shop’ outlets operated by supermarket chains often c.400 sqm would fall under neighbourhood convenience stores, which are subject to a nil rate.

Other Implications

- 3.6 Other implications of the Examiner’s report into the Trafford Council Draft Community Infrastructure Levy Charging Schedule are set out below:
- **Exceptional Circumstances Policy and Infrastructure Payments Policy** – The further amendments to the CIL Regulations 2010 came into force on 24 February 2014, and include changes to the exceptional circumstances policy to make it more flexible and the introduction of an infrastructure payments policy. The new associated statutory guidance was also published in February 2014 to take into account the changes to the February 2014 regulations. It is proposed to introduce an Exceptional Circumstances Policy that will be applicable to the Borough’s identified Strategic Locations only. This policy will seek to ensure that affordable housing is delivered on-site, particularly in these areas, where it is most needed. Also, an Infrastructure Payments Policy that will allow developers to pay either “in kind” with land or to provide infrastructure (listed on the Regulation 123 list) in lieu of a CIL payment. It is requested that these policies be approved under delegated powers, ahead of the proposed CIL implementation date.
 - **Monitoring and Review** – Although the examiner concluded that evidence did not support some of the proposed CIL charges, as they were presently not viable or only marginally viable, the report states that the Council may wish to gather further evidence, through its monitoring and review processes to review the CIL charge at a future date. Therefore, considering the review of town centre boundaries and the fact that the market is currently on the upturn, it may be prudent to consider an early review of CIL following the adoption of the Trafford Local Plan: Land Allocations, or at the point where the evidence is available to support such a review.

4 Revised SPD1: Planning Obligations 2014

- 4.1 Upon the adoption of the CIL Charging Schedule, the existing Supplementary Planning Document 1 (SPD1): Planning Obligations will need to be revised to scale back the requirement for planning obligations, which will be covered in the CIL Charging Schedule. Planning obligations will only apply to site specific mitigation measures to address the impact of development and will be delivered on site, where appropriate, and thereby reduce the number of S106 agreements. A draft revised SPD was made available for public consultation between 13 May 2013 and 24 June 2013 alongside the draft Charging Schedule. A total of 16 comments were received. The main issues raised were over better clarity on what infrastructure would still be

required under planning obligations, what should be delivered by planning conditions and greater flexibility over phasing and payments. These comments have been addressed in the final version of the Revised SPD for adoption. It should be noted that affordable housing will continue to be required through section 106 legal agreement, as the CIL Regulations 2010 as amended detail that this sits outside of the scope of CIL.

- 4.2 A full copy of Revised Supplementary Planning Document 1 (SPD1): Planning Obligations 2014 is provided in Appendix D. The revised SPD will need to be adopted on 07 July 2014, for implementation at the same time as the CIL Charging Schedule. The adoption date of 07 July 2014 allows the Council to continue to implement the current SPD1 (adopted February 2012) until this date, and the adoption of the revised SPD ensures that there will be no double counting for the provision of infrastructure in future after CIL is implemented.

5 Regulation 123 List

- 5.1 As CIL is not payable until after development commences, it is recognised that there will be limited CIL receipts in the first year of operation (2014/15). In view of this, it is proposed that all CIL receipts in 2014/15 will be banked for expenditure and will be subject to Council approval at a later date.
- 5.2 The draft CIL Regulation 123 List that was submitted for Examination contains a very broad range of project types that could be eligible for CIL funding in the period to 2026. This list is proposed for adoption and is contained in Appendix B. Discussion at the Examination concluded that a more detailed list would be helpful. However, at this time further information is limited and a consultation with developers in 2014/15 could provide a revised Regulation 123 List for 2015/16.

6 Instalment Policy

- 6.1 Following discussion at the Examination and comments received from consultees during the consultation on the draft Charging Schedule, changes to the draft Instalment Policy have been made to provide some additional flexibility for developers over the stages when a CIL payment can be made. Executive and Council are asked to approve the proposed Instalment Policy, as detailed in Appendix C.

7 Next steps

- 7.1 It is proposed that the Trafford CIL Charging Schedule is implemented on the 07 July 2014. Implementing CIL on this date will provide sufficient time for developers and the planning and legal service to manage the transition between the current s106 regime and the new CIL regime. In terms of planning applications received by the Council, this would mean that any applications for major development submitted on or after the 07 April 2014 (or any major applications that are not determined before 07 July 2014), would be CIL liable. Likewise, any minor application submitted on or after 12 May 2014 (or any minor applications that are not determined before 07 July 2014), would be CIL liable. Also, any appeals that are not determined by 07 July 2014 would be CIL liable. As such, the Planning Inspectorate will need to be made aware of any outstanding appeals which they are considering that this may affect.
- 7.2 The S106/CIL Officer will be responsible for the implementation, monitoring and review of the Charging Schedule in line with the CIL Regulations 2010 as amended.

8 Other Options

- 8.1 Alternative options are considered to be:

- Delaying the implementation of CIL, however it is considered that there will be benefits to the Council in terms of streamlining the planning application process and the collection of CIL charges, from an implementation date of the 07 July.
- Not to introduce CIL and to continue with the present S106 regime until April 2015, when the Government restricts the pooling of the S106 contributions.

8.2 These alternatives are not considered to be preferable, as if CIL were to be delayed then the economic viability study and associated modelling work would need to be updated and subject to further Examination.

Reasons for Recommendation

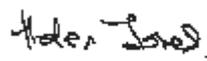
To allow the Council to implement a new Community Infrastructure Levy (CIL) charging regime and to adopt an updated Supplementary Planning Document that is aligned with these new arrangements and which is to be implemented alongside the CIL.

Key Decision: Yes

If Key Decision, has 28-day notice been given? Yes

Finance Officer Clearance (type in initials).....GB

Legal Officer Clearance (type in initials)..... JLF.....



[CORPORATE] DIRECTOR'S SIGNATURE (electronic).....

.....

.....

Appendix A

Trafford Community Infrastructure Levy: Charging Schedule

Trafford Community Infrastructure Levy: Charging Schedule



Adopted March 2014

Effective 07 July 2014



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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.

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: To be confirmed
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 market sub-area</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

Charging Zones

2.2 The Charging Schedule Map overlaid 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.

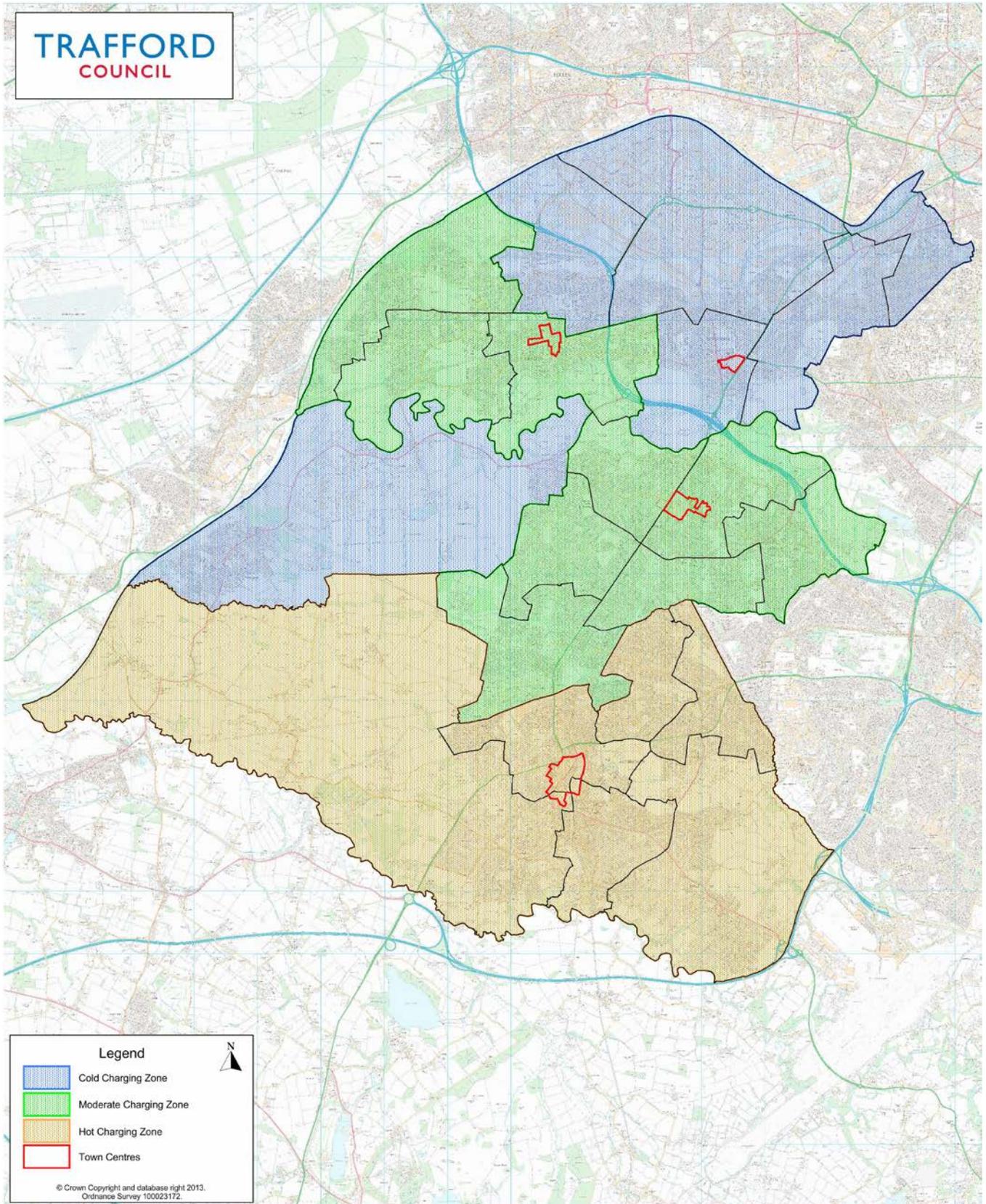
2.6 The Council has set out its instalments policy, exceptional circumstances policy and infrastructure payments policy on its website: www.trafford.gov.uk/planning. Guidance documentation for the implementation of CIL and Revised SPD1: Planning Obligations 2014 is also available to view on the website.

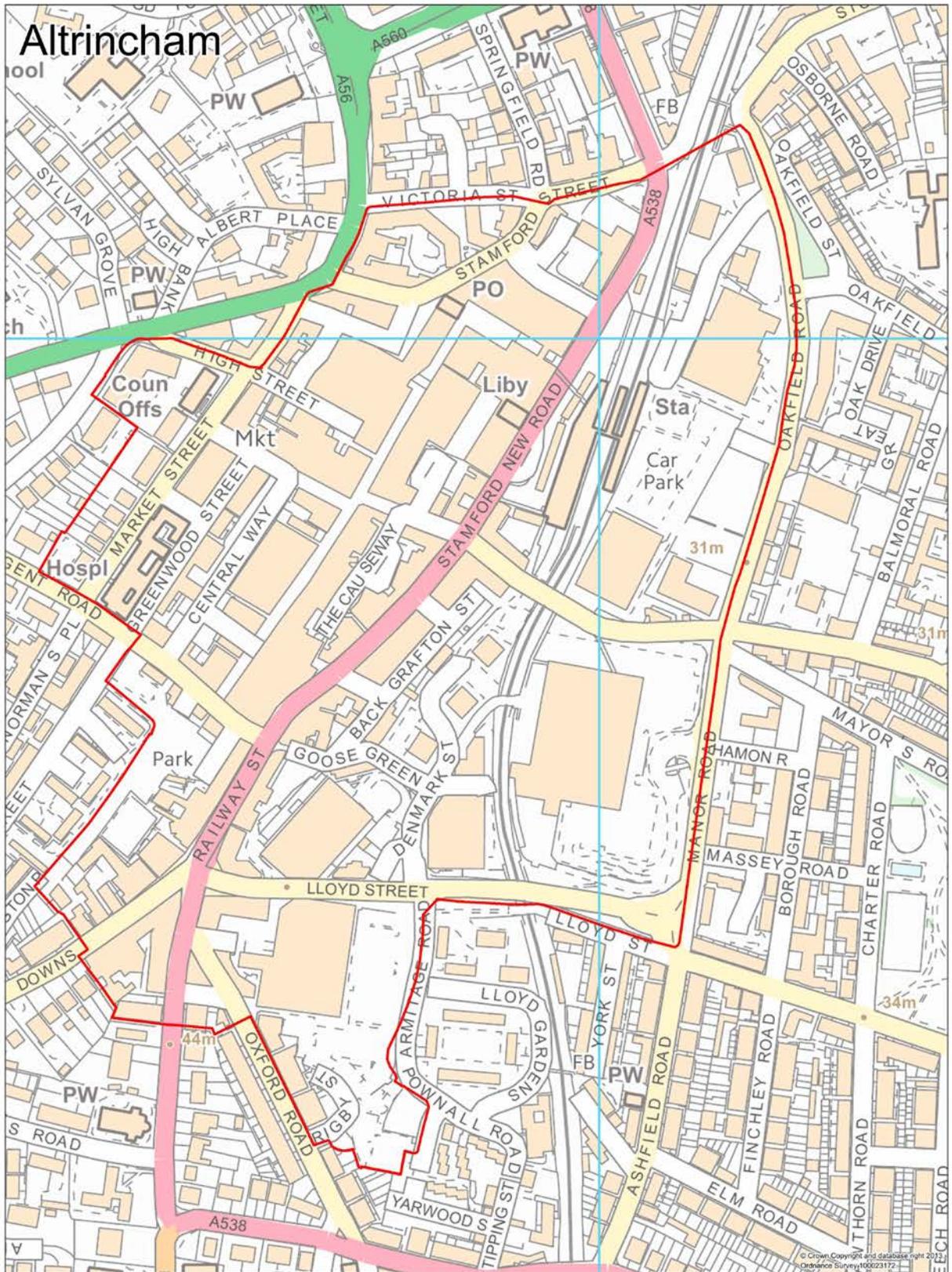
Statutory Compliance

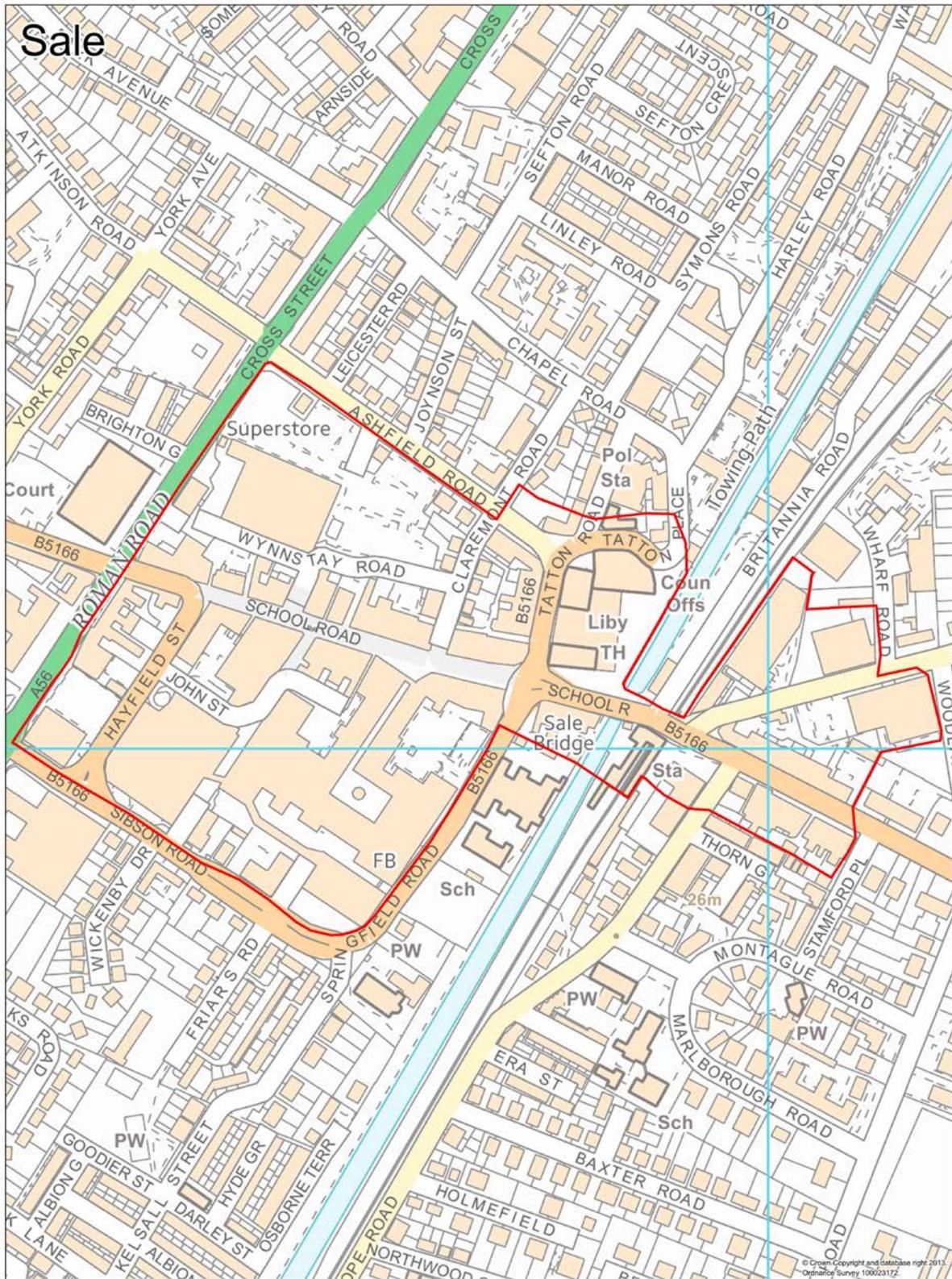
2.7 This Charging Schedule has been issued, approved and published in accordance with the Community Infrastructure Levy Regulations 2010 (as amended) and Part 11 of the Planning Act 2008.

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

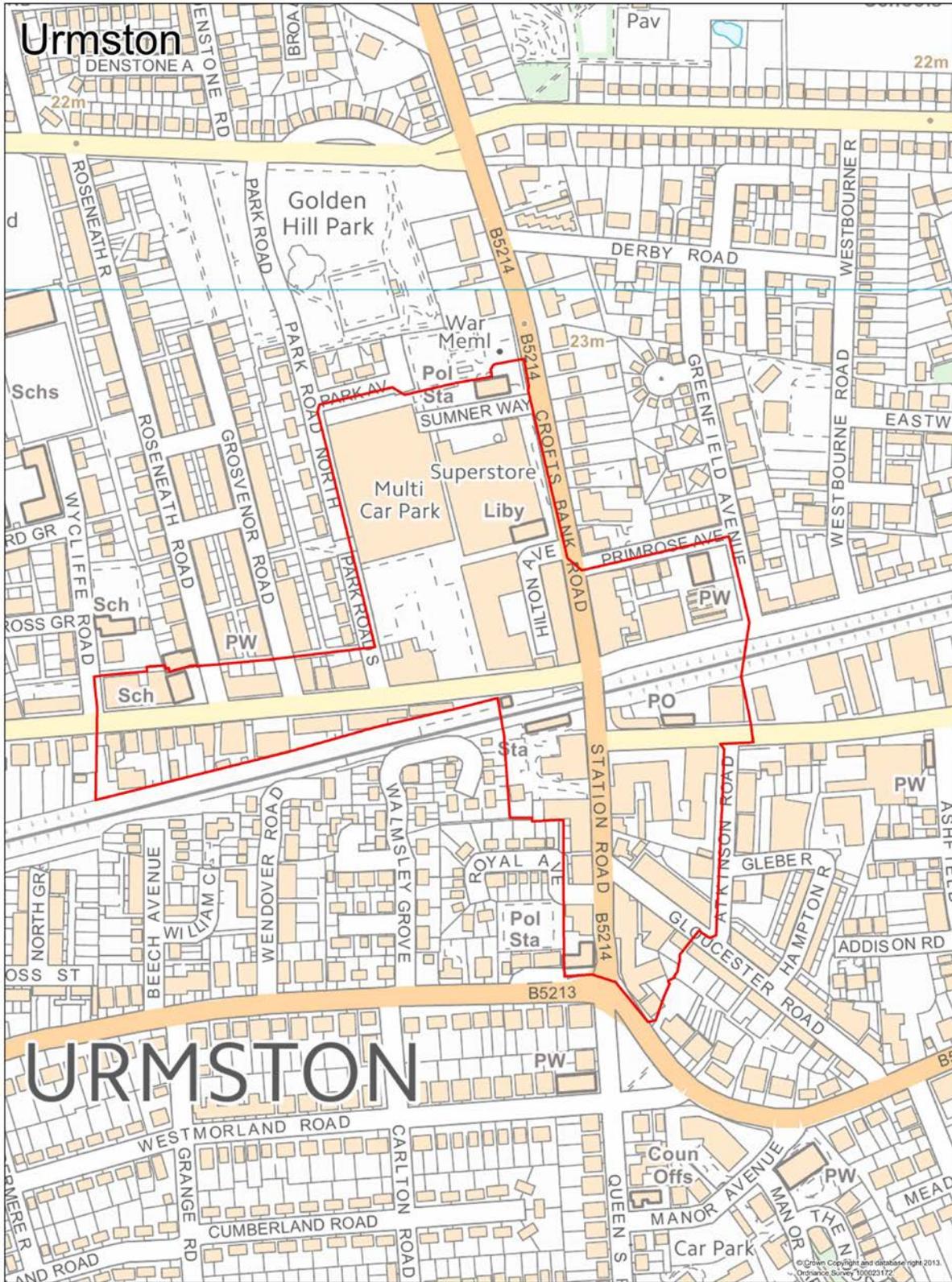
⁴ This summary does not take account of every aspect of the CIL Regulations, which are available to view at www.legislation.gov.uk, alternatively a link is available from www.trafford.gov.uk/cil











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.

Appendix B

Trafford Community Infrastructure Levy: Charging Schedule – Regulation 123 List

Trafford Community Infrastructure Levy: Charging Schedule – Regulation 123 List



March 2014



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PUNJABI

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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۔

URDU

Regulation 123 of the Community Infrastructure Levy (CIL) Regulations 2010 as amended, restricts the use of planning obligations for infrastructure that will be funded in whole or in part by CIL, to ensure there is no duplication between the two types of developer contributions. Further detail regarding planning obligation requirements can be found in the revised SPD1 – Planning Obligations 2014.

A CIL charging authority is required to publish a list of infrastructure that it intends to fund through CIL on its website. Trafford Council (as the Charging Authority) can review this list at least once a year as part of its monitoring of CIL receipts and expenditure.

The inclusion of an infrastructure project or type of infrastructure in this list does not signify a commitment from the Council to fund (either in whole or in part) the listed project or type of infrastructure through CIL. Nor does the order of the table imply any order of preference for CIL funding.

As the Trafford CIL Charging Schedule will not become effective before 7th July 2014, and as CIL is also not payable until after development commences, it is recognised that there will be limited CIL receipts in the first year of operation (2014/15). In view of this, it is proposed that all CIL receipts in 2014/15 will be banked for expenditure at a later date.

The Trafford CIL Infrastructure Note (May 2013) that informs this Regulation 123 list was submitted to the CIL Examination in December 2013. It contains a broad range of projects and project types across Trafford that could be eligible for CIL funding in the period to 2026. The current indicative range of infrastructure projects, derived from the Infrastructure Note that may be funded in whole or part through CIL in the five year period between 2014 and 2019, are set out in the table below.

Further consultation with developers is planned for 2014/15 to update the Infrastructure Note and then revise the Regulation 123 list for 2015/16.

Infrastructure currently considered likely to benefit from the application of CIL funding:
<p>Strategic transport infrastructure including: <i>Western Gateway Infrastructure Scheme (WGIS)</i> <i>Extension of Metrolink through Trafford Park</i> <i>New Link Road to and through the development site at Carrington</i> <i>Significant improvements to public transport in Carrington and Partington</i> <i>Transformational junction improvement scheme in Stretford</i></p>
<p>Strategic flood risk and drainage projects <i>Including those identified in the Local Flood Risk Management Strategy</i></p>
<p>School facilities including: <i>Borough-wide expansion of primary schools to provide additional intake places</i> <i>Provision of a 1-form entry primary school to serve Pomona Island, Trafford Wharfside, Old Trafford and Lancashire County Cricket Club Quarter</i> <i>Provision of a 2-form entry primary school in Carrington</i> <i>Provision of a 1-form entry primary school in Altrincham</i> <i>Provision of a 1-form entry primary school in Stretford</i> <i>Borough-wide expansion of secondary schools to provide additional intake places</i></p>
<p>Strategic sport and recreational facilities including: <i>Provision of a major wet and dry facility at Stretford</i> <i>Provision of a major wet and dry facility at Sale/Altrincham</i></p>
<p>Strategic green infrastructure <i>Apart from those projects delivered directly on-site (including those for residential developments of 300 units or more)</i></p>

Appendix C

Trafford Community Infrastructure Levy: Charging Schedule – Instalment Policy

Trafford Community Infrastructure Levy: Charging Schedule – Instalment Policy



TRAFFORD
COUNCIL

March 2014



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ARABIC

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FRENCH

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URDU

This CIL Instalment Policy comes into effect on the 7th July 2014. Trafford Council will apply the instalment policy to all CIL liable planning applications approved on and after this date.

Where an outline planning permission permits development to be implemented in phases, each phase of the development is considered to be a separate chargeable development, with its own liability. Each phase of chargeable development will require the submission of CIL Form 6: Commencement Notice and will be able to pay in instalments in accordance with this CIL Instalment Policy.

CIL liability	Instalments	Payment periods and amounts
Under £25,000	1	100% within 180 days of commencement of development
From £25,000 up to £50,000	2	50% within 180 days of commencement of development 50% within 365 days of commencement of development
From £50,000 up to £150,000	3	34% within 180 days of commencement of development 33% within 365 days of commencement of development 33% within 545 days of commencement of development
From £150,000 upwards	4	25% within 180 days of commencement of development 25% within 365 days of commencement of development 25% within 545 days of commencement of development 25% within 730 days of commencement of development

Appendix D

Revised Supplementary Planning Document 1 (SPD1): Planning Obligations 2014

Trafford Local Plan: Revised Supplementary Planning Document 1 (SPDI) – Planning Obligations



Adopted 7th July 2014



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SOMALI

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1. INTRODUCTION

Background

- 1.1. A Supplementary Planning Document (SPD) provides further details on specific policies in Trafford's adopted Local Plan: Core Strategy. It forms part of the package of Local Development Documents (LDDs) which comprise the Trafford Local Plan, required under the Planning and Compulsory Purchase Act 2004 (as amended under the Localism Act 2011). It is a material consideration in the determination of planning applications and assists the Council in securing local and national objectives in respect of sustainable development.
- 1.2. This revised Supplementary Planning Document 1 (SPD1) 2014 sets out Trafford Council's approach to seeking planning obligations in conjunction with Trafford's Community Infrastructure Levy (CIL), for the provision of infrastructure, environmental improvements and affordable housing required as a result of new development. It has been subject to public consultation during May and June 2013, and replaces the previous version of SPD1 which was adopted in February 2012.
- 1.3. This document clarifies the relationship between the different mechanisms that deliver infrastructure, namely, planning conditions, planning obligations and CIL.

Community Infrastructure Levy

- 1.4. CIL allows local authorities to raise contributions from developers to help pay for infrastructure that is needed as a result of development. By providing essential infrastructure to support the development of an area, the levy is expected to have a positive economic effect on development across the borough. A charging schedule must be produced setting out the CIL rates for the area – expressed as pounds (£) per square metre (sq. m), as CIL is levied on the gross internal floorspace of the liable development. CIL is payable on developments as described in the adopted Trafford CIL Charging Schedule, government guidance, regulations and local guidance.
- 1.5. This SPD should be read in conjunction with the adopted Trafford CIL Charging Schedule, Regulation 123 list and associated guidance, which is available to view on the Council's website: **www.trafford.gov.uk/CIL**.
- 1.6. CIL provides a predictable and flexible funding stream so that infrastructure projects can be delivered more effectively, as well as providing greater certainty for developers regarding development costs. CIL replaces the use of some planning obligations, however affordable housing remains outside of the remit of CIL and will continue to be required as a planning obligation.

Planning Obligations

- 1.7. All development has the potential to impact on the environment and place pressure on local infrastructure and services. The planning system can be used to ensure that new development contributes positively to the local environment, and helps to mitigate against any adverse impacts on infrastructure, the local environment and services. This is normally achieved through the use of conditions placed on a grant of planning permission by the local planning authority. These conditions permit development to go ahead only if certain circumstances are satisfied. Conditions are the usual mechanism for essential on-site design requirements and critical infrastructure such as street lighting, sewers, roads, landscaping and amenity space.
- 1.8. Section 106 (S106) of the Town and Country Planning Act 1990 (as amended) allows the drafting of legal agreements for the Council to control the impacts of development, which cannot otherwise be achieved via planning conditions. These are an established mechanism to secure the delivery of services or facilities needed as a result of new development, and are referred to as “planning obligations”. Contributions to infrastructure are delivered by way of physical works on- or off-site, land transfer, or financial contributions.
- 1.9. Where planning obligations are required, planning permission will not usually be granted until the S106 legal agreement has been entered into by all relevant parties and has been completed.

Policy Context

- 1.10. Guidance on seeking and negotiating planning obligations is provided in the National Planning Policy Framework (NPPF). NPPF sets out three statutory tests for the appropriateness of seeking planning obligations, which are required to be:
 - Necessary to make the proposed development acceptable in planning terms;
 - Directly related to the proposed development; and
 - Fairly and reasonably related in scale and kind to the development.
- 1.11. The CIL Regulations 2010 (as amended) specify that local authorities can only pool planning obligations from up to five planning obligations towards any particular infrastructure project or infrastructure type (Regulation 123) after 6 April 2015, or before, if a local authority adopts a CIL charging schedule prior to that date.
- 1.12. Chapter 17 of the Core Strategy describes Trafford’s policy approach to Planning Obligations. Core Policy L8 seeks to ensure that developers make reasonable provision or contribution towards appropriate infrastructure to mitigate the impact of development. Going forwards, many of the types of infrastructure described in this policy will be delivered through CIL rather than through the use of a S106 legal agreement. However the principle of mitigating the impacts of development remains, no matter what the delivery mechanism.
- 1.13. As the Local Highway Authority, Trafford Council may also use Section 278 of the Highways Act 1980 to secure works to the public highway where necessary to

facilitate or serve the proposed development. Examples of such works could be the construction of new access, junction improvements, or safety related works such as traffic calming or improved facilities for pedestrians and cyclists.

Contact Information

- 1.14. This document is aimed at developers, planners, stakeholders and local residents, and provides clarity on what infrastructure will be sought through planning conditions, planning obligations and what will be required through CIL.
- 1.15. For more information please contact:

Development Control
Trafford Council
Trafford Town Hall
Talbot Road, Stretford, M32 0TH
0161 912 3149
development.control@trafford.gov.uk

2. WHEN WILL A PLANNING OBLIGATION BE REQUIRED?

- 2.1. This section sets out Trafford Council's approach towards seeking developer contributions from development schemes.
- 2.2. Requirements for infrastructure provision need to be clearly understood before a planning application is submitted. These can be described via a hierarchy of needs:

Critical infrastructure is that without which the development simply could not take place. Fulfilling this requirement would normally be secured through the design of the scheme and through the use of planning conditions. In the case of highways infrastructure requirements, a section 278 agreement (Highways Act 1980) would be used to secure provision. However the provision of critical infrastructure is not limited to these mechanisms.

Key Infrastructure is of a site-specific nature, and is required to mitigate the negative impacts of development. The mechanism for ensuring delivery of these works is normally via a Section 106 legal agreement.

Supporting infrastructure is that which is required to support the sustainable growth of an area, but may not be directly or solely linked to an individual development. CIL monies can be used towards these strategic infrastructure projects.

- 2.3. Therefore, it is possible that planning conditions, planning obligations and CIL could each apply to the same application, in order to fulfil the hierarchy of needs to make a development acceptable in planning terms. However, the Council will ensure that no 'double counting' takes place and that developments are not charged twice for the same infrastructure, in line with the CIL Regulations 2010 (as amended).
- 2.4. Planning Obligations are scaled back but still remain the mechanism for securing the following requirements:
 - **Affordable housing**
This falls outside of the scope of CIL.
 - **Site specific infrastructure which is required as a result of, or to mitigate the impacts of a specific development**
This will only apply to infrastructure not included on the CIL Regulation 123 list.
 - **Commuted sums**
This covers the maintenance of facilities/infrastructure that the developer would like another body to adopt.
- 2.5. Restrictions on the pooling of planning obligations mean that the Council will only be able to pool up to 5 separate planning obligations for delivery of a specific item of infrastructure to mitigate the local impact of the developments paying those obligations.

- 2.6. The CIL Regulation 123 list is the document which provides details on the types of infrastructure and infrastructure projects that will benefit from the application of CIL funding, and is available on the Council's website. The pooling of CIL receipts from different developments will also enable the local authority to make improvements of a strategic nature that will benefit the Borough.
- 2.7. **Table 2.1** clarifies the use of planning conditions, Section 106 agreements and CIL, by listing the key forms of contribution likely to be sought, and how each might be secured. This list of requirements is not exhaustive.
- 2.8. Applicants are advised to consult the Planning Department at an early stage in the planning process to discuss the requirements relating to specific development proposals. The Council offers applicants a chargeable pre-application service; more details about this service are available online.
- 2.9. Where a S106 legal agreement is required, draft heads of terms setting out the type and extent of planning obligations should be submitted with the planning application. A 'Planning Obligations Pro forma Statement' is available from the Council's website.
- 2.10. In order to enter into a planning obligation through a legal agreement, applicants will be required to provide the following:
- **Details of the applicant's solicitor**
 - **Proof of title of the ownership of the site**

All landowners and parties holding an interest in the land will also need to be party to the legal agreement, and if the site is subject to a mortgage then the mortgagee will also need to enter into the legal agreement.
 - **An undertaking to pay the Council's legal fees**
- 2.11. Where applicants feel that viability may be an issue for their development, they are encouraged to contact the planning officer as early in the planning process as possible. More information on the Council's approach to considering viability is covered in section 4 of this document.

Type of Infrastructure	Planning Condition	S106	CIL
Affordable housing	✗	✓	✗
Transport and accessibility	✓	✓	✓
		Local site-related transport and accessibility requirements.	Strategic road and transport infrastructure projects.
Specific green infrastructure	✓	✓	✓
		Local site-related tree planting and landscaping.	Strategic tree planting.
Spatial green infrastructure	✓	✓	✓
		Local site-related land, play facilities and recreational equipment on large housing sites.	Improvements to informal open space, play facilities and recreational equipment outside of large strategic sites; and improvements to strategic green infrastructure.
Sports facilities	✗	✓	✓
		Formal sports land and facilities on large housing sites.	Formal sports land and facilities not on large strategic sites or related to a large strategic site.
Education	✗	✗	✓
Health	✗	✓	✓
		Healthcare facilities within vicinity of strategic locations.	Healthcare facilities outside vicinity of strategic locations.
Flood defence	✓	✓	✓
		Local site-related requirements.	Strategic flood defence infrastructure.
Community facilities	✗	✓	✓
		Community facilities within vicinity of strategic locations.	Improvement of existing community facilities outside vicinity of strategic locations.
Other provision			
For example: allotments, cemeteries, public realm, public art, biodiversity, ecology, skills development and heritage may be required as part of the planning process. The most appropriate way of delivering this, by one of the above means, will be discussed with the applicant.			

Table 2.1: Requirements secured through Planning Conditions, S106 and CIL

3. PLANNING OBLIGATIONS GUIDANCE

Overview

- 3.1. This section provides more detail on the types of infrastructure that the Council is likely to seek from developments through planning obligations to mitigate specific impacts from development. **Table 3.1** provides an overview of the types of infrastructure required for a typical development scheme however it is not an exhaustive list.
- 3.2. Each type of infrastructure requirement including its justification is set out in more detail in the following section, along with information on calculating the level of provision for each type, including: affordable housing, transport and accessibility improvements, specific green infrastructure, spatial green infrastructure, outdoor sports facilities and flood defence.
- 3.3. There may be other types of infrastructure sought through planning obligations which will be determined on a case by case basis, and are set out at the end of this section. These are likely to be in the Strategic Locations; the Trafford Core Strategy and emerging Land Allocations Plan contain more details on these requirements.

Indicative type of development	Affordable Housing	Transport and Accessibility	Specific Green Infrastructure	Spatial Green Infrastructure	Flood Defence	Other Potential Requirements
Householder application	x	✓	✓	x	✓	✓
1 to 4 dwellings	x	✓	✓	x	✓	✓
5 to 99 dwellings	✓	✓	✓	✓	✓	✓
100 to 300 dwellings	✓	✓	✓	✓ ¹	✓	✓
Over 300 dwellings	✓	✓	✓	✓ ²	✓	✓
Non-residential development of less than 100 sq. m	x	✓	✓	x	✓	✓
Non-residential development over 100 sq. m	x	✓	✓	x	✓	✓
Development of public / institutional facilities	x	✓	✓	x	✓	✓
<p>1 – to also include children’s play equipment to LEAP/NEAP standard</p> <p>2 – to also include sports facilities</p> <ul style="list-style-type: none"> • This table is a guide and there may be specific cases that vary from this for justifiable reasons. • Dwellings and development can be new build, change of use or mezzanine structures. • Development that is mixed-use or does not clearly fall into one category will be assessed on an individual basis for the nature of provision required. • For outline applications the standard housing mix will be used as an indicator for requirements - see Policy L2 of the Core Strategy. 						

Table 3.1: Planning obligations required to support development

Affordable Housing

- 3.4. Affordable housing is defined in NPPF as: *“social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision”*.
- 3.5. Affordable housing remains outside of the scope of CIL and will continue to be delivered through the use of S106 legal agreement. It should usually be delivered on-site and will be required to remain affordable in perpetuity, except where subject to statutory rights such as Right to Acquire¹ and Right to Enfranchise².
- 3.6. There is an identified need for more affordable housing within Trafford as set out in the Strategic Housing Market Assessment (SHMA) December 2008 and the SHMA Update Report May 2010. Data collected in these reports highlights that Trafford consistently exhibits the largest affordability ratio of income to house price, suggesting the greatest affordability problem in Greater Manchester.
- 3.7. The Council will seek to secure appropriate levels of affordable housing in accordance with Policy L2 of the Trafford Core Strategy (adopted January 2012). The following is an extract from the policy, and highlights some key principles:
- a) The expected method of delivery will be on site;
 - b) At least 50% of the affordable housing provision will be required to be accommodation suitable for families;
 - c) In developments where there is a mix of both houses and apartments, the affordable housing element should reflect the overall mix of unit types on the site; and
 - d) A split of 50:50 in the affordable housing units to be provided between intermediate (commonly shared ownership) and social/affordable rented housing units.
- 3.8. Trafford does not perform as a single uniform property market, as established in the Trafford Economic Viability Study (TEVS) May 2009, and the 2011 update. Instead it has a number of sub markets, each distinct from the other in terms of market performance and offer. Trafford is divided into “hot”, “moderate” and “cold” markets to reflect these spatial distinctions. These market areas have different thresholds and percentage requirements for the provision of affordable housing on development sites.
- 3.9. The areas for affordable housing are shown as a map in Appendix 3 of this document. For avoidance of doubt, it should be noted that the “hot”, “moderate” and “cold” sub market areas for Affordable Housing Provision are different from the “hot”,

¹ Right to acquire allows most housing association tenants to acquire their homes at a discount

² Right to enfranchise allows tenants to buy 100% of the shared ownership lease

“moderate” and “cold” charging zones within the adopted Trafford CIL Charging Schedule. **Table 3.2** below sets out the broad areas covered by each sub market area.

Hot Market Locations	Moderate Market Locations	Cold Market Locations
Altrincham Rural Countryside	Sale Stretford Urmston	Carrington Old Trafford Partington

Table 3.2: Affordable Housing Zones

- 3.10. In line with advice from PINS, Policy L2 of the Trafford Core Strategy assumes “normal” market conditions, as defined within the TEVS. Any variance from normal market conditions will be considered when determining the appropriate level of contributions. Developers should contact the local planning authority before submitting a planning application to agree the state of the economic market and therefore the required level of affordable housing.
- 3.11. Within “**hot**” market locations, a 40% affordable housing target will normally be applied. However under “good” market conditions this will be raised to a 45% requirement and maintained at 40%, or decreased as is deemed necessary on an individual site basis under “poor” market conditions.
- 3.12. Within “**moderate**” market locations, a 20% affordable housing target will normally be applied, with a flexibility to increase this to a 25% requirement under “good” market conditions and decreased to 10% under “poor” market conditions.
- 3.13. Within “**cold**” market locations no more than a 5% affordable housing target will be applied under normal market conditions, with a flexibility to raise this to a 10% requirement under “good” conditions. The supporting text of Policy L2 recognises that under “poor” market conditions a 5% contribution could inhibit development in cold market locations and therefore applications for development under these market conditions will not trigger a requirement for the provision of affordable housing.
- 3.14. In those areas where the nature of the development is such that, in viability terms, it will perform differently to generic developments within a specified market location, the affordable housing contribution will be determined via a site specific viability study, and will not normally exceed 40%. This will apply in the case of most of the strategic locations.
- 3.15. A ratio of 50:50 between intermediate (commonly shared ownership) and social rented housing should be sought in both North and South Trafford, in line with the findings of the SHMA.
- 3.16. The minimum threshold for qualifying sites will be 5 residential units in the borough’s “hot” and “moderate” market locations and 15 within the borough’s “cold” market locations. In considering whether a development meets the threshold for providing affordable housing, the Council will consider the net increase in the number of

dwellings on site. This policy applies to the conversion of any building, whether already in residential use. The artificial sub-division of a site will not be permitted to circumvent this policy.

- 3.17. Developers will be required to ensure that their proposals meet the standards set out in Trafford Core Strategy Policies L5 – Climate Change and L7 – Design; and conform to the Homes and Communities Agency’s Design and Quality standards or any successor standards.
- 3.18. Affordable housing should:
- be fully integrated into the site as a whole;
 - avoid designs that result in high maintenance or service charges;
 - reflect the overall mix of property type and sizes;
 - be tenure neutral so that affordable housing is indistinguishable in visual terms from market housing; and
 - be phased to ensure that the delivery of the affordable units reflects the phasing of the scheme as a whole.
- 3.19. The Councils Housing Strategy team can provide advice on:
- The requirement for affordable housing on a particular site;
 - Local housing needs;
 - The involvement of an RP partner;
 - Maximum sales prices and target rents;
 - The acceptability of the form of provision required;
 - Calculation of financial formulae;
- 3.20. An Affordable Housing Statement will be required for developments above the threshold requiring the provision of affordable housing otherwise the Council may not be able to validate the planning application. The statement should include the following information:
- The number of affordable residential units to be provided;
 - The mix of affordable units in terms of type (intermediate/ social rented) and size (number of bedrooms and gross floorspace);
 - Plans showing the location of affordable housing units;
 - The design approach to the affordable element of the scheme;
 - How the affordable housing units are to be managed and, where this involves a Registered Provider, their details.
- 3.21. In the case of outline applications where it is not possible to specify the precise amount of affordable housing, a statement of intent should be submitted outlining how affordable housing will be provided in line with Core Strategy Policy L2.
- 3.22. Where residential accommodation has shared facilities and is not self-contained, for example supported housing and residential care homes that fall under Class C2

(Residential Institutions) of the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments, it is regarded as an institutional use and may be exempt from the requirement to deliver affordable housing.

- 3.23. "Live-work units" will need to be judged on a case by case basis. Where the development is predominantly residential in character with offices incorporated or attached, Policy L2 will apply.
- 3.24. Where development involves the use of gypsy and traveller land, there will be an expectation of a contribution towards affordable housing subject to individual viability assessments.
- 3.25. Affordable housing should be provided on site as part of a development proposal. On-site provision can be made in several ways and will be agreed with the local planning authority on a site by site basis. The following are on-site delivery options for developers:
 - Build the housing and then transfer to a Registered Provider (RP) to provide either rented or intermediate housing.
 - Transfer the land to an RP at discounted value and the RP develops the housing to provide either rented or intermediate housing.
 - Build the housing and then sell at below market price to eligible households. This will usually require a marketing strategy to be agreed between the Council and the Developer.
 - Build the housing and then rent at an affordable rent with the property managed in accordance with standards set by the HCA or its successor.
- 3.26. The preferred method of delivery is for the transfer of the affordable units to an RP. However where it is agreed that properties will be sold at a discounted market price, the Council will need to be satisfied that the level of discount to eligible purchasers is sufficient to enable them to obtain mortgage credit equivalent to 3 x average household income in the district where the discounted units are provided. If this does not achieve a discounted sales price which meets the CLG criteria (or its equivalent), it would not be deemed to be an acceptable form of affordable housing in accordance with Policy L2 of the Trafford Core Strategy.
- 3.27. The Council will need to be satisfied that any agreement reached between a developer and RP for the on-site provision of affordable housing will ensure that the rental levels or shared ownership costs will be affordable initially and in the long term. Where affordable rented properties are concerned, rental charges should be calculated in line with the prevailing Homes and Communities guidance.
- 3.28. Service charges and ground rent charges for dwellings should be set at levels which do not exceed the amounts needed to manage and maintain the properties to housing association standards, and should be fully transparent in their contents and calculation methods.
- 3.29. Where affordable housing is to be owned and retained (as opposed to managed) by a body other than an RP, equivalent safeguards concerning its long term nature and recycling of benefit will need to be secured by way of a legal agreement.

- 3.30. It is recognised that where an RP develops a property for shared ownership funded by public subsidy, occupiers have the right to staircase to full ownership. On re-sale there will therefore be no subsequent benefit to future occupiers, as the current occupier would be entitled to sell the unit at the full market value of the property. In these cases, the Council expects any recyclable receipts arising to the RP from staircasing to be reinvested within Trafford for affordable housing provision.
- 3.31. In exceptional circumstances it may not be possible or appropriate to deliver affordable housing on site, so provision may be made on an alternative site, through payment of a commuted financial contribution, or an alternative form of delivery. These circumstances include:
- Where the affordable housing can be more effectively secured by bringing existing housing back into use, e.g. empty properties in the private sector;
 - Where providing the affordable housing elsewhere is more likely to widen housing choice and encourage a better social mix, e.g. providing family homes in other areas of need.
- 3.32. Where it is agreed that exceptional circumstances exist for off-site provision of units, the Council will need to be satisfied that the alternative is appropriate.
- 3.33. Where it is agreed that circumstances exist to justify the use of a commuted financial sum, this should be paid to Trafford Council where it will be put into a ring-fenced account for the provision of affordable housing. These sums will be utilised for new affordable housing schemes, bringing vacant properties back into use as affordable housing and improving or converting existing housing for use as affordable housing. These sums may be utilised either for an RP scheme or may be utilised in the private sector to improve dwellings for use by the Council's nominated tenants.
- 3.34. The commuted sum should ensure that there is no difference in the proportionate level of contribution towards affordable housing between an on- and off-site option. An assumption will be made that 50% of the on-site provision would be low cost home ownership and 50% social rented tenure. The value of on-site affordable housing provision within the market location of the planning application site should be established, i.e. what an RP would reasonably expect to pay for it in order to generate an acceptable NPV. The difference between the open market value and the discounted value of the affordable housing units will constitute the affordable housing commuted sum. The value of the affordable housing units will vary on a site by site basis and must achieve an equivalent acceptable NPV for the RP which will be agreed with the LPA at an appropriate time in the planning process.
- 3.35. The following calculation is an example of how a commuted sum would be established:
- Total number of units on site = 60*
Number of affordable units = 24 (based on 40% target provision)
Open Market Value (OMV) of affordable housing units = £3,600,000
Affordable Housing Value of units = £2,340,000
Difference between OMV and Affordable Housing Value = £1,260,000
Total Commuted sum = £1,260,000

- 3.36. A commuted sum will be secured with a S106 legal agreement which will specify the amount of the sum to be paid, when it should be paid, how it will be used, the time scale for spending the money and appropriate sanctions if this undertaking is not honored.

Transport and Accessibility

- 3.37. New growth will put further pressure on the roads and transport networks and create demand for strategic and local transport infrastructure and service improvements in the Borough. There is a need for this to be addressed through site specific planning obligations for transport infrastructure and service improvements in relation to walking and cycling networks, public transport services and roads/highways. It also includes measures to reduce travel demand, for example through travel planning and demand management.
- 3.38. Any alterations to the transport network within or in the vicinity of new development which are required should form part of the design of developments. Planning applications will generally be refused where applicants are unable or unwilling to provide the necessary improvements.
- 3.39. Planning obligations may be needed to address localised impacts, for example relating to road safety, congestion or the need to encourage walking, cycling and public transport use. This will be particularly relevant to larger developments and those which are expected to generate more intensive traffic movements and parking demand (therefore many smaller developments are unlikely to require planning obligations of this nature). Examples of planning obligations secured may include junction improvements, a new bus service or improved pedestrian and cycle connectivity. Agreement with Trafford as the Local Highway Authority on the timing of such infrastructure should also be secured as part of the S106 or S278 agreement.
- 3.40. With regard to the adoption of highways, any separate S106 or S38 agreement (Highways Act 1980) should seek to ensure that the road network is open for use by the public at this same point in the development of the site

Preparation of Travel Plans

- 3.41. Policy L4 of the Trafford Core Strategy also requires a Travel Plan to be submitted where developments are likely to have significant transport implications. A Travel Plan is a way of managing and monitoring how users of a particular site or area travel to that location, with a particular emphasis on encouraging the use of sustainable modes, particularly walking, cycling and public transport. Applicants should seek advice from the Council to determine whether a Travel Plan needs to be submitted with a planning application.
- 3.42. The expectation is that Trafford as the Local Highway Authority will undertake the monitoring of approved travel plans within the Borough. Planning obligations will be sought, where appropriate, to fund the monitoring of Travel Plans by the Local Highway Authority.

Specific Green Infrastructure

- 3.43. Green infrastructure (GI) sets the context for how various green and blue spaces across Trafford combine to provide a multifunctional network delivering benefits for people, the economy and the environment.
- 3.44. In line with Core Strategy Policy R5.4 development will be expected to contribute on an appropriate scale to the provision of the green infrastructure network.
- 3.45. The Trafford Forest Plan has been prepared to guide the implementation of GI in the Borough. It maps the key green infrastructure resources and tree cover and identifies through its assessments where green infrastructure can make the greatest contribution to improving health, biodiversity, quality of place and climate change needs in the Borough. The Plan is a living document updated as new opportunities are identified.
- 3.46. Specific green infrastructure is associated with the development itself, its impact on the surrounding environment and the measures that can be taken to mitigate specific issues in that area. For example effects of urban heat, air quality, local surface water management needs and areas of poor environmental quality.
- 3.47. Provision will usually be required by all development and will be in the form of on-site enhancements such as tree planting, to the guide standards set out in **table 3.3**, or in line with the opportunities identified on The Trafford GI Plan. The GI scheme will vary on a site by site basis and will directly mitigate the impact of the development. In exceptional circumstances where it is not possible to implement a GI scheme on site, a contribution may be secured through the use of a S106 legal agreement to implement a scheme close to the development to make the development acceptable in planning terms.
- 3.48. More strategic opportunities for new GI and semi natural greenspace will be identified through the preparation of the Land Allocations Plan, but these will be funded by CIL.
- 3.49. Trees have been taken as a basis and guide for the appropriate provision for GI due to their multi functionality and the multiple benefits they bring beyond simply improving an area's general appearance. Measures such as green roofs, green walls, hedging or other habitats may be more relevant in particular areas and reference should be made to Biodiversity Action Plans to guide decisions.
- 3.50. Requirements may vary depending on the circumstances of particular developments. A development proposal may fulfil specific GI requirements in its provision of other open space requirements. For example, a green roof or sustainable drainage system designed in a particular way to provide local open space could fulfil part or all of the requirements under specific and spatial GI also.
- 3.51. These specific green infrastructure facilities planned as part of a development should be submitted as part of the planning application with a statement explaining their GI contribution to allow assessment of the suitability of the scheme to meet the GI needs of the development.

- 3.52. Where a specific GI scheme is not proposed or identified, the amount of planting likely to be sought for typical developments to provide for site specific GI needs is set out in table 3.3. Any planting required will be of species appropriate to the location surrounding the development.
- 3.53. Applicants are advised to discuss with the Council the details of their proposed planting scheme at an early stage in the development process. Trees planted are in addition to requirements covering replacement planting as a result of trees felled on the site but could be part of a landscaping scheme. The willingness of applicants to plant trees will not however be a factor that would lead in itself to permission being granted. Trees would normally be planted on site and required only to mitigate site specific requirements of the development.

Development Type	Use Class	Number of trees
Residential apartments	C3	1 per unit
Residential housing	C3	3 per unit
Industry and warehousing	B2 & B8	1 per 80sqm GIA
Retail	A1, A2, A3, A4, A5	1 per 50sqm GIA
Offices	B1	1 per 30sqm GIA
Hotels, other residential, leisure and community facilities	C1, C2, C2A, C4, D1, D2	1 per 30sqm GIA
<p>However the provision of alternative GI treatments could be provided in lieu of, or in combination with, tree provision as follows:</p> <ul style="list-style-type: none"> • 5m of preferably native species hedge, per dwelling/2 apartments • 25m of preferably native species hedge per 2000m² of employment building • Green roof/ green wall provided at 1/10th of the area of the building footprint • 100m² of wildflower meadow per dwelling • Additional biodiversity or landscaping elements to a SUDS scheme • 50m² of woodland/orchard per dwelling • 10m² of food growing space per dwelling 		

Table 3.3: Guide to levels of tree planting and GI treatments for Specific Green Infrastructure

Spatial Green Infrastructure

- 3.54. People’s quality of life is very much influenced by access to a range of green spaces and experiences. Therefore protecting and enhancing open spaces for current and future generations to enjoy is essential. National and local planning policy promotes the environmental, social and economic benefits to be gained from good quality diverse and accessible open space and recreational facilities. These green and blue

spaces represent the green infrastructure components that contribute to the character, image and effective functioning of places and are valued by communities.

- 3.55. The Council's Green and Open Spaces: An Assessment of Need June 2005 (updated June 2009) identified that the available open space provision across the Borough was sufficient, but when compared by Ward, many were found to be deficient in open space. The assessment also identified that many of the open spaces were poor in quality and not fit for purpose.
- 3.56. The Trafford Greenspace Strategy 2010 provides a framework for the improvement of Council owned and managed greenspace assets. The approach has established a greenspace hierarchy on an area specific basis, along with associated targets for quality and accessibility in relation to the different types of greenspace and facilities identified in the typology. These areas have been mapped, local standards set and gaps in quantitative and qualitative provision identified.
- 3.57. Standards have been calculated based on up to date audits of provision and take into account quantity, quality and accessibility where possible. In addition, where possible, standards take account of local needs. However, nationally recognised standards have been used to guide Trafford's local standards, particularly in terms of accessibility. Core Strategy Policy R5.3 sets out the detailed standards and development requirements.
- 3.58. Spatial green infrastructure is the open and natural green space functions of GI associated with the needs of residents of the development. Cumulative impacts arising from smaller development will be addressed through the use of CIL funds. Improvements required to local open space, semi natural green space, children's play equipment and outdoor sports facilities to address these impacts will be named on the CIL Regulation 123 list, which describes what type of infrastructure projects CIL funds will be spent on.

Local Open Space (LOS)

- 3.59. This is the umbrella term covering open space provision in the form of country/town parks, neighbourhood parks, local parks and open spaces with purpose built features such as footpaths, lighting, children's play, youth facilities and informal sports provision.
- 3.60. The open space needs of new development are calculated using the standards in Core Strategy Policy R5.3. They are based on hectares of space per 1000 population. The residential capacity of housing units is based on the 2011 Census data and should be calculated using **table 3.4**.

Dwelling size	Capacity
1 bedroom	1.3 persons
2 bedrooms	1.8 persons
3 bedrooms	2.5 persons
4 bedrooms	3.1 persons
5 bedrooms or more	3.5 persons

Table 3.4: Residential capacity (source 2011 Census)

- 3.61. Large residential developments of approximately 100 units, or that provide homes for 300 people or more, will need to provide new open space as part of the site design. It is the Council's long-term aim that all children in the Borough should have reasonable access to different types of play spaces for recreational purposes.
- 3.62. The children's play space standard is set out in Core Strategy Policy R5 and is based on a detailed assessment of adequate levels of provision in the Borough, and upon guidance given in the National Playing Fields Association 'Six Acre Standard' (Minimum Standards for Children's Use). Further guidance on designing good quality play provision can be found in the Fields in Trust "Planning and Design for Outdoor Sports" document.
- 3.63. The three tiered structure for children's informal recreation and equipped play specifies the location, minimum land area and style of provision required to provide for a range of age groups, appropriate to their needs. Guidelines for LAPs (Local Area for Play), LEAPs (Local Equipped Area for Play) and NEAPs (Neighbourhood Equipped Area for Play) are set out in **table 3.5**.
- 3.64. The provision of an area surrounding the play equipment for more informal play will be accounted for within the LOS standard. This allows for circumstances where LOS will be required but play space would not be, for example for 1 bedroom dwellings.
- 3.65. As a guide to provision, Town and Neighbourhood Parks will be expected to feature a Neighbourhood Equipped Area for Play (NEAP) capable of scoring 'excellent' in the Royal Society for the Prevention of Accidents (ROSPA) play value assessment, undertaken annually on the council's behalf. Depending on local site constraints and community support, this standard of provision will include a Multi-Use Games Area (MUGA) and skate/BMX facility.
- 3.66. Similarly, Local Parks will be expected to accommodate a Locally Equipped Play Area (LEAP) standard facility scoring 'excellent' at annual inspection, whilst stand-alone play spaces and larger open spaces containing children's play space will be expected to meet a standard appropriate for their size and location. This judgement will take into account factors such as the relationship to other parks (with play) provision in the vicinity, as in certain parts of the borough, large formal parks are more scarce, leading to greater deficiency in access to high quality play facilities. The specific requirements of play facility to meet the needs of different numbers of residents for a LEAP and NEAP play facility are available on the Fields in Trust (FIT) website: <http://www.fieldsintrust.org/>.

Facility	Time	Walking distance	Straight Line Distance	Minimum Size		Character	Population provided for
				Activity Zone	Buffer Zone (including activity zone)		
LAP	1 Min	100m	60m	100m ²	400m ² (0.04ha)	Informal recreation, landscaping, fencing, seating, and may include a low key games area for toddlers	50
LEAP	5 Min	400m	240m	400m ²	3,600m ² (0.36ha)	Informal recreation, landscaping, fencing, seating and junior play area	450
NEAP	15 Min	1,000m	600m	1,000 m ²	8,500m ² (0.85ha)	Informal recreation, landscaping, fencing, seating, play areas for all age groups, wheeled play and ball game opportunities	1062

Table 3.5: Minimum Standards for Children’s Use (Source - National Playing Fields Association, ‘Six Acre Standard’)

3.67. In exceptional circumstances, it may be more appropriate to pay a commuted sum towards the provision of open space. For example, where a large development is phased so the provision can be delivered as part of a later phase, or to provide the required provision on land outside of the boundary of the planning application, but close to the development. A calculation will be made to assess the financial contribution as set out in **table 3.6**.

Type	Quantity Cost	Unit
Local open space	£161.59*	Per person
Provision for children/young people	£378.95*	Per person
*Includes estimated maintenance costs at 30%		

Table 3.6: Commuted costs of providing children’s equipped play space

Semi Natural Green Space

- 3.68. This includes areas of countryside close to residential areas, urban fringe, linear countryside routes, woodlands and nature reserves, the distribution of which has been assessed in line with Natural England's Accessible Natural Greenspace Standard.
- 3.69. Semi-natural greenspace offers a more natural recreational experience through contact with nature, whilst providing a greater range of ecological functions than more formal open space. Semi natural green space should be considered especially important where opportunity exists to enhance existing sites, provide improved habitat in identified biodiversity zones or to improve linkage between habitat patches. The Greater Manchester Ecological Framework will be especially important to consider in identifying opportunities for semi natural green space.
- 3.70. Very large developments, in the region of 300 units and above, or those developments that impact on the existing strategic green infrastructure network will be required to provide mitigation measures for semi-natural greenspace.

Sports Facilities

- 3.71. Sports facilities are essential to the health and well-being of local communities. This includes the provision of outdoor and indoor sports facilities, including pitches for football, cricket and rugby, tennis and netball courts, bowling greens and multi-use game areas, indoor sports halls, health facilities and swimming pools.
- 3.72. The Trafford Outdoor Sports Facilities Study (March 2009) identified that the majority of areas within the Borough had good access to facilities, except for tennis. Community provision for tennis was found to be of poor quality and in some areas such as Old Trafford lacking in provision, although on the whole provision was generally more limited in the south of the Borough. Football pitches and changing facilities were also highlighted for quality issues requiring improvements in terms of standards. The study also identified that there was an increase in demand for pitches by girls team, which could be addressed through greater use of school sites.
- 3.73. The Trafford Leisure Management Key Issues Report (March 2009) identified slight deficiencies in the pay and play provision of swimming pools and health and fitness facilities. Areas in the north and west of the Borough were found to have poor access to public swimming facilities and that the public swimming pools at Stretford, Sale and Altrincham Leisure Centres are in need of refurbishment. Improvements to swimming pools and health and fitness facilities will be made through CIL.
- 3.74. Provision includes accessible facilities for a variety of formal and informal sports, from traditional grass football, hockey and rugby pitches to artificial turf pitches for these sports as well as tennis, bowling and cricket. Provision will include not only the layout of grass, all weather pitches and courts, but also changing facilities and ancillary features such as car parking, lighting and toilets.

- 3.75. Very large developments in the region of over 300 units will need to provide on-site facilities, in line with standards in Core Strategy Policy R5 and the deficiencies and needs identified as part of the Outdoor Sports Assessment of Need Study, and/or in line with the deficiencies and needs identified as part of any future needs assessments. The cumulative impact of smaller schemes will be addressed through CIL funded projects.
- 3.76. In exceptional circumstances, it may be more appropriate to pay a commuted sum towards the provision of outdoor sports facilities. For example, where large development is phased so the provision can be delivered as part of a later phase, or where appropriate to provide the required provision on land outside of the boundary for planning permission, but close to the development. A calculation will be made to assess the financial contribution as set out in **table 3.7**.

Type	Quantity Cost	Unit
Outdoor sports	£520*	Per person
*Includes estimated maintenance costs at 30%		

Table 3.7: Commuted costs of providing outdoor sports facilities

- 3.77. Where provision is made for a new facility, for example new open space, play area or outdoor sports facility, provision for the long term maintenance of the site must be provided by the developer either by way of handing the site over to a third party, by ensuring a maintenance contract with a management company, or where an acceptable commuted sum is agreed with the Council.

Flood Defence Infrastructure

- 3.78. Extensive areas within the Borough have been identified in the Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment (SFRA) as being at risk of flooding. This flood risk arises from rivers, canals, sewers, surface water and groundwater.
- 3.79. Policy L5 of the Core Strategy requires developers to demonstrate that account has been taken of flood risk from all sources, as identified in the SFRA, and that the proposed development incorporates mitigation and management measures appropriate to the use and location. Policy L5 also requires developers to improve water efficiency and reduce surface water run-off through the use of a range of Sustainable Drainage Systems (SUDs) appropriate to the various parts of the Borough.
- 3.80. The use of SUDs and ‘soft’ flood defences, such as green, open spaces where waters can be stored in times of flood, will often be the preferred means of managing flood risk in relation to new development and will be required if assessed to be needed for site specific measures. However, the use of ‘hard’ flood defences, such as embankments, walls, weirs, sluices and pumping stations, may also be required in certain circumstances. More strategic flood defences that benefit a wider area than

the immediate area around a development will be funded by CIL. A comprehensive flood defence strategy might use a combination of such measures, making use of both natural processes and engineering solutions, and bring wider benefits to the local community in terms of habitat creation and provision of recreational opportunities.

- 3.81. Source control should be considered first. There may be opportunities to deliver SUDs through integrated solutions for a collection of sites. The future ownership and maintenance of such SUDs should be discussed at the planning application stage with the relevant sections of the local authority (including Planning, Highways and Drainage), United Utilities and the Environment Agency. If this approach is not undertaken, then the developer must demonstrate no adverse impact will be caused by the development elsewhere and why it is not feasible.
- 3.82. The Council will encourage partnership working with developers, local communities and the Environment Agency on wider flood management initiatives within the Borough, including any relevant projects identified within the Local Flood Risk Management Strategy.

Other Planning Obligations

- 3.83. Trafford Council may also require the following types of provision to support development in a sustainable manner; this list is not exhaustive.
 - Healthcare - provision of facilities within the vicinity of strategic locations.
 - Community facilities – for large scale development that will result in an increased pressure on existing or create a demand for new community facilities, provision may be sought, taking into account neighbourhood and locality evidence.
 - Allotments and cemeteries - provision of additional allotment grounds and burial land within or close to the site may be required for large scale housing developments where there is an identified need within the locality. More detail is included in the emerging Land Allocations Plan.
 - Public realm and public art - provision of public art, artistic features and enhancements to public spaces will be sought as an integral element to any development with a significant impact on its physical environment and setting.
 - Skills development and jobs - for large-scale developments, the Council will seek to ensure that employment and training/skills development opportunities (including apprenticeships) are provided to local people. Planning conditions may also be used to require the preparation of workplace skills strategies for new businesses.

4. MANAGEMENT AND MONITORING

Implementation

- 4.1. Some developers may attempt to avoid a planning obligation by reducing the scale of development to avoid a provision threshold. If it is considered that a proposed development is not maximising the use of a site, the Council reserves the right to seek obligations from the developer that reflect the best or full use of the land. In addition, if a potentially large development site has been divided into smaller applications, the Council may, for the purposes of a planning obligation, require that all the smaller applications be treated as part of the whole development proposal, subject to an appropriate timescale being established for bringing forward subsequent phases of development where relevant.
- 4.2. The long term maintenance of items of infrastructure must be provided by the developer either by way of handing the site over to a third party, by ensuring a maintenance contract with a management company, or where an acceptable commuted sum is agreed with the Council.
- 4.3. Planning decisions may be appealed, or the Secretary of State may call-in an application for determination. In such cases, the Secretary of State/Planning Inspectorate will determine the necessary planning obligations.

Viability

- 4.4. The CIL Regulations 2010 (as amended) allow charging authorities to set discretionary relief for exceptional circumstances; the Council has adopted an Exceptional Circumstances Policy in order to offer relief from CIL charges in a limited set of circumstances, as outlined in the policy. Before granting relief, the charging authority will need to be satisfied that the relief would not constitute notifiable State Aid. Relief for exceptional circumstances must be claimed in accordance with Regulation 57, and is a separate process from that described below.
- 4.5. The viability of planning obligations for the delivery of infrastructure which is not delivered through CIL, such as affordable housing will be negotiated between the Council and developers on a case by case basis.
- 4.6. The applicant should let the Council know at the earliest opportunity if they plan to raise the issue of viability. This should be at pre-application stage, as it will be expected that the developer has already incorporated the impact of planning obligations within their development costs. Early engagement provides time to scope out the relevant viability issues, agree an analytical approach, and explore the delivery mechanisms that will be used.
- 4.7. Viability information must be received prior to validation of the planning application, and may not be accepted during the course of considering a planning application. The viability information should include the following:

- **A financial viability appraisal setting out how they are not able to meet the full policy requirements.**
This should utilise a recognised form of development viability appraisal and include: a quantity surveyors cost assessment, market evidence of sales rate and site value, development and sales programme, details of any exceptional development costs, and likely CIL charge showing payments required in accordance with the installments policy.
- **A statement outlining the benefits of not meeting the policy requirements.**
- **Full details of deferred timing or phasing for the delivery of planning obligations.**

- 4.8. The Council may seek independent advice to review the financial appraisal that has been submitted, the cost of which will be met by the applicant.
- 4.9. The Council will consider potential benefits of a scheme by weighing these against the resulting harm from the potential under-provision or delayed provision of infrastructure. Based on independent financial viability findings and other evidence, planning obligations may be deferred, phased, or discounted, where this would not make the development unacceptable in planning terms.
- 4.10. The deferred timing or phasing of planning obligations may be considered as an appropriate option rather than reducing the quantum of contributions, depending on the viability evidence and nature of the development proposal.
- 4.11. Reductions in infrastructure provision will be the minimum necessary to make the scheme financially viable. The Council will need to make a judgement as to whether a development would still be acceptable in planning terms with a reduced level of infrastructure provision. Where discounted provision is agreed, this should be distributed between the identified requirements, depending on individual factors affecting the site and availability of mainstream funding and the Council's priorities.
- 4.12. Where a viability appraisal has been accepted by the Council, the S106 legal agreement may include provisions for overage and review mechanisms.
- 4.13. Developers can request that the Council reviews the financial viability of a development following the grant of planning permission. An example of which is where developments are expected to be phased over a number of years and circumstances may have changed since planning permission was granted.

Monitoring

- 4.14. The Council will monitor planning obligations to ensure compliance. Legal action will normally be taken where planning obligations are not complied with. Delivery of obligations will be required in line with triggers in the legal agreements.
- 4.15. Legal agreements will specify timeframes for planning obligations to be delivered on or off site or for the spending of monies secured through planning obligations. If money has not been spent by the end of the relevant contribution period, the Council will make provision to refund it on request. It is unreasonable for the Council to hold

money in perpetuity, but for some projects a longer timeframe may be appropriate as the growth proposed in the Core Strategy covers the period to 2026.

- 4.16. The Council will publish information on an annual basis on the number of planning obligations secured and also CIL monies received and how they have been spent. This will be available to view on the Council's website.
- 4.17. A reasonable management fee of up to 5% of the contributions received will be used by the Council towards the collection, allocation, spending and monitoring of planning obligations.
- 4.18. Legal costs for securing planning obligations will continue to be sought in addition to this inclusive management fee. These legal costs will normally be payable on completion of the agreement, or if the agreement is not completed, within 28 days from the date of invoice.

Appendix 1: Key documents

The following sources of information are referenced within this SPD.

- Community Infrastructure Regulations 2010 (as amended), CLG
- Biodiversity Action Plans
- Fields in Trust “6 Acre Standard”, <http://www.fieldsintrust.org/>
- Green and Open Spaces: An Assessment of Need June 2005 (updated June 2009)
- Manchester, Salford and Trafford Level 2/Hybrid Strategic Flood Risk Assessment (SFRA)
- Strategic Housing Market Assessment (SHMA) December 2008
- SHMA Update Report May 2010
- Trafford CIL Exceptional Circumstances Policy, Trafford Council
- Trafford CIL Regulation 123 list, Trafford Council
- Trafford CIL Instalments Policy, Trafford Council
- Trafford Economic Viability Study (TEVS) May 2009, and the 2011 update.
- The Trafford Forest Plan
- The Trafford GI Plan
- Trafford Greenspace Strategy 2010
- Trafford Leisure Management Key Issues Report March 2009
- Trafford Outdoor Sports Facilities Study March 2009
- Transport for Sustainable Communities: A guide for Developers, Transport for Greater Manchester (TfGM) 2013

Appendix 2: Viability Appraisal Guidance

This page provides a basic guide to the types of information the council needs in order to evaluate the economic viability of a development. It is not intended to be a definitive guide to conducting a development appraisal, nor is it an exhaustive list of the information that may be requested for a specific scheme. Applicants are advised to seek professional advice from a Chartered Surveyor, details of which can be gained from the Royal Institute of Chartered Surveyors (RICS).

The most common way to conduct an appraisal is to undertake a 'residual valuation', where the costs of the development are subtracted from the estimated value of the development, including the value of the site, to leave a residual profit for the developer.

PROFIT = GROSS DEVELOPMENT VALUE – ALL DEVELOPMENT COSTS (INCLUDING SITE VALUE)

For both residential and commercial developments, a developer can expect to receive a reasonable financial return from the project in order for the development to be generally accepted as viable. This return will vary depending on the nature of the scheme and factors such as market conditions, location and demand. Typical information required to support a development appraisal is shown in the table below. Without this information the council is unlikely to be able to conduct an appraisal.

	Information	Justification / Details
Gross Development Value	How much the development is expected to sell for	Provide sales/rental estimates from valuers or estate agents, floor space and number of units.
Development Costs	Site acquisition costs	The land value, or for conversions, the use value of existing building
	Build costs	Expressed as an overall cost, or cost per square metre.
	Professional fees	Overall cost, or as a % of build costs
	Other costs	Provide details of any other costs, and evidence to support.
	Contingency	Overall cost, or as a % of build costs
	Finance costs	Overall cost, or as a % of build costs
	Sales costs	Overall cost, or as a % of sales value
	Planning obligations	What the council has asked the developer to contribute.
Profit	Financial return to the developer from the project.	Total figure in pounds (£), also shown as a percentage of gross development value or cost.

Appendix 3: Affordable Housing Market Zones

