



TRAFFORD
COUNCIL

Trafford Community Infrastructure Levy: Infrastructure Note

May 2013



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1. INTRODUCTION

- 2.1 The justification for introducing a Community Infrastructure Levy (CIL) is based upon having sufficient infrastructure evidence to confirm an aggregate funding gap after all known sources of funding have been taken into account. The charging authority also needs to show the total target amount it proposes to raise through CIL.
- 2.2 The definition of infrastructure for the purpose of CIL is taken from Section 216 of the Planning Act (2008) (as amended by Regulation 63 of the CIL Regulations 2010): Infrastructure includes roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open spaces. This list is not exhaustive, and changes in the CIL Regulations and Localism Act have paved the way to expand this list and incorporate relevant revenue costs.
- 2.3 In determining the size of its total or aggregate infrastructure funding gap, the charging authority should consider known and expected infrastructure costs and all other sources of possible funding available to meet those costs. This process will identify a CIL infrastructure funding target. This target should be informed by a selection of infrastructure projects or types that are identified as candidates to be funded by the levy, in whole or in part, in the area.
- 2.4 The Government recognises that there will be uncertainty in pinpointing other infrastructure funding sources, particularly beyond the short-term. The focus is on providing evidence of an aggregate funding gap that demonstrates the need to levy the CIL.

Purpose

- 2.5 The purpose of this infrastructure note is to provide additional information to supplement and update that contained in the Council's Local Infrastructure Plan (September 2010). It will also take into account the developer requirements for the Strategic Locations as set out in the Trafford Core Strategy.
- 2.6 There is a focus on a number of infrastructure projects that are necessary in order to deliver the growth identified in the Trafford Local Plan: Core Strategy. It identifies the known costs and funding sources and the funding gap to which CIL funding may be applied is set out.
- 2.7 Essentially, this note identifies the funding gap and demonstrates that it is significantly greater than the anticipated level of CIL receipts over the plan period. It is anticipated that the implementation date for CIL in Trafford will be 01 April 2014, to allow a transitional period from S106 to CIL.

2. INFRASTRUCTURE ASSESSMENT

- 2.1 The role of the infrastructure assessment is to illustrate that the CIL total target amount is justifiable given local infrastructure need and is based upon appropriate available evidence. This evidence should demonstrate that the charging authority has achieved an appropriate balance between raising funds for infrastructure and

the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area.

- 2.2 The infrastructure assessment is derived from the Trafford Local Infrastructure Plan (September 2010) that was considered by an independent Inspector during the public examination of the Trafford Core Strategy in 2011. It takes account of the identified infrastructure needed to support the delivery of the Local Plan.
- 2.3 The working assumption for this infrastructure assessment is that the vast majority of strategic infrastructure, including that directly related to development at the Strategic Locations, is to be delivered through CIL rather than through Section 106 (S106) agreements in respect of specific developments. This approach has also been carried through in to the economic viability assessments underpinning CIL.
- 2.4 The statement on CIL and S106 sets out how the Council intends to use S106 planning obligations, following the adoption of CIL. A clear transparent system for identifying what infrastructure will be funded through CIL and what infrastructure will still be required through planning obligations will be introduced. It should be noted that S106 planning obligations will be site specific¹ and the exact details can only be determined at planning application stage.
- 2.5 Once CIL is implemented, the Revised Supplementary Planning Document 1 (SPD1): Planning Obligations and the Regulation 123 list (derived from the infrastructure projects and types set out in this note) used together, will provide assurances to developers that they are not paying twice for the same item of infrastructure.
- 2.6 A review of the key infrastructure projects required to deliver planned growth as set out in the Local Plan and the supporting Local Infrastructure Plan, along with the anticipated and known funding, has been carried out for the following types of infrastructure (as per the definition in the Planning Act 2008):
 - Road and other transport facilities
 - Flood defences
 - Schools and other education facilities
 - Sporting and recreational facilities and open space

Roads and other transport facilities

- 2.7 The roads and other transport facilities table sets out the future requirements for capital investment to ensure that there is suitable and sufficient provision of walking, cycling, public transport and road infrastructure to support future growth, and ensure locations where development is proposed are sustainable. Also, where current highway infrastructure is not adequate to facilitate planned growth, future requirements for capital investment to implement the appropriate highway schemes.

¹ Site specific infrastructure that will continue to be required through planning obligations is not included within this Infrastructure Note.

- 2.8 To support the Core Strategy, the Council commissioned Transport for Greater Manchester (TfGM) Highways Forecasting and Analytical Services to undertake bespoke transport modelling work for Trafford, to identify any transport issues in Trafford over the plan period associated with cumulative growth across the conurbation. The report identified 5 key issues and suggested a number of mitigation measures required to offset the impact of development. These were specifically included as development requirements within the Strategic Location policies of the Core Strategy, where there were specific issues associated with development in these areas, and in more general terms in Policy L4.
- 2.9 The Council has committed to developing a high quality walking and cycle link along the Bridgewater Canal, called the Bridgewater Way. The Bridgewater Way is a major regeneration project which ultimately aims to provide a high quality route for walkers and cyclists over the complete 65km length of the Bridgewater Canal between Runcorn, Leigh and Manchester City Centre. Approximately 20km of the canal is in Trafford. The cornerstone of the project is a major upgrade to the canal towpath, which as well as greatly improving conditions for walkers, will enable cyclists to use the path for the first time. However, a key element is also improving access points to the towpath and links between the canal and community facilities.
- 2.10 The Bridgewater Way in Trafford has been split into 9 phases and to date 5km of the route has been completed in three phases between Sale and Stretford, along with many additional kilometres of links to the canal towpath. The opening of the completed sections of towpath has seen a transformational change in the patterns of use associated with the towpath. An increase in the number of cyclists of around 370% has been observed, along with an 80% increase in the number of pedestrians. This level of success has led to future phases of the Bridgewater Way being prioritised for delivery, and three further phases are due to be completed by March 2015, following successful procurement of funds from a number of sources, including the Department for Transport's Local Sustainable Transport Fund.
- 2.11 A number of major road schemes have been identified as requirements to support the delivery of Trafford Centre Rectangle and Carrington Strategic Locations and to enable development at Davenport Green. The delivery of these road schemes will unlock major areas for development in Trafford, which are expected to deliver large scale housing and employment development over the Plan period.
- 2.12 Some public transport schemes and other pedestrian/cycling links have also been identified to support development in the strategic locations. In particular, there is an identified need to provide a major enhancement to walking, cycling and public transport accessibility for the Carrington Strategic Location. The significant public transport scheme for Carrington is currently based on the provision of a busway and associated greenway, although this scheme may change in nature as more detailed phasing for development is provided. However, the cost currently reflects the investment required to address the need for much improved public transport and active travel connectivity to the area.

- 2.13 The need for a transformational junction improvement scheme has been identified for Stretford town centre, to help improve access to the town centre facilities and movement between the town centre and adjoining areas. A number of other public realm improvements for the town centres in Altrincham, Sale and Urmston have been identified with the objective of improving connectivity and ultimately increasing investment and vitality in these centres.
- 2.14 A number of funding streams have been identified to help fund the delivery of the required walking and cycling, public transport and road infrastructure required to support future growth in Trafford. These include funds secured from the following funding streams: Greater Manchester Local Transport Plan, Heritage Lottery, Sustrans Connect 2, Local Sustainable Transport Fund, Government grant, Regional Growth Fund and other regional funding, private developer contributions and existing Section 106 planning obligations.
- 2.15 The road and other transport facilities table in Appendix 1 shows that once all known funding sources are taken into account there is a funding shortfall of £186,223,000.

Flood defences

- 2.16 Recent studies have been undertaken by the Council, in conjunction with the Environment Agency and neighbouring authorities, to assess flood risk from all sources in Trafford (including rivers, canals, sewers, surface water run-off and groundwater). These studies are intended to assist in guiding future development and investment in flood management infrastructure.
- 2.17 To support the Trafford Local Plan: Core Strategy, the Council prepared a Strategic Flood Risk Assessment (SFRA), which comprises a Greater Manchester Level 1 study undertaken in 2008 and a more detailed level 2/Hybrid study undertaken for Manchester, Salford and Trafford in 2010/2011.
- 2.18 Since the Trafford Local Plan: Core Strategy was adopted in January 2012 the evidence base on flood risk has developed further with outputs from the Greater Manchester Surface Water Management Plan (SWMP) and initial mapping of ordinary watercourses for the Trafford Local Flood Risk Management Strategy. Further discussions on the modelling of flood risk from the Bridgewater Canal are required between Peel Holdings/Manchester Ship Canal Company, Manchester, Salford and Trafford Councils. In addition, a successful legal challenge by Peel Holdings/Manchester Ship Canal Company to the Environment Agency's modelling of flood risk from the Manchester Ship Canal on its national Flood Map has led to revisions to the Flood Zones in a number of areas in Trafford.
- 2.19 These studies in combination have identified a number of areas in Trafford at significant risk from flooding, where flood defence measures are required to ensure that the levels of growth set out in the Trafford Local Plan can be delivered, that additional land can come forward for development in the longer term and to support the Trafford Local Plan's other aims for regeneration, and protection/improvement of the environment.

2.20 The Environment Agency has a short to medium term plan of flood infrastructure projects, which include a number of schemes that are planned within the borough of Trafford:

- Timperley Brook, Altrincham – identified in the SWMP as a hotspot. There are an estimated 169 properties at risk (of which 59 are at Very Significant risk) from inadequate culvert/channel capacity
- Sinderland Brook, Partington – There are an estimated 220 properties at risk (of which 147 are at Very Significant risk)
- River Mersey Flixton – to reduce the flood risk from the River
- Mersey Strategy – Refurbishment of flood basin, Weir and channel revetments

2.21 The flood defences table in Appendix 1 shows that once all known funding sources are taken into account there is a funding shortfall of £8,825,000.

Schools and other educational facilities

2.8 To support the Core Strategy, the Council reviewed the current capacity of existing schools and identified future requirements for capital investment to ensure that there is suitable and sufficient provision of school places in Trafford to support planned growth.

2.9 Since 2003/4, the birth rate in Trafford has been steadily increasing and has now reached figures last experienced in the early nineties – approaching 2,900 births per year in 2011/12 (an increase of 11%). Since 2007/8 the number of reception children has also steadily increased by 11%. This increase in birth rate along with housing development, the Ofsted grade of ‘outstanding’ in most schools in Trafford and their achievements in the league table, plus the economic recession, are contributing towards the increased pressure on demand for both primary and secondary school places in Trafford.

2.10 The anticipated requirement for additional school places during the plan period is expected to be delivered through a combination of increasing the size of some existing schools where appropriate, and building new schools where necessary.

Primary School Provision

2.11 Urmston has not experienced a rise in birth rates compared to the other areas; it has stayed fairly level since its last peak in 2003/4. Urmston’s PAN is currently 515 and there are no plans at the moment to increase capacity. However, consideration has been given to which schools could accommodate more pupils using existing facilities e.g. Group Rooms and IT Rooms in the first instance. It is anticipated that these schools would be able to take the demand from development at Trafford Quays – a site for residential development within the Trafford Centre Rectangle strategic location.

2.12 Other developments in the north of the borough will place significant demand on school places and result in the need for a new 1 form entry primary school to serve new settlements, particularly from development at Pomona Island, Trafford Wharfside and LCCC Quarter strategic locations.

- 2.13 Stretford has a particularly transient population with high levels of inward and outward migration. This makes it particularly difficult to forecast as migration levels will change from year to year. Stretford's PAN is currently 625. In order to rationalise the places available the catchment areas for Seymour Park, Old Trafford and King's Road schools were combined for September 2012. Plans are underway to expand Old Trafford by September 2013, increasing Stretford's PAN to 640. Further places will be added at Kings Road by September 2014. This will increase the PAN by 30 places to 670 by September 2014. By 2026 there will be a requirement for a new 1 form entry primary school to meet demand from development in the Stretford area.
- 2.14 Over the past two years the three primary schools in Partington (covering the Partington/Carrington area) have been accommodating close to their PAN. Partington's PAN is currently 120. There are no plans at the moment to increase capacity, but consideration is being given to which schools could accommodate more pupils using existing facilities e.g. Group Rooms and IT Rooms in the first instance. However, as the developments in Partington and Carrington come forward this will create the need for a new 2 form entry primary school to be in place by 2026. The development at Carrington alone will create a new community which will require its own Primary School as nearby Schools have limited capacity.
- 2.15 The PAN in Altrincham for 2012 is 810. The forecast for September 2012 was 846. 2 schools admitted over their PAN by converting existing accommodation. Numbers for Altrincham are expected to peak in 2014 when 885 places will be required. Possible plans to add 55 further places have been identified at 4 local schools but funding has not been secured. By 2016 there will be a requirement for a new 1 form entry primary school, expanding to 2 form entry by 2021.
- 2.16 The picture can change year on year and the demand for places is reviewed annually.

Secondary School Provision

- 2.17 Most areas in Trafford have sufficient secondary schools places with room to accept increased numbers in the short to medium term. However, Altrincham is a huge net importer of pupils at Secondary level, with approximately 80% more pupils entering the Secondary sector than leaving the primary sector. This is due to a number of factors including the popularity of schools (4 of which are selective grammar schools and 3 highly regarded Voluntary Aided schools. One school (St Ambrose College) has been rebuilt ready for September 2012 intake. The remaining two high schools are also oversubscribed. All of the schools, but one, have become Academies and are setting their own admissions criteria.
- 2.18 The Secondary PAN in Altrincham is currently 1191. The forecasted number of pupils from September 2012 to September 2015 averages at 1300. This shows a shortage of Secondary places in Altrincham. The LA will work with the Academies to ensure there is enough provision in Altrincham's Secondary sector in the short to medium term.

Post 16 Provision

- 2.19 The percentage of pupils staying on Post 16 is increasing at present, especially with the economic down turn and shortage of jobs for school leavers. The recently increased provision for 6th form places should alleviate an increased demand from this age group in the short to medium term. However by 2015 the School leaving age will have been increase to 18. This will further increase the demand for 6th form provision

Early Years Provision

- 2.20 The Council is expected to provide places for 2 year olds from September 2014, where no other providers are able or willing to do so. It is currently exploring schools and other facilities for this provision, however there may be a requirement to build new facilities within the current expansion program, particularly in the Stretford and Sale areas, that will put extra pressure on the Basic Needs allocation.

Funding

- 2.21 Capital funding for education provision comes primarily from an annual grant from the Department for Education (DfE). However, it is unclear at present how much DfE basic needs' allocation the Council will continue to receive going forward. Therefore, assumptions regarding the DfE basic needs' allocation have been made on the basis that it will potentially cover at least half of the cost of the provision of a new school and the full cost of any expansion to existing schools.
- 2.22 The schools and other educational facilities table in Appendix 1 shows that once all known funding sources are taken into account there is a funding shortfall of £13,500,000.

Sporting and recreational facilities and open space

- 2.1 The Core Strategy was supported by a number of studies relating to sporting and recreational facilities and open space. These studies set out the current provision and quality of existing open space, indoor and outdoor sports facilities and areas of play in Trafford. They also identified areas of deficiency for each of these categories and indicated where improvements are needed to meet current and future demands of the local community.
- 2.2 Specifically, in terms of open space, any improvements to an existing open space/sports facility are included within CIL. The more densely populated urban areas of Old Trafford, Stretford and Timperley are the most deficient. However Sale, Altrincham, Partington and Urmston all have areas where there is insufficient quality of land and/or facilities to meet Core Strategy standards for future population forecasts. The requirements for the provision of new open space/outdoor sports as part of a larger residential scheme, particularly in the strategic locations of Carrington, Trafford Quays and Pomona, will be delivered through S106 planning obligations. However, for other smaller housing developments throughout Trafford there is limited opportunity for new open space due to land demands. Existing parks, open spaces, playing fields and countryside areas will require upgrades to infrastructure features such as footpaths, drainage, seating, lighting, signage, play areas (including youth provision) and

formal/informal sports facilities in order to provide for new (and existing) residents.

2.3 Although full implementation of the desired programme of infrastructure listed for sport, recreation and open space is not critical at the time of delivery of new housing, the cumulative impact of more houses on existing open spaces/sports facilities will become more acute over time. If the anticipated CIL receipts are less than estimated, reliance on other funding bids would become more critical. Other potential funding streams that could contribute towards the delivery of this infrastructure include landfill operators, housing associations/trusts and Big Lottery/Heritage Lottery Fund, among others. Bids have already been made for Davyhulme Park, Dainewell Park, Lostock Park and Cross Lane Park with further bids planned for Longford Park, Stamford Park and Sale Water Park during the early part of the plan period.

2.4 The replacement leisure centres at Stretford and Altrincham are required in the long term to support new housing delivered in Trafford over the Plan period. Although, this is not critical infrastructure it is essential to meet wider Trafford objectives on health and wellbeing. No additional funding bids have been identified at present however it may be possible to deliver this provision through regeneration initiatives/development schemes such as Altair in Altrincham.

2.5 The sporting and recreational facilities and open space table in Appendix 1 shows that once all known funding sources are taken into account there is a funding shortfall of £24,215,000.

CIL Funding Gap

2.22 The estimated aggregate CIL funding gap is £232,773,000. This is set out below in the summary table by infrastructure type:

INFRASTRUCTURE TYPES	FUNDING GAP
Road and other transport facilities	£186,223,000
Flood defences	£8,825,000
Schools and other educational facilities	£13,500,000
Sporting and recreational facilities and open space	£24,215,000
TOTAL	£232,773,000

2.23 The total target amount of anticipated CIL funding for the period 1 April 2014 to 31 March 2026 is £41,510,218.

2. CONCLUSION

3.1 This infrastructure note has concentrated on a number of infrastructure schemes that are required in order to deliver the growth set out in the Local Plan. It has identified the known and anticipated levels of funding for the schemes and calculated the funding shortfall.

- 3.2 The aggregate funding gap after all known sources of funding have been taken into account is £232,773,000.
- 3.3 The total target amount the charging authority proposes to raise through CIL is £41,510,218.
- 3.4 Clearly CIL cannot be expected to pay for all of the identified infrastructure required to support future growth. CIL should be considered as one part of a more complex blend of funding and as such securing funding from all potential sources will be fundamental in supporting the delivery of infrastructure to unlock land and enable planned growth to come forward.
- 3.5 It should be noted that there are a number of development requirements set out in the Core Strategy policies that have not been identified specifically in this note. This is because these requirements are considered to form part of the design element of a specific development, such as improvements to the physical and environmental qualities of waterways, preservation or enhancement of conservation areas, flood risk assessments, provision of utilities (which fall outside of the remit of CIL) and other specific design criteria.
- 3.6 Site specific mitigation measures will still be required to address the impact of development. Therefore, to make a development acceptable in planning terms as per the tests set out in the CIL regulations, any S278 works or remaining S106 planning obligations will still be required to be entered into and delivered. S106 planning obligations may include appropriate landscaping schemes, public transport provision, sustainable urban drainage systems, the provision of new open space (for large scale residential development) and the provision of medical facilities, where appropriate.

APPENDIX 1 – INFRASTRUCTURE TABLES**Roads and other transport facilities**

Project	Total cost (£000)	S106 committed funding (£000)	Other committed /anticipated funding (£000)	Funding gap (£000)	Core Strategy Policy	Phasing	Link to delivering the Local Plan
Bridgewater Way walking and cycling scheme Sir Matt Busby Way to Cornbrook	600	0	0	600	SL1, L4, L5, L7, L8, W1, W2	To be completed by 2015	Provides an alternative sustainable mode of transport (walking and cycling) throughout the Borough, with cross boundary links into Manchester, Salford and Warrington. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility) and SL1 (Pomona Island strategic location development requirements)</i>
Bridgewater Way walking and cycling scheme Parkway to Kelloggs Basin	471	94	377	0	SL2, L4, L5, L7, L8, W1, W2	To be completed by 2013	Provides an alternative sustainable mode of transport (walking and cycling) throughout the Borough, with cross boundary links into Manchester, Salford and Warrington. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility) and SL2 (Trafford Wharfside strategic location development requirements)</i>
Bridgewater Way walking and cycling scheme Kelloggs Basin to Sir Matt Busby Way	561	0	346	215	SL2, L4, L5, L7, L8, W1, W2	To be completed by 2015	Provides an alternative sustainable mode of transport (walking and cycling) throughout the Borough, with cross boundary links into Manchester, Salford and Warrington. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility) and SL2 (Trafford Wharfside strategic location development requirements)</i>
Wharfside Promenade Phase 2	200	200	0	0	SL2, L4, L5, L7, L8	Subject to phasing of development	This is required to support development in the Wharfside area and to improve walking and cycling connectivity, including to the National Cycle Network (route 55) and other key walking and cycling routes in Trafford, Salford and Manchester. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility) and SL2 (Trafford Wharfside strategic location development requirements)</i>

Project	Total cost (£000)	S106 committed funding (£000)	Other committed /anticipated funding (£000)	Funding gap (£000)	Core Strategy Policy	Phasing	Link to delivering the Local Plan
New bridge crossing as part of the Irwell River Park scheme (Clippers Quay)	2,500	0	0	2,500	SL2, L4, L5, L7, L8	Subject to phasing of development	This is required to support development in the Wharfside area and to improve connectivity. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility) and SL2 (Trafford Wharfside strategic location development requirements)</i>
Strategic processional route (Sir Matt Busby Way / Waters Reach)	3,972	0	1,804	2,168	SL2, L4, L5, L7, L8	Subject to phasing of development	This is required to support development in the Wharfside area and to improve connectivity. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility) and SL2 (Trafford Wharfside strategic location development requirements)</i>
A strategic processional route with a high quality public realm area along Warwick Road and Brian Statham Way	5,765	0	0	5,765	SL3, L4, L5, L7, L8	Subject to phasing of development	This is required to support development in the Lancashire County Cricket Club Quarter area and to improve connectivity. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility) and SL3 (Lancashire County Cricket Club Quarter strategic location development requirements)</i>
Bridgewater Way transport scheme Barton Aqueduct to Parkway	352	145	207	0	SL4, L4, L5, L7, L8, W1, W2	To be completed by 2013	Provides an alternative sustainable mode of transport (walking and cycling) throughout the Borough, with cross boundary links into Manchester, Salford and Warrington. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility) and SL4 (Trafford Centre Rectangle strategic location development requirements)</i>
Western Gateway Infrastructure Scheme (WGIS)	67,300	0	35,300	32,000	SL4, L4, L7, L8	Phase 1 to be complete by 2014	This road extension from the M60 is required to support development in the Trafford Quays/Trafford Park area. Planning permission for WGIS was granted in February 2009. Phase 1 is funded and work has started on-site with an expected completion date of May 2014. <i>Key strategic infrastructure requirement in CS, reflected in</i>

Project	Total cost (£000)	S106 committed funding (£000)	Other committed /anticipated funding (£000)	Funding gap (£000)	Core Strategy Policy	Phasing	Link to delivering the Local Plan
							<i>policy L4 (Sustainable Transport and Accessibility) and SL4 (Trafford Centre Rectangle strategic location development requirements)</i>
Extension of Metrolink through Trafford Park	300,000	10,000	284,000	6,000	SL4, L4, L5, L7, L8, W1	To be completed by 2021	This extension is required to support future development and connectivity to Trafford Quays and Trafford Park Core Industrial area. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility) and SL4 (Trafford Centre Rectangle strategic location development requirements)</i>
Direct pedestrian link across Trafford Boulevard	10,000	0	0	10,000	SL4, L4, L5, L7, L8	Subject to phasing of development	This is required to support Phase 1a and 1b of the Trafford Quays development, to improve connectivity to the bus interchange, and to support development in the Trafford Centre Rectangle area. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility) and SL4 (Trafford Centre Rectangle strategic location development requirements)</i>
Flixton Road/Manchester Road junction improvement works	1,300	0	1,300	0	SL5, L3, L4, L7	To be completed by 2013	This is required to address existing congestion on the local highway and to support the Saica development and future developments in the Carrington and Partington areas. <i>Key strategic infrastructure requirement in CS, reflected in policy SL5 (Carrington strategic location development/infrastructure requirements)</i>
Carrington link road through the development site	16,000	0	1,400	14,600	SL5, L3, L4, L7, L8	To start on-site 2018	The creation of this new bypass is necessary to support the future mixed use development in the Carrington area. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility) and SL5 (Carrington strategic location development requirements)</i>

Project	Total cost (£000)	S106 committed funding (£000)	Other committed /anticipated funding (£000)	Funding gap (£000)	Core Strategy Policy	Phasing	Link to delivering the Local Plan
Carrington link road to development site	3,000	0	0	3,000	SL5, L3, L4, L7, L8	To start on-site 2018	The creation of this new bypass is necessary to support the future mixed use development in the Carrington area. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility) and SL5 (Carrington strategic location development requirements)</i>
Significant improvements to public transport, walking and cycling provision in Carrington	100,000	0	0	100,000	SL5, L3, L4, L7, L8	To be completed by 2021	The provision of significant public transport, walking and cycling improvements is required to support the future mixed used development in the Carrington area. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility) and SL5 (Carrington strategic location development requirements)</i>
Public realm improvements in Altrincham, Sale, Urmston and Stretford town centres	11,261	0	5,631	5,630	L5, L7, W2	Ongoing	These public realm improvements are required to support future investment in these centres and to improve connectivity. <i>Key strategic infrastructure requirement in CS, reflected in policy W2 (Town Centres & Retail)</i>
Transformational junction improvement scheme at Chester Road/Edge Lane/Kingsway to aid regeneration of the town centre, facilitate access to development, and address issues of severance	2,400	0	55	2,345	L4, L5, L7, W2	To be completed by 2021	Provides at-grade crossing facilities to improve connectivity and movement between Stretford town centre and adjoining areas and will support future growth in the local area. The dual right turn lane will alleviate congestions and provide for the increase in trips related to potential local development. <i>Key strategic infrastructure requirement in CS, reflected in policy W2 (Town Centres & Retail)</i>

Project	Total cost (£000)	S106 committed funding (£000)	Other committed /anticipated funding (£000)	Funding gap (£000)	Core Strategy Policy	Phasing	Link to delivering the Local Plan
Bridgewater Way walking and cycling scheme Marsland Road to Broadheath	828	109	719	0	L4, L5, L7, L8, W1, W2	To be completed by 2015	Provides an alternative sustainable mode of transport (walking and cycling) throughout the Borough, with cross boundary links into Manchester, Salford and Warrington. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility)</i>
Bridgewater Way walking and cycling scheme A56 to Seamons Moss Bridge	480	0	0	480	L4, L5, L7, L8, W1, W2	To be completed by 2016	Provides an alternative sustainable mode of transport (walking and cycling) throughout the Borough, with cross boundary links into Manchester, Salford and Warrington. Also provides a key link to the Trans Pennine Trail (National Cycle Network route 62). <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility)</i>
Bridgewater Way walking and cycling scheme Seamons Moss Bridge to Warrington boundary	920	0	0	920	L4, L5, L7, L8, W1, W2	To be completed by 2018	Provides an alternative sustainable mode of transport (walking and cycling) throughout the Borough, with cross boundary links into Manchester, Salford and Warrington. <i>Key strategic infrastructure requirement in CS, reflected in policy L4 (Sustainable Transport and Accessibility)</i>
Replacement of Thorley Lane Bridge	5,500	0	5,500	0	R4, W1, L8	To be completed by March 2015	Provides primary access to and is a critical piece of infrastructure needed to ensure the delivery of Davenport Green site. Weight restrictions in place because of concerns relating to the structural soundness of the bridge. Also provides platform for future potential phases of Metrolink. <i>Key strategic infrastructure requirement in CS, reflected in policy W1 (Economy) and R4 (Green Belt, Countryside and Other Protected Open Land)</i>
TOTAL (£000)	£533,409	£10,548	£336,639	£186,223			

Flood Defences

Project	Total cost (£000)	S106 committed funding (£000)	Other committed /anticipated funding (£000)	Funding gap (£000)	Core Strategy Policy	Phasing	Link to delivering the Local Plan
Timperley Brook, Altrincham - Reduce flood risk from Timperley Brook	4,575	0	92	4,483	L5	Ongoing	This scheme is in the same general location as the hot spot identified in the Surface Water Management Plan. There are an estimated 169 properties at risk (of which 59 properties are at very significant risk) from inadequate culvert/channel capacity. <i>Identified requirement in CS, reflected in policy L5 (Climate Change)</i>
Sinderland Brook, Partington - Reduce flood risk from Sinderland Brook	738	0	66	672	L5	Ongoing	This scheme is to reduce flood risk arising from Sinderland Brook; a key element identified in the Manchester, Salford and Trafford SFRA. There are an estimated 220 properties at risk (of which 147 properties are at very significant risk). <i>Identified requirement in CS, reflected in Policy L5 (Climate Change)</i>
River Mersey, Flixton - Reduce flood risk from the River Mersey	268	0	48	220	L5	Ongoing	Reducing flood risk arising from the River Mersey was a key element identified in the Manchester, Salford and Trafford SFRA. <i>Identified requirement in CS, reflected in Policy L5 (Climate Change)</i>
Mersey Strategy - Refurbishment of flood basin, Weir and channel revetments	3,450	0	0	3,450	L5	Ongoing	In developing its strategies for flood risk, the Council had regard to the EA's North West River Basin Management Plan and Catchment Flood Management Plans for the Upper Mersey, of which this scheme relates. <i>Identified requirement in CS, reflected in Policy L5 (Climate Change)</i>
TOTAL (£000)	£9,031	£0	£206	£8,825			

Schools and other educational facilities

Project	Total cost (£000)	S106 committed funding (£000)	Other committed /anticipated funding (£000)	Funding gap (£000)	Core Strategy Policy	Phasing	Link to delivering the Local Plan
Provision of new 1 form entry primary school to serve Pomona, Wharfside, Old Trafford and LCCC area	6,000	0	3,000	3,000	SL1, SL2, SL3, L3, L5, L7, L8	Required to be completed by 2021	This is required to support development in the Old Trafford regeneration area and Trafford Wharfside and LCCC Quarter strategic locations. These areas are expected to deliver in excess of 3,000 new homes over the Plan period. <i>Key strategic infrastructure requirement in CS, reflected in policy L3 (Regeneration and Reducing Inequalities) and SL1, SL2 and SL3 (Pomona Island, Trafford Wharfside and LCCC Quarter strategic location development requirements)</i>
Increase intake at Old Trafford Primary School	850	0	850	0	SL2, SL3, L3, L8	To be completed by September 2013	This is required to support development in the Old Trafford regeneration area and Trafford Wharfside and LCCC Quarter strategic locations. These areas are expected to deliver approximately 2,300 new homes over the Plan period. <i>Key strategic infrastructure requirement in CS, reflected in policy L3 (Regeneration and Reducing Inequalities) and SL2 and SL3 (Trafford Wharfside and LCCC Quarter strategic location development requirements)</i>
Provision of new 2 form entry primary school in Carrington	9,000	0	4,500	4,500	SL5, L5, L7, L8	Required to be completed by 2026	This is required to support development in the Carrington area. Carrington is a Strategic Location in the Local Plan expected to deliver 1,560 new homes over the Plan period. <i>Key strategic infrastructure requirement in CS, reflected in policy SL5 (Carrington strategic location development requirements)</i>
Provision of new 1 form entry primary school with the ability to expand to 2 form entry in Altrincham	6,000	0	3,000	3,000	L3, L5, L7, L8, W2	1 form to be completed by 2016, 2 form by 2021	This is required to support development in the Altrincham area. The South City Region, including Altrincham, is expected to deliver 5,650 new homes over the Plan period. <i>Key strategic infrastructure requirement in CS, reflected in policy L3 (Regeneration and Reducing Inequalities) and W2 (Town Centres and Retail)</i>

Project	Total cost (£000)	S106 committed funding (£000)	Other committed /anticipated funding (£000)	Funding gap (£000)	Core Strategy Policy	Phasing	Link to delivering the Local Plan
Provision of new 1 form entry primary school or expansion of existing school in Stretford	6,000	0	3,000	3,000	L3, L5, L7, L8, W2	Required to be completed by 2026	This is required to support development in the Stretford area. The other Trafford Park/North Trafford Area, including Stretford, is expected to deliver approximately 1,850 new homes. <i>Key strategic infrastructure requirement in CS, reflected in policy L3 (Regeneration and Reducing Inequalities) and W2 (Town Centres and Retail)</i>
TOTAL (£000)	£27,850	£0	£14,350	£13,500			

Sporting and recreational facilities and open space

Project	Total cost (£000)	S106 committed funding (£000)	Other committed /anticipated funding (£000)	Funding gap (£000)	Core Strategy Policy	Phasing	Link to delivering the Local Plan
Development of a replacement facility at Stretford Leisure Centre including a swimming pool, sports hall and fitness facility	7,500	0	0	7,500	L7, R5		The replacement Leisure Centre is needed to provide fit for purpose sports facilities for the residents of the 1850 new homes planned for in the North of Trafford as projected in L1 of the Core Strategy. <i>Policy R5.2 sets out the provision of a major wet and dry facility at Stretford.</i>
Replacement swimming pool and sports hall and fitness suite at Altrincham	7,500	0	0	7,500	L7, W2, R5		The replacement Leisure Centre is needed to provide fit for purpose sports facilities for the residents of the 1,300 new homes planned for in a proportion of the South City Region/Town Centre of Altrincham as projected in L1 of the Core Strategy. Funding and delivery maybe possible as part of the Altair regeneration scheme for Altrincham. <i>Policy R5.2 sets out the provision of a major wet and dry facility at Sale/Altrincham.</i>
Parks and outdoor sports improvements to Borough and Town Parks (Longford Park, Victoria Park, Davyhulme Park, Worthington Park, Stamford Park, Cross Lane, Turn Moss, Beech Avenue, Flixton Park, Crossford Bridge)	6,000	0	1,900	4,100	L7, R5		These areas are the Town Parks and satellite sports facilities and are the key sites within the hierarchy as areas providing the highest quality and range of provision of recreation facilities for new housing developments in the main localities of Stretford, Sale, Altrincham, Urmston/Partington. <i>Policy R5 of the Core Strategy identifies quantity and accessibility standards and identifies in paragraph 25.6 particular deficiencies in the Old Trafford, Timperley and Stretford.</i> Detailed schemes will be developed as new development comes forward.

Project	Total cost (£000)	S106 committed funding (£000)	Other committed /anticipated funding (£000)	Funding gap (£000)	Core Strategy Policy	Phasing	Link to delivering the Local Plan
Borough wide play area upgrades	2,100	0	525	1,575	L7, R5		<i>Policy R5 of the Core Strategy sets quantity and accessibility standards for quality play area provision against population numbers. To provide adequate provision against the cumulative demand of new housing development across Trafford existing play areas need to be upgraded. Detailed schemes will be developed as new development comes forward.</i>
Parks infrastructure for Neighbourhood and Local Parks	1,500	0	300	1,200	L7, R5		These areas are the more local Parks and are the sites within the hierarchy as areas providing smaller scale and the more informal recreation facilities for new housing developments across Trafford. Policy R5 of the Core Strategy identifies quantity and accessibility standards for Local open space. Detailed schemes will be developed as new development comes forward.
Improvements to the Stretford Meadows area	750	0	250	500	L7, R3, R5		Stretford Meadows is centrally located and would be accessible to many new housing developments in the heart of a dense urban area. <i>Policy R3 identifies the area as strategic green infrastructure and promotes it as an area for new woodland and recreation.</i>
Sale Water Park improvements to visitors centre, car park, signage and nature reserve	2,000	0	600	1,400	L7, R3, R5		Sale Water Park is the one site at the top of the Parks hierarchy, a Borough Park. <i>Policy R5 establishes the importance of this hierarchy in providing quality open space for residents.</i> Sale Water Park is already well used and will need improvements to have the capacity to accommodate pressure from more housing particularly in north Trafford. It is also named in Policy R3 as a strategically significant greenspace in green infrastructure network.
Improvements to sections of the Trans Pennine Trail at Stretford, Sale, Urmston and Carrington	500	0	250	250	L7, R3, R5		The Trans Pennine Trail is the major strategic cycleway through Trafford. Improvements to its surface and access points will contribute to the delivery of <i>Policy R3.1 of the Core Strategy which commits to the development of high quality multi-functional green infrastructure. The trail provides a recreational and commuter route that will support links</i>

Project	Total cost (£000)	S106 committed funding (£000)	Other committed /anticipated funding (£000)	Funding gap (£000)	Core Strategy Policy	Phasing	Link to delivering the Local Plan
							<i>between new housing and employment development.</i>
Improvements to the access infrastructure network, woodlands and nature conservation sites throughout the Mersey Valley and Bollin Valley	250	0	60	190	L7, R3, R5		The Mersey and Bollin Valleys are identified as strategic green infrastructure in the GM GI Framework. They serve a number of important GI functions as both a biodiversity resource and recreational resource and need improvements to enable increased use without harm to their nature value. <i>Policy R3 and R5 commits to enhancing these areas to provide recreational facilities to support new development.</i>
TOTAL (£000)	£28,100	£0	£3,885	£24,215			