



Background paper: Infrastructure Tariff and s106 Planning Obligations Aylesbury Area Action Plan March 2009

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1. INTRODUCTION

- 1.1 The council will use two approaches to seek financial contributions for strategic infrastructure for the AAP area. These are:
 1. A standardised tariff for each home.
 2. Normal s106 on a scheme by scheme basis
- 1.2 The tariff covers physical infrastructure items listed in table 1. The s106 contributions will be used for non-physical infrastructure such as employment training and support, as well as off-site strategic improvements, for example to help deliver the council's Local Implementation Plan.
- 1.3 The council has an adopted SPD on s106 Planning Obligations that covers details of s106 contributions for non-physical infrastructure and this will be applied to the AAP as it does to any other scheme in the borough.

2. PURPOSE OF THIS DOCUMENT

- 2.1 This focus of this paper is the tariff for the masterplan area since the details of s106 contributions are already covered in Southwark's adopted s106 Planning Obligations SPD. This paper explains Policy D2: Infrastructure funding of the AAP in more detail including a justification for the approach and an explanation about how this approach will work in practice.

3. STRUCTURE OF THIS DOCUMENT

- 3.1 Following the introduction and purpose of this document, this report provides a brief policy context followed by the AAP policy on infrastructure funding. The following sections provide details of the tariff for strategic infrastructure including items covered, application of the tariff, level of the tariff, non-tariff contributions, monitoring and management arrangements and impact on viability. Appendix 1 assesses the items covered by the tariff against the planning tests set out in Planning Circular 05/2005: Planning Obligations.

4. POLICY CONTEXT

- 4.1 Government circular 05/2005: Planning Obligations provides guidance to local authorities on the use of planning obligations under section 106 of the Town and Country Planning Act 1990 as substituted by the Planning and Compensation Act 1991. The circular requires that the items included as planning obligations should be necessary from a planning point of view and that planning obligations are only sought where they meet all five tests specified in the circular.

- 4.2 Appendix 1 provides a matrix of infrastructure items to be funded through the tariff against the five tests in Circular 05/2005 to show that the tariff is necessary in planning terms¹.
- 4.3 Details of planning policy relating to planning obligations including national, London Plan and Southwark Plan policies are provided in section 5 of Southwark's adopted SPD on Section 106 Planning Obligations.

5. THE APP POLICY

- 5.1 Policy D2: Infrastructure funding in the AAP states that *"We will seek financial contributions, in the form of a tariff scheme, to ensure delivery of key infrastructure. In addition to the tariff, we will also seek planning obligations to secure contributions or other works where these relate fairly and reasonably to the development and are necessary for it to proceed."*
- 5.2 The following sections set out the justification and further details of the application of this approach.

6. TARIFF FOR STRATEGIC INFRASTRUCTURE

- 6.1 Infrastructure tariffs are used as a clear and transparent way of recovering the costs of putting in place social and strategic infrastructure. This infrastructure is needed to support the development and to offset the impact of the scheme on existing amenities such as parks, health and childcare facilities etc.
- 6.2 The underlying principle is that a fixed tariff will provide developers with the certainty they require regarding development costs whilst allowing London Borough of Southwark, as the organisation responsible for coordinating the development, to pool the contributions and use them to provide necessary strategic and local infrastructure at an appropriate stage in the development process.
- 6.3 The council has considered the nature, extent and cost of infrastructure which needs to be delivered. This infrastructure is strategic to the AAP area. It comprises items that all residents in the masterplan area will benefit from, including creation of the green fingers, improvements to Burgess Park, upgrades to Albany Road and Thurlow Street and the provision of a new CHP plant. Although some of this infrastructure is located within individual development blocks, for example the CHP plant will be located in block 11, the costs of providing this infrastructure would be disproportionate to the cost of developing the

¹ It should be noted that while the council has distinguished between tariff and s106 contributions sought in line with the Southwark Plan and the council's Supplementary Planning Document, in practice both the tariff and s106 would be negotiated under s106 of the Town and Country Planning Act 1990, as substituted by the Planning and Compensation Act 1991.

block. As all blocks will benefit from this strategic infrastructure, it is fair that all blocks should bear a proportion of the costs.

- 6.4 The infrastructure tariff will not pay for items which are specific to particular development blocks such as access roads, sewers, public realm around the block, communal garden spaces etc. The provision of these items will be the responsibility of individual developers in the usual way. The items of infrastructure to be paid for out of the tariff and the associated costs and timing of delivery are:

Table 1: Infrastructure items to be funded through the tariff

			End
Surrey Square	690,000	2014	2015
King William IV Green Finger	270,000	2012	2013
Chunleigh Green Finger	800,000	2021	2022
Bagshot Green Finger	400,000	2014	2015
Westmoreland	735,000	2012	2013
Albany Road Strip	5,030,000	2012	2014
Thurlow Street	5,000,000	2014	2016
Amersham	655,000	2012	2013
Pre AAP Utilities & CHP	4,226,000	2011	2013
Phase 1 Utilities & CHP	4,172,000	2013	2015
Phase 2 Utilities & CHP	2,004,000	2014	2015
Phase 3 Utilities & CHP	1,925,000	2018	2019
Phase 4 Utilities & CHP	647,000	2020	2021
Michael Farraday	575,000	2020	2021
Porland Street	2,000,000	2014	2015
Burgess Park phase 1	6,060,000	2012	2014
Burgess Park phase 2	6,060,000	2015	2017
Playspace	4,725,000	2012	2025
Pre school phase 1	600,000	2012	2015
Pre school phase 3	600,000	2020	2021
Pre school phase 4	450,000	2022	2025
East Street	250,000	2020	2021
Contingency	5,000,000		
Total Infrastructure Costs	53,000,000		
Out-turn Infrastructure Costs (Includes Inflation)	81,000,000		
Out-turn Residential Infrastructure Contribution	81,000,000		
Out-turn Surplus / Shortfall	-		
Infrastructure tariff per unit	13,420		

7. APPLICATION OF THE TARIFF

- 7.1 The tariff will be applied to all schemes developed within the masterplan area and will be based on a charge per dwelling. In this way the developers of parcels of land within the estate will be asked to make a fair and reasonable contribution on a consistent basis to meeting the need for improvements to strategic infrastructure.
- 7.2 The tariff also applies to all units in the masterplan area and has not been subdivided into zones or areas of opportunity. This is because unlike other areas which charge a tariff such as Milton Keynes, the Lower Lea Valley and Chelmsford, the Aylesbury masterplan area is relatively small.

- 7.4 The timing of the payment of the tariff is likely to be phased over the life of each project and will inflate in line with construction cost (BCIS) inflation. This reflects the anticipated increase in cost of the infrastructure items being delivered. Payments of the tariff will be phased, with payments triggered at identified milestones, such as implementation, occupation of x number of units etc. The tariff will be applied to all schemes, currently anticipated to begin in 2010 and complete by 2028.
- 7.5 The purpose of the tariff is also to address the incremental impact of development. The incremental effect places demand on existing infrastructure and creates demand for new infrastructure. The tariff approach seeks to facilitate early delivery of key items without waiting for larger schemes to come forward in the future. This in itself places a level of risk and burden on the local authority to implement the delivery of the infrastructure. However, the structured approach ensures consistency that is fair and reasonable in relation to the size and scale of development.
- 7.6 No tariff has been applied to non-residential properties. The relatively small amount of retail and commercial space, the nature, location and viability of such development opportunities means that it would be difficult, and arguably unfair, to apply a standard tariff approach. 106 contributions on non-residential space will be negotiated on the basis of the council's existing policy framework in the Southwark Plan and the Planning Obligations SPD.

8. LEVEL OF THE TARIFF

- 8.1 As mentioned above, the tariff will inflate to meet the cost of infrastructure that rises in line with build cost inflation. Costs after inflation are known as 'out-turn' and are arrived at assuming cost inflation of 5-6% per annum. The tariff applies equally to all forms of housing tenure and inflates at the same rate. The tariff currently equates to an average of £13,420 per unit at today's prices, assuming 3,949 units are built – note that this figure excludes site 1a (which has already been taken to the market). The actual level of the tariff will be adjusted over the lifetime of the AAP depending on forthcoming infrastructure needs and costs. The level of the tariff will be set out in an SPD (see section 10 below).
- 8.2 The tariff figure is calculated by the basic formula set out below:

$$\text{Tariff} = (\text{Cost of Infrastructure} / \text{No. of residential units}) - \text{Grant}$$

- 8.3 Currently no grant has been specifically identified and the tariff therefore covers the cost of delivering the identified infrastructure. The council is currently not anticipating that grant money will be available. Should grant funding become available, the council will adjust the tariff accordingly.

9. NON TARIFF CONTRIBUTIONS

- 9.1 The council will also charge for other non-physical infrastructure in accordance with framework set out in the Southwark Plan and the Planning Obligations SPD.

We will seek funding towards strategic transport, employment support and training, and health facilities in accordance with current policy. At this point in time, in view of both the funding gap of the project and the likelihood that new affordable dwellings will receive grant funding (the Planning Obligations SPD indicates that schemes which are grant funded need not make an education contribution), it is not anticipated that new dwellings will make a contribution towards additional school places.

10. MONITORING AND MANAGEMENT ARRANGEMENTS

- 10.1 All funds generated through the tariff will be pooled and distributed to deliver appropriate infrastructure schemes and other programmes. Interest earned on pooled monies will be accrued and incorporated in the pooled amount. The council will take responsibility for co-coordinating and managing the delivery of both social and strategic infrastructure.
- 10.2 The council will put in place a business plan that sets out how and when it plans to spend monies; how any cashflow shortfalls will be funded pending the tariff receipts arising; risk management mechanisms; and how it will procure the delivery of the works. The council will be responsible for allocating funds and managing and prioritising aspects of the project in order to meet the business plan objectives. The collection and allocation of funds will be monitored and reported regularly to ensure transparency². The works themselves will be undertaken by contractors procured through a competitive process.
- 10.3 Where large items of infrastructure are required it may be that certain elements are provided directly by developers. If for example, a developer assumes responsibility for the delivery of a green finger, the scale of the tariff for that site could be re-assessed. This will be at the discretion of the council.
- 10.4 The process of delivering certain elements of infrastructure will be dependant on the council being able to bring forward development. As such the council will not be able to guarantee delivery dates but will seek to meet a timetable for implementation as set out in Appendix 7 of the AAP.
- 10.5 The council has sought to anticipate the infrastructure which it will be necessary to provide and it is intended that the tariff will replace negotiated contributions. However, should the need arise, the tariff would not preclude the council from seeking to negotiate an additional contribution, should this be justified.
- 10.6 It is intended that the tariff approach for the Aylesbury AAP will be set out in an SPD (as a supplement to the existing s106 Planning Obligations SPD) and this has been accommodated in the Local development Scheme (LDS). Setting out the tariff in an SPD rather than in the AAP itself, will build in more flexibility by enabling the council to adjust the tariff figure depending on forthcoming infrastructure needs. It will also provide some flexibility to enable the council to introduce a Community Infrastructure Levy (CIL) should this come into effect.

² Reports on the collection and allocation of s106 planning obligations are currently published quarterly on the council's website:
<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/S106/S106local.html>

11. IMPACT ON VIABILITY

- 11.1 The items within the tariff, 10% contingency and other s106 obligations have been incorporated in the financial model. The impact of the infrastructure tariff is that it is a cost to any developer and therefore has an adverse impact on the price that developers pay for land. However, without such a mechanism, there is a risk that infrastructure can only be delivered in a piecemeal manner which itself could undermine sale values that developers hope to achieve. The alternative to a tariff would be complex and avoid allocating items of infrastructure to individual developers and whilst in theory, the end result would be the same impact on viability, the delivery of infrastructure would be dependant on the progress of individual projects. The opportunity for strategic delivery led by the public sector would be lost.
- 11.2 Section 8 of the Delivery and Implementation background paper describes the risks, including funding risks, to the project in more detail and outlines the contingency measures which the council will need to put in place to minimise these or mitigate their impact.

APPENDIX 1: PLANNING TESTS FOR THE TARIFF

A1.1 This section applies the five planning tests set out in circular 05/2005: Planning Obligations to all the items included in the tariff to fund strategic infrastructure.

Table 2: Planning tests for infrastructure items to be funded through the tariff

Infrastructure Items	Relevant to Planning	Necessary to make the development acceptable in planning terms	Directly related to the proposed development	Fairly and reasonably related in scale and kind to the proposed development	Reasonable in all other aspects
Public Open Space					
Improvements to Burgess Park	✓ Burgess Park is designated as Metropolitan Open Land and has a very important function in providing public open space to the Aylesbury area. The park is within the AAP area and investment in the park is very important to the creation of a strong network of open spaces necessary to deliver the AAP vision of a successful neighbourhood. The function that high quality open spaces provide for neighbourhoods are well established in urban design and planning terms. Investment in Burgess Park is considered relevant to	✓ Improvements to Burgess Park are necessary to make the development acceptable in planning terms because: a) an improved park will be a value driver and improvements are needed to make the scheme deliverable – section 3.3 of the Open Spaces strategy provides some evidence about the impact of the park on residential land values. b) an increased	✓ The masterplan area is in close proximity to the park. An improved park will provide play and leisure facilities for the new population. It will also raise the land values helping deliver the regeneration. It is therefore considered directly related to the proposed development.	✓ The tariff recognises that the park serves a bigger catchment area beyond the AAP area. Therefore the improvements for which the tariff contribution will be used are concentrated along the northern boundary of the park which directly interface with the masterplan area. The tariff takes into account that funding is also available from the Mayor and NDC. The proposed improvements are considered fairly and	✓

Infrastructure Items	Relevant to Planning	Necessary to make the development acceptable in planning terms	Directly related to the proposed development	Fairly and reasonably related in scale and kind to the proposed development	Reasonable in all other aspects
	planning.	population will place additional demands on the park for leisure, cycle and walking connections etc c) improvements are required in order to meet child play standards.		reasonably related in scale and kind to the proposed development.	
Surrey Square Park	✓ Surrey Square Park is a local park and performs an important public open space function in the AAP area and is designated as Borough Open Land. It is identified as an important component in the network of open spaces in the Masterplan. Parts of the park are under-used as a result of poor landscaping as well as the shape of the space and its poor relationship with adjacent buildings and routes (see section 2.4 of the open space strategy). Improvements to the play	✓ AAP policy PL6 identifies Surrey Square as suitable to locate neighbourhood playable space and youth space. The tariff will be used to improve these essential spaces necessary to make the development acceptable in planning terms. Improvements to landscaping, lighting etc will also enable it to be used better by the adult population by providing an improved environment for leisure activities such as	✓ As a local park Surrey square Park caters to the population within 400m walk band. A large proportion of the Aylesbury Estate that will undergo redevelopment is within this catchment area. Therefore improvements to Surrey Square Park are directly related to the development.	✓ The open space requirements of the AAP area are considered and presented in detail in the Open Space Strategy. The AAP has considered the needs in relation to the scale of the proposed development and identified that Surrey Square Park and its improvement is important to serve the increased population.	✓

Infrastructure Items	Relevant to Planning	Necessary to make the development acceptable in planning terms	Directly related to the proposed development	Fairly and reasonably related in scale and kind to the proposed development	Reasonable in all other aspects
	spaces and landscaping of the park will enable better use of the park serving the increased population and the creation of a more successful neighbourhood.	walking as Surrey Square is part of the network of open spaces in the AAP.			
Michael Faraday, Westmoreland, Amersham and East Street Squares	√ These squares are located alongside social and community facilities in Policy COM1: Location of Social and Community Facilities of the AAP. Appendix 6 sets out the design principles for the spaces. The squares are important to provide a community feel around the social and community facilities and provide an important outdoor space for people to meet, relax and add to the sense of place of the masterplan area. These spaces are critical for the delivery of Policy COM1 of the AAP.	√ These squares are located alongside social and community facilities in Policy COM1: Location of Social and Community Facilities of the AAP and are shown in the associated figure 16. These spaces are essential to provide a high quality urban setting to the buildings around them which will allow the ground floor social and community facilities to spill out on them. The squares are considered essential for the vibrant functioning of the social and community facilities and are necessary to make	√ All the squares are located within the masterplan area and will be used by the new population and are therefore directly related to the proposed development.	√ The size and scale of the squares has been considered carefully in urban design terms. The amount allocated in the tariff is a small proportion of the overall cost of the scheme and will bring great benefits in urban design terms particularly in creating a sense of place. There are therefore considered fairly and reasonably related in scale and kind to the proposed development.	√

Infrastructure Items	Relevant to Planning	Necessary to make the development acceptable in planning terms	Directly related to the proposed development	Fairly and reasonably related in scale and kind to the proposed development	Reasonable in all other aspects
		the development acceptable in planning terms.			
King William IV Green Finger, Chumleigh Green Finger and Bagshot Green Finger	<p>✓</p> <p>The green fingers are a critical part of the AAP. The green fingers will connect the masterplan area to Burgess Park and local parks and act as important walking and cycling routes through the area. These will also provide essential open space for the increased population. Delivery of green fingers is critical for the success of the new neighbourhood, delivery of sustainable development and meeting the AAP's vision and objectives.</p>	<p>✓</p> <p>The green fingers are essential to support the AAP's vision and objectives. Essential open space and play areas necessary to serve the increased population need to be provided on the green fingers. Therefore their delivery is considered essential to make the development acceptable in planning terms.</p>	<p>✓</p> <p>The green fingers are an inherent part of the AAP and redevelopment proposals. They are identified to serve as important pedestrian and cycling routes, provide essential open space and play areas and they also function as value drivers by providing a better frontage and built environment to a number of homes. This will in turn help the delivery of homes, including affordable homes. They are directly related to the proposed development.</p>	<p>✓</p> <p>The green fingers are identified as important pedestrian and cycling routes in the street hierarchy for the Masterplan area. They are also identified in the Open Space Strategy to provide essential play areas and public open space to serve the increased population. Their scale and size has been given careful consideration in urban design terms. They are fairly and reasonably related to the proposed development.</p>	<p>✓</p>

Infrastructure Items	Relevant to Planning	Necessary to make the development acceptable in planning terms	Directly related to the proposed development	Fairly and reasonably related in scale and kind to the proposed development	Reasonable in all other aspects
Playspace	<p>✓</p> <p>Population projections show a 21% increase at the end of the AAP. While overall there is a reduction of 6.6% in child population (0-15 age group), there will be an increase of about 45% in the 0-4 years age group. Current standards for play space show a requirement for 2.36 hectares to cater to the new population. This is set out in detail in the Open Space Strategy. Therefore using the tariff to fund playspaces is considered relevant to planning.</p>	<p>✓</p> <p>Providing 2.36 hectares of playable space and youth space is considered necessary to make the development acceptable in planning terms. This is in accordance with the current standards for playable space and youth space for the scale of the development. This is set out in detail in the Open Space Strategy.</p>	<p>✓</p> <p>The playable space and youth space will cater to the population within the masterplan area and the area in the AAP area. It is directly related to the proposed development.</p>	<p>✓</p> <p>The requirements for playable space and youth space have been considered in detail and are in accordance with the current standards. They are considered fairly and reasonably related in scale and kind to the proposed development.</p>	<p>✓</p>
Road Improvements					
Albany Road Strip	<p>✓</p> <p>The present relationship of the masterplan area with</p>	<p>✓</p> <p>Re-designing Albany Road and reducing its</p>	<p>✓</p> <p>Albany Road is a distributor street</p>	<p>✓</p> <p>The proposals for Albany Road are focused on</p>	<p>✓</p>

Infrastructure Items	Relevant to Planning	Necessary to make the development acceptable in planning terms	Directly related to the proposed development	Fairly and reasonably related in scale and kind to the proposed development	Reasonable in all other aspects
	Burgess Park is poor with Albany Road separating the park from the masterplan area. Albany Road will be a calmed route with improved pedestrian crossing and cycle facilities and it will be better integrated with the park. Landscape features from Burgess Park will be extended onto Albany Road with improved access (with clear entrances) for residents of the Aylesbury area. These improvements to Albany Road are considered relevant to planning as they are linked to the delivery of a successful neighbourhood with legible and high quality linkages to essential open space.	current barrier effect on pedestrian and cycle movement is crucial in delivery of the objectives of the Aylesbury of encouraging sustainable modes of travel and integrating Burgess Park with the developed land. The improvements are important to increase the accessibility of Burgess Park by making Albany Road safer for pedestrians and cyclists, making routes from the masterplan area to the park more direct, improving its physical appearance so that we achieve the ambition of creating a road in the park and ensure that vehicles can access the masterplan area safely.	and it is a key route to/from the masterplan area and therefore directly related to the development.	improving walking and cycling along and across it and mitigating the impacts of vehicular traffic on the neighbourhood. Details are presented in the Transport and Movement Strategy and are considered fairly and reasonably related in scale and kind to the proposed development.	
Thurlow Street	✓ Thurlow Street will be the main local street for the new	✓ Improvements to Thurlow Street are	✓ Thurlow Street is the main local	✓ The proposed design of Thurlow Street has	✓

Infrastructure Items	Relevant to Planning	Necessary to make the development acceptable in planning terms	Directly related to the proposed development	Fairly and reasonably related in scale and kind to the proposed development	Reasonable in all other aspects
	neighbourhood. It will be the main public transport route through the masterplan area. A number of community facilities are located on Thurlow Street and it will also be a high quality pedestrian and cycling route. These improvements in parallel with the redevelopment of the area are relevant to planning.	necessary to make the development acceptable in planning terms as Thurlow Street needs to be redesigned to accommodate proposed public transport improvements and support the masterplan with its range of local and community facilities, and high quality pedestrian and cycling routes. Investment in this main transport route is necessary to support the redevelopment of the area.	street and public transport route for the new neighbourhood and is therefore directly related to the proposed development.	considered improved accessibility for the masterplan area by sustainable modes, namely public transport movement, walking and cycling. These are presented in the Transport and Movement Strategy and are considered fairly and reasonably related in scale and kind to the proposed development.	
Portland Street	√ Portland Street will function as a community spine and will be a shared space connecting the public transport routes with the main schools and some of the community facilities in the AAP area. It will incorporate the principles of safer routes to school with absolute priority given to safety for pedestrians and	√ AAP Policy TP1: Designing Streets identifies a street hierarchy for the AAP (fig 15). Portland Street is identified as a community spine in this hierarchy and is critical to the delivery a well-connected network of high quality streets that provide a safe,	√ Portland Street will be the community spine serving the new neighbourhood and is within the masterplan area. It is therefore directly related to the proposed development.	√ The proposed design of Portland Street has considered improved accessibility for the masterplan area by sustainable modes, namely public transport movement, walking and cycling. These are presented in the Transport and Movement Strategy and are	√

Infrastructure Items	Relevant to Planning	Necessary to make the development acceptable in planning terms	Directly related to the proposed development	Fairly and reasonably related in scale and kind to the proposed development	Reasonable in all other aspects
	cyclists. The community spine will enable a much better permeability of the AAP are and serve as a very important route linking the AAP area to its surroundings. It is therefore considered relevant to planning.	accessible, comfortable and attractive environment for walking and cycling as required by Policy TP1. It is therefore considered necessary to make the development acceptable in planning terms.		considered fairly and reasonably related in scale and kind to the proposed development.	
Site Wide Infrastructure					
Energy infrastructure, including CHP	✓ The Combined Heat and Power (CHP) system is needed to implement the London Plan energy policies and meet the objective of sustainable development. It is also essential to deliver Policy BH7 of the AAP to meet Code for Sustainable Homes Level 4 rating.	✓ CHP is needed to meet the London Plan energy policies and target for 20% reduction in CO2 emissions. It provides best value in minimising carbon emissions and accordingly, AAP Policy BH6 specifies that the energy supply for the masterplan area will be generated by CHP. London Borough of Southwark's corporate plan requires that all homes procured by the council should meet Code for Sustainable	✓ The CHP plant will serve all homes in the redeveloped masterplan area. Therefore it is considered directly related to the proposed development.	✓ The CHP has been sized to serve the masterplan and subsequent costs have been considered in detail in the Sustainable Design and Construction Strategy. The technical work demonstrates that the CHP is fairly and reasonably related in scale and kind to the proposed development.	✓

Infrastructure Items	Relevant to Planning	Necessary to make the development acceptable in planning terms	Directly related to the proposed development	Fairly and reasonably related in scale and kind to the proposed development	Reasonable in all other aspects
		Homes Level 4. Meeting better environmental targets will help meet climate change challenges and contribute to the delivery of sustainable development. Tariff contribution towards energy infrastructure is critical to deliver Policy BH6 of the AAP. Therefore it is considered necessary to make the development acceptable in planning terms.			
Pre-school provision	√ Population projections show an increase of about 45% in the 0-4 age group. The existing pre-school facilities in the masterplan area will be lost during the redevelopment. These will need to be re-provided along with the need for additional pre-school provision to cater for the increase in 0-4 age group population. The	√ Policy COM4: Education and Learning requires the provision of about 1,150 sqm of pre-school facilities. Detailed consideration of pre-school requirements is set out in the Social and Community Infrastructure background paper. Funding the pre-school provision through the	√ The pre-school provision will be provided within the masterplan area and is therefore directly related to the proposed development.	√ Detailed consideration of the pre-school requirements related with the increase in the 0-4 age group population is set out in the Social and Community Infrastructure background paper and is considered fairly and reasonably related in scale and kind to the proposed development.	√

Infrastructure Items	Relevant to Planning	Necessary to make the development acceptable in planning terms	Directly related to the proposed development	Fairly and reasonably related in scale and kind to the proposed development	Reasonable in all other aspects
	requirements are considered in detail in the Social and Community Infrastructure background paper. AAP Policy COM 4 Education and Learning requires about 1,150 sqm of pre-school facilities. Funding the pre-school provision through the tariff is considered relevant to planning.	tariff is considered necessary to make the development acceptable in planning terms.			

Contingency

A1.2 The tariff makes a 10% allowance for contingency. The planning tests are not applied to the contingency because this is a standard practice. The contingency fund will allow for any cost overruns and is not intended to be used to fund any items other than the ones listed in table 1 of this document.

