

Community Infrastructure Levy

Background Document

April 2013

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1 Introduction

Scope of this document

- 1.1 In deciding the rate of the Community Infrastructure Levy, the council, as the charging authority, must provide evidence on economic viability and infrastructure planning, and this information should be provided as background documentation to support the Community Infrastructure Levy examination. Under regulation 14 of the Community Infrastructure Levy Regulations (as amended), a requirement is placed upon the charging authority to *“strike what appears to the charging authority to be an appropriate balance between”* the desirability of funding infrastructure from the levy and *“the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area”*. The updated CIL Guidance¹ published in December 2012 by Communities and Local Government (which from here on will be referred to as the "Guidance"), states that the council should: *“show and explain how their proposed levy rate (or rates) will contribute towards the implementation of their relevant Plan and support the development of their area.”*
- 1.2 This document shows how these needs have been met, and in doing so provides a summary of the various pieces of evidence that have been used to inform the preparation of the Draft Charging Schedule for Bolton's Community Infrastructure Levy (CIL), addressing some of the key issues that have been raised during consultation. The evidence shows that the proposed rates will not threaten delivery of the Plan as a whole, as per the Guidance.

National context

Guidance

- 1.3 Following the issuing of new statutory guidance on 14th December 2012, some changes to the way in which a CIL should be developed have been introduced. The principal changes relate to:
 - Being able to “show and explain” how the CIL rates contribute positively towards the implementation of the local plan and support development across the area.
 - Showing a clear thread between evidence on infrastructure need during the plan making process, and the evidence on the aggregate infrastructure gap that proves the need for CIL.
 - A draft regulation 123 list is now required at examination, where it previously was not.
 - It should be explained, at examination stage, how CIL and S106 will operate once a CIL has been adopted.
 - Furthermore, Charging Authorities are encouraged to engage early with developers, and developers are expected to provide supporting data.
- 1.4 In publishing this background document, the council is showing how these requirements have been met, with particular attention given to the linkages between the various pieces of evidence used to inform the setting of the CIL rates.

Regulations

- 1.5 Recent amendments to the Community Infrastructure Levy Regulations will introduce an element of neighbourhood planning to the direction and use of funds raised through the Levy.

¹ Community Infrastructure Levy - Guidance, CLG December 2012.

- 1.6 In England where all or part of a chargeable development is within an area that has a neighbourhood development plan in place, or a neighbourhood development order, the charging authority must pass 25 per cent of the relevant CIL receipts to the parish council for that area. Where there is no neighbourhood development plan or neighbourhood development order in place, the charging authority must pass 15 per cent of the relevant CIL receipts to the parish council for that area. This money can be used to fund the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on an area.
- 1.7 Where the above does not apply, the charging authority may use CIL to fund the provision, improvement, replacement, operation or maintenance of infrastructure or anything else that is concerned with addressing the demands that development places on the area.

Local context

Local Plan

- 1.8 Bolton's Core Strategy was adopted on 2nd March 2011, and covers the period up to 2026. This forms part of the development plan for Bolton and replaces some elements of the 2005 Unitary Development Plan (UDP). The GM Waste Plan and GM Minerals Plan are also part of the development plan and have replaced other UDP policies. The remaining saved policies are in the process of being replaced by Bolton's emerging Allocations Plan. Bolton's plan
- 1.9 To date, the council has completed two stages of consultation on the draft Allocations Plan; consultation on the content of the draft Allocations Plan closed on 27 January 2012, this has been followed up with consultation on proposed changes to the draft Allocations Plan which concluded on 14 December 2012. It is envisaged that the Allocations Plan will be published in July 2013, and submitted for examination in November 2013.

Evidence for CIL

- 1.10 The preparation of the Core Strategy was supported by the following key pieces of evidence:
- Strategic Housing Land Availability Assessment
 - Strategic Housing Market Assessment
 - Affordable Housing Viability Study
 - Retail and Leisure Study
 - Employment Land Study
 - Open Space Assessment
 - Infrastructure Delivery Plan 2010
- 1.11 These sources of information have been drawn on to underpin the initial stages of work on developing a suitable Community Infrastructure Levy for Bolton. The setting of the charging rates in the Preliminary Draft Charging Schedule (PDCS) was directly informed by the following sources of information:
- Residential Viability Appraisal Supporting Statement, June 2012.
 - Development Viability Study: Non-Residential Uses, July 2012.
 - Infrastructure Schedule 2012
 - The emerging Allocations Plan
 - Affordable Housing Supplementary Planning Document

- 1.12 Further work that has been conducted to update the residential and non-residential viability appraisals, and refreshing the information within the Infrastructure Schedule. The following documents form the primary evidence base for the Draft Charging Schedule and are discussed in more detail later in this document:
- Residential Viability Addendum, April 2013
 - Non-Residential Development Viability Study, March 2013.
 - Infrastructure Schedule, April 2013.

Consultation

- 1.13 Consultation on the Preliminary Draft Charging Schedule occurred from 21 September 2012 to 2 November 2012. Documents were made available on the website, in the One Stop Shop at Bolton Town Hall and in the borough's libraries.
- 1.14 At the time of consultation, the guidance and regulations did not require the council to consult on the content of an instalments policy, nor on the infrastructure information that is commonly referred to as the "regulation 123 list". However the council deemed it appropriate to include information on both of these issues at the preliminary stage in order to gain initial feedback. This has proved useful, especially given the recent update of the CIL Guidance published by DCLG in December 2012, which places additional emphasis on infrastructure planning and the relationship between the regulation 123 list and the role of section 106 agreements.
- 1.15 During the preliminary stage of consultation there were a total of 23 responses on a variety of issues. Several organisations submitted comments specifically on the residential viability appraisal. It was apparent from the nature of these comments that developers operate using different assumptions for their own site appraisal models.
- 1.16 Please see appendix 1 for the types of organizations that were consulted, and a list of respondents. A brief summary of the main issues raised is provided below.

Use of evidence

- 1.17 Comments were raised regarding the lack of the appraisals for large scale developments, specialist accommodation such as sheltered housing and development for rural/agricultural uses. The validity of various assumptions used within the viability appraisals were also questioned. There were conflicting views expressed on the costs of development for brownfield versus greenfield land

Charging rates

- 1.18 Comments were raised on the choice of rates for retailing, the level at which they were set, and the appropriateness of using a differential retail rate across the borough. In addition, comments were made regarding applicability of introducing a £5 for all other types of development, even for those types that the appraisal indicates may be unviable. Regarding rates for residential development, it was suggested that differential rates should be used for different locations within the borough, and not implementing these may impact on the delivery of affordable housing, or affect the locations where new house building actually occurs. The impact on viability due to the scale of the proposed rates was also queried.

Payment by instalments

- 1.19 Concerns were raised regarding the phrasing used in the draft instalments policy relating to the stages at which payments would be required. The payment of instalments being triggered

through the passage of time, rather than percentage of development completed, was objected to.

Exemptions, relief and exceptional circumstances

- 1.20 Comments were raised on the application of exceptional circumstances, and included requests for the council to enable the use of this facility, clarification on how the policy would be applied, and requests for site specific development viability and market conditions to be taken into consideration for the application of discretionary relief.

Infrastructure

- 1.21 Comments were made on the types of infrastructure and locations where CIL monies should be spent. These included using monies to support arts and cultural facilities, the importance of strategic green infrastructure, and a request for CIL monies raised within Horwich and Westhoughton Town Council areas to be used for the benefit of people within those areas. Clarification regarding the prioritisation of transport works, and the relationship between s106 and CIL, and how they would be used to fund infrastructure were also sought.

2 Infrastructure evidence

Infrastructure Planning

- 2.1 In 2010, the Infrastructure Delivery Plan (IDP) was published to support the examination and delivery of the Core Strategy. The IDP is a detailed document that describes the main types of infrastructure that are relevant to support the development of the borough, along with phasing of delivery, key partners, sources of funding, and locations of the projects.
- 2.2 The IDP was subsequently updated in 2011 to reflect significant changes in funding due to the Comprehensive Spending Review, and other general updates to information.
- 2.3 To support consultation on the Preliminary Draft Charging Schedule, an Infrastructure Schedule was published for 2012. This was largely based on the IDP 2011, but focussed on specific projects rather than including the more descriptive elements, and removed information not relevant to CIL, resulting in a more succinct document to support the development of a CIL for Bolton.
- 2.4 The most recent iteration of the Infrastructure Schedule (2013) shows that the funding requirement for strategic infrastructure projects is currently estimated to be close to £250 million, this need is summarised in figure 2.1. Much of the additional funding requirements is due to the growth in the school-age population, and the transport projects identified as a result of the LDF Transport Modelling work

Infrastructure types	Cost	Available / anticipated	Additional funding requirement
School places	£103,000,000	£6,000,000	£97,000,000
Transport	£239,793,000	£105,758,000	£134,035,000
Green infrastructure	£4,427,900	£1,545,650	£2,882,250
Watercourses, flood risk and drainage	£12,492,000	£0	£12,492,000
Public Realm	£2,155,000	£0	£2,155,000
TOTAL			£248,564,250

Figure 2.1: Summary of infrastructure requirements

Planning Obligations

- 2.5 Section 106 of the Town and Country Planning Act 1990 provides a useful mechanism to support infrastructure and mitigate negative impacts of development. However, it should be recognised that just because this tool exists, planning contributions have not always been pursued on all eligible developments. For schemes where the potential regeneration benefits have been notable, it has been preferable to secure these benefits rather than risk endangering viability through the use of s106 agreements.
- 2.6 Nevertheless, an understanding of what monies have been secured through section 106 of the Town and Country Planning Act 1990 to support infrastructure is useful in providing a sense check against the proposed Levy rates and projected incomes, and is also necessitated by paragraph 22 of the Guidance. Annual receipts are summarised in figure 2.2.

Year	Receipts / £
2002/03	576,659.30
2003/04	396,146.12
2004/05	361,805.81
2005/06	382,292.79
2006/07	2,005,589.41
2007/08	1,860,177.80
2008/09	97,293.52
2009/10	1,775,877.83
2010/11	186,825.15
2011/12	971,722.86
Total	8,614,390.59

Figure 2.2: Section 106 funds received by Bolton Council

- 2.7 Monies have been received for the following types of infrastructure:
- Children's play space
 - Community Development
 - Education
 - Environmental improvements
 - Health
 - Highways improvements
 - Open space
 - Public art
 - Public transport improvements & traffic calming
- 2.8 Of these monies, £373,389 was received in commuted sums for affordable housing. IN addition to these monies, affordable housing has been provided by developers on their own sites, through grants and by registered providers. Please see figure 4.3 for information on the numbers of affordable housing units that have been delivered in recent years.

- 2.9 The following section summarises the main planning control policy notes (PCPNs) which have historically been used to help guide the negotiation of certain types of planning obligations through s160 agreements. It should be noted that although the thresholds in the PCPNs stipulate 25 residential units, this has been updated by the adoption of the Core Strategy which imposes a new policy threshold of 15 units.
- 2.10 Work has been conducted to describe the amended relationship between the use of planning obligations, CIL and Core Strategy requirements; this is presented in two emerging Supplementary Planning Documents, one of which covers themes relating to transport and accessibility. A second Supplementary Planning Document entitled “Infrastructure and Planning Contributions” is programmed to supersede the four PCPNs discussed below.

PCPN1: Health, well-being and quality of life

- 2.11 This policy has been applied on full planning applications for all private developments of 25 residential units or more including new build, conversions and changes of use. Elderly persons’ accommodation where occupancy is restricted by condition, and affordable or social landlord’s housing is not subject to any contribution. The capital cost is calculated to be £224 per unit, which have not been updated since 2008.
- 2.12 For a site with 60 units, of which 9 units are affordable, the calculation would be as follows:

$$\begin{aligned} &51 \text{ units} \times \text{£}224 \\ &= \text{£}11,424 \end{aligned}$$

If the average dwelling size were 85m², this would equate to a contribution of approximately £2.63 per m² on open market units.

PCPN8: The provision for children’s play within new residential developments

- 2.13 This PCPN reflects the policies in the 1995 UDP, where policy R3/1 states:-
“The Council will require developers of new housing estates of 20 or more dwellings suitable for family occupation to make provision for children’s play areas.”
- 2.14 The PCPN states that a commuted sum per dwelling will be taken for the provision of children’s play. These figures are based on 1997 prices, which have since been increased to reflect inflation, and are summarised in the table below.

No. of Family Dwellings	Commuted sum per dwelling (£ in 1997)	Commuted sum per dwelling (£ from 2005)
Up to 20	1,031	1,196
Up to 60	921	1,066
Up to 100	873	1,012
Up to 140	853	989
Up to 180	835	968
Up to 220	829	960
Up to 260	817	948

Figure 2.3: Commuted sums for provision of childrens’ play

- 2.15 No reference is made to discounts for affordable units. Therefore, for a site with 60 units, the calculation would be as follows:

$$60 \text{ units} \times \text{£}1,066 = \text{£}63,960$$

- 2.16 If the average dwelling size were 85m², this would equate to a contribution of approximately £12.54 per m².

PCPN22: Provision of public art

- 2.17 This document states that:

“The Council will expect the incorporation or provision of works of art, craft or decoration as part of the built development proposals within the urban area involving: (i) land of more than one hectare in area; (ii) the construction of buildings containing more than 2500 square metres of floor space.

“Where the development exceeds the thresholds specified in UDP policy the Council will encourage the provision of public art as a part of the development equivalent to approximately 1% of the total construction cost. (The total capital cost of constructing the buildings, roads and providing any ancillary on site infrastructure). Affordable or social landlord’s housing will not be subject to any contribution if they are already subject to the current Bolton Community Homes Housing Percent for Art Policy.”

- 2.18 The following section calculates what this would equate to at current construction costs for a 2 hectare site with 60 units, of which 9 are affordable and 51 are open market units.

Build costs at £720 per m², plus an additional 10% for external works = £792 per m²

$$51 \text{ units} \times \text{£}792 \times 85\text{m}^2 \\ = \text{£}3,433,320$$

Secondary infrastructure provision at £150,000 per hectare

$$= \text{£}300,000$$

Total cost

$$= \text{£}3,433,320 + \text{£}300,000 \\ = \text{£}3,733,320$$

1% of this total cost

$$= \text{£}37,333.20$$

- 2.19 Assuming an average unit size of 85 m², this equates to approximately £8.61 per m² on open market units, which would be taken as a commuted sum, or used by the developer to deliver works directly on site.

PCPN30: Education

- 2.20 The document states that:

“The policy will be applied on full planning applications for all private developments of 25 residential units or more including new build, conversions and changes of use. Calculations on the numbers of children likely to be generated by a development will be based upon the numbers of family dwellings which will be defined as any residential unit with two or more bedrooms. Elderly persons’ accommodation where occupancy is restricted by condition, and affordable or social landlord’s housing will not be subject to any contribution.”

This note assumes that the number of pupils likely to be generated by a proposed development is:

- Primary = 0.232 x per family dwelling
- Secondary and Post 16 = 0.187 x per family dwelling

The capital cost in 2003/2004 for supplying additional spaces per student was assumed to be:

- £7,000.00 per Primary School Place
- £10,000.00 per Secondary School place (including post 16 students).

2.21 For a typical 2 hectare site with 60 units, if 15% affordable housing is provided on site (i.e. 9 units), the calculation for total s106 liabilities is as follows:

$$\begin{aligned}
 &= 51 \times (0.232 \times £7,000) & + & 51 \times (0.187 \times £10,000) \\
 &= £82,824 & + & £95,370 \\
 &= £178,194
 \end{aligned}$$

Assuming an average unit size of 85 m², this equates to approximately £41.10 per square metre.

2.22 Figure 2.4 provides a summary of the indicative s106 liabilities contained within these PCPNs. This calculation is based on a typical development of 60 residential units, of which 9 are affordable, assuming an average unit size of 85 m². It should be noted that this is a high level approximation, as past liabilities have never been calculated on a per square metre basis, and have always been subject to negotiation on a case by case basis.

2.23 In addition to these sums, monies have also been negotiated for environmental improvements to the public realm, highways improvements, traffic calming and public transport improvements, but these sums are not tabulated below. These types of contributions have typically been agreed on a case by case basis, and linked to non-residential as well as residential developments.

Source	S106 obligation
PCPN1: Health, well-being and quality of life	£2.63 per m ²
PCPN8: The provision for children's play	£12.54 per m ²
PCPN22: Provision of public art	£8.61 per m ²
PCPN30: Education	£41.10 per m ²
TOTAL	£64.88 per m²

Figure 2.4: PCPNs which will be replaced by new SPD

3 Viability evidence

Strategic approach

- 3.1 The residential and non-residential viability studies of 2012 and addenda of 2013 use simple high-level models to reveal any surplus or deficit after all development costs, including the developer's margin, have been taken into account. The provision of affordable housing has also been taken into account, and reflects the requirements of the recently adopted Affordable Housing Supplementary Planning Document which is based on the adopted Core Strategy policy.
- 3.2 Major development opportunities, particularly those involving complex sites, often require flexibility or cross-funding of different phases or types of development to bring them forward. A simple model cannot adequately reflect the long lead in periods and upfront costs of significant infrastructure investment or remediation associated with larger or individual sites. Therefore it is not appropriate to appraise very large or specific development sites using a high-level model, as the nature of these types of development tends to require bespoke modelling.
- 3.3 Notwithstanding the above, if the charging rates for individual uses are set properly, then the imposition of the levy should not materially affect mixed-use developments and would not affect developers' ability to cross-subsidise, in the event that they chose to do so. However, some uses will inevitably be more viable than others, and consequently most developers will consider viability across a project as a whole. However, it is unlikely that unviable elements would be built as part of mixed-use schemes, even where higher values of other uses on the site can ameliorate any financial shortfall, unless they were a pre-requisite of gaining planning consent.
- 3.4 The Horwich Loco Works is identified as a strategic site within the Core Strategy and presents a great opportunity for providing additional homes and employment opportunities, although this is coupled with numerous associated challenges. Due to the scale of the site, the expectation is that many of the infrastructure needs required by the Core Strategy and the associated Horwich Loco Works Supplementary Planning Document will be delivered on site by the developer and working in partnership with other organisations.
- 3.5 The viability testing that has been undertaken to support the development of an appropriate CIL for Bolton has been conducted on the basis that a planning application for outline consent regarding comprehensive redevelopment of the former Horwich Loco Works site will be submitted and approved prior to the examination of the CIL Charging Schedule. This would mean that no element of the redevelopment of the site would become liable for the levy. If, at a date closer to the examination of the charging schedule, insufficient progress on the planning application has occurred, the council may deem it necessary to conduct a bespoke piece of work to test the viability of the site as a whole, taking into account the policy requirements of delivering infrastructure on site through the use of section 106 agreements.

Evidence refinements - residential development

- 3.6 An addendum report has been prepared by the Council to take into account comments received on the PDCS and to better reflect the types of sites identified within the emerging Allocations Plan. The findings presented within the addendum report are being used to support the rates in the Draft Charging Schedule.
- 3.7 The key changes and areas of additional evidence and/or clarification of approach that are set out in this report include:

- Updates to the values used within the excel model which include increasing the developers' margin, simplifying the way interest is calculated and more accurately reflecting build costs, plus other refinements;
 - Changes to the indicative types of development appraised; and
 - Consideration of the use of differential rates.
- 3.8 Regarding Bolton Town Centre, sensitivity testing has been conducted and the delivery outlook has been scrutinised. Taken in combination, these reveal that introducing a lowered or nil CIL rate for apartments within the town centre area will not be the critical factor in influencing development coming forward within the near future, and that other factors have a far greater effect. Therefore, as there will be no marked impacts on viability or deliverability, it is not appropriate to introduce a differential rate for this location.
- 3.9 In summary, the updated assessment reveals that the ceiling CIL charge can be expressed as a range, influence by the indicative type of development. Excluding the non-viability of new build development within Bolton Town Centre, this range lies between £134 - £300.

Evidence refinements - non-residential uses

- 3.10 An addendum report has been prepared by Peter Brett Associates (formerly Roger Tym & partners) to reflect emerging best practice, Government updates to the guidance on CIL, amendments to the regulations and comments received on the PDCS. The findings presented within the addendum report are being used to support the rates in the Draft Charging Schedule.
- 3.11 The key changes and areas of additional evidence and clarification of approach that are set out in this report include:
- A revised approach to CIL charges on retail development, removing references to thresholds and charge variation by zone;
 - Clarification of the approach to land values; and
 - Consideration of the appropriateness of retaining the 'Base Charge' for development that is not covered elsewhere on the Charging Schedule.
- 3.12 There is clear evidence to support the fact that the costs and values, and the resultant viability of different types of retail development varies significantly. In order to better reflect these differences and emerging best practice, the report recommends that different uses of retail should be defined as follows:
- **Supermarkets** – Supermarkets provide a very wide range of convenience goods, often along with some element of comparison goods also. Most customers use supermarkets for their main weekly shop, using a trolley to buy a large number of different products. The vast majority of custom at supermarkets arrives by car, using the large adjacent car parks provided.
 - **Neighbourhood convenience stores** – Neighbourhood convenience stores tend only to provide a limited range of convenience goods. They largely cater for 'top-up shopping' for a small number of items that can be carried by hand or in a small basket. The vast majority of custom will access the store on foot and as such there are no large adjacent car parks.
 - **Retail warehouses** – 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.

- **‘High Street’ comparison retail** – 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.

3.13 The addendum provides clearer definitions and reveals that a maximum CIL charge rate should be £86 per sq. m for retail warehousing and £328 per sq. m for supermarkets, with the removal of a geographical boundary for differential rates.

Summary

- 3.14 The principal updates to the economic viability appraisal work have focussed on: reflecting best practice for retail development; using residential site typologies which better reflect those within the Allocations Plan; and updating the assumptions used within the excel model.
- 3.15 Based on the findings of the two viability addendums, it is felt that that the implementation of differential rates is appropriate within Bolton, however the use of these has been kept as straightforward as possible, utilising only 4 rates.
- 3.16 All rates are now proposed to apply equally across the whole of the borough, as the geographical differentiation within Bolton town centre has been removed for retailing. The value of the rates have also been somewhat reduced.

4 Anticipated Development

Overview

- 4.1 The Core Strategy is the vision for what Bolton should look like in the future up to 2026 and contains strategic policies to deliver this. The emerging Allocations Plan sets out how this will be implemented on a Proposals Map for the Borough, and contains some policies to be used in conjunction with the Map. The Allocations Plan must be in conformity with the Core Strategy. The overall spatial approach is for concentrated urban development with an element of peripheral development consisting of Green Belt land at Cutacre.
- 4.2 The M61 will be a focus for manufacturing and distribution uses, and altogether there will be between 105 and 110 hectares of land for new employment uses. There are two key areas: Horwich Loco Works is identified as a strategic location for mixed use employment and housing with 15-20 hectares of employment land and around 1600 dwellings; and Cutacre will provide around 80 developable hectares of employment land.
- 4.3 The town centre will be the principal driver for the Borough's economy, along with the M61 corridor. It will also continue to be the principal location in the Borough for retailing, leisure, cultural and civic activities, and provide opportunities for housing development and education provision. The renewal areas are the focus for regeneration including new housing, contributing to new jobs, and provision of health, education and community facilities.
- 4.4 The continued development of Middlebrook, Parklands and the Lostock industrial area, and Wingates for employment related development is supported. In the Borough's outer areas there will continue to be smaller scale developments within the urban area for a range of uses where the character of the area and the existing infrastructure allows it. In the rural areas of the Borough there will be constraints on most forms of development, either because they are in the Green Belt or they will continue to be areas of Protected Open Land.

Residential

- 4.5 As indicated by the Core Strategy and emerging Allocations Plan, new residential development is anticipated to be distributed as shown in figure 4.1.
- 4.6 Any development that has been granted full or outline planning permission will not be liable to pay CIL if there is no Charging Schedule in operation at the date of approval, as per the Community Infrastructure Levy Regulations². Therefore sites that have current planning consent and those which are approved prior to the adoption of the Charging Schedule will not contribute any monies towards infrastructure. This information should be taken into account when considering the levy's future ability to fund or part-fund new infrastructure.

Location	Percentage of new dwellings to 2026
Bolton town centre	10 – 20%
Renewal areas	35 – 45%
Horwich Loco Works	10 – 15%
Outer Areas	20 – 30%

Figure 4.1: Distribution of new dwellings across the borough

² The Community Infrastructure Levy Regulations 2010 as amended, regulation 128.

- 4.7 It is difficult to precisely quantify the amount of residential development that may be eligible to pay CIL once the charging schedule is in place, as not all applications that are approved go on to be developed, and some schemes may be varied prior to completion, however approximate predictions can be made.
- 4.8 The Core Strategy requires that 694 net additional dwellings should be constructed per annum. Annual completions surpassed this requirement through 2005-2008, but are currently witnessing a shortfall in completions over the past few years due to the economic downturn, as depicted in figure 4.2.

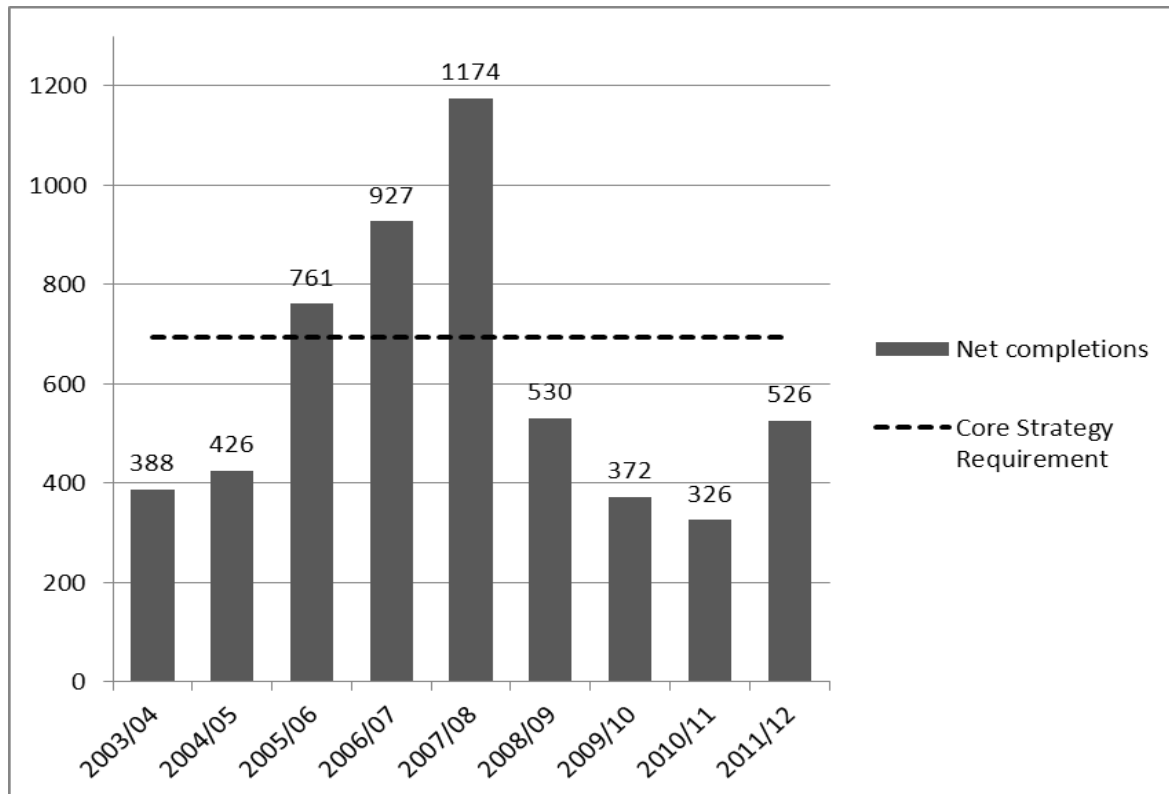


Figure 4.2: annual net additional dwellings

- 4.9 The housing trajectory is published annually within the Authority Monitoring Report. As at March 2012, this establishes that a slightly higher number of predicted net completions are needed to recoup the annualised residual Core Strategy requirement to 2026. The projected completions are depicted in figure 4.4.
- 4.10 Although projected completions surpass 800 units per annum, when estimating a potential CIL income, allowances should be made for dwellings that would not be liable to pay CIL such as mill conversions and affordable units. In addition, there will be a transition period in the early years where the outstanding housing supply of non-liable units is likely to be consumed prior to implementing liable dwellings, which should be factored as a reduction in income in the early years. Furthermore, the strategic site at the Horwich Loco Works is likely to comprise 1,600 dwellings and it is to have planning permission before CIL comes into operation.
- 4.11 The Council has a policy to help support the delivery of affordable units, with the aim of delivering around 240 units per annum. The quantity of affordable units actually delivered provides useful contextual information regarding residential development in Bolton, and is presented in figure 4.3. Although the Core Strategy target has not been met, this does not

undermine the need for social rented and shared equity housing. It should be noted that affordable Housing is eligible to apply for relief from the payment of CIL.

Year	Number of units
2006/07	116
2007/08	196
2008/09	53
2009/10	107
2010/11	43
Under construction	155
Additional Low Cost Home Ownership, Off The Shelf (LCHO OTS)	36
Grand total since 2006	706

Figure 4.3: Bolton Community Homes Completions since April 2006

4.12 A simple assessment would indicate that due to the Core Strategy requirements, 694 residential units could provide an indicative 58,990 square metres of liable residential development per annum, assuming a typical unit size of 85m². However, taking the considerations discussed above into account, the actual figure is likely to be closer to 500 net liable units, as depicted within figure 4.4. This would in turn yield 42,500 square metres of residential development liable for CIL, per annum.

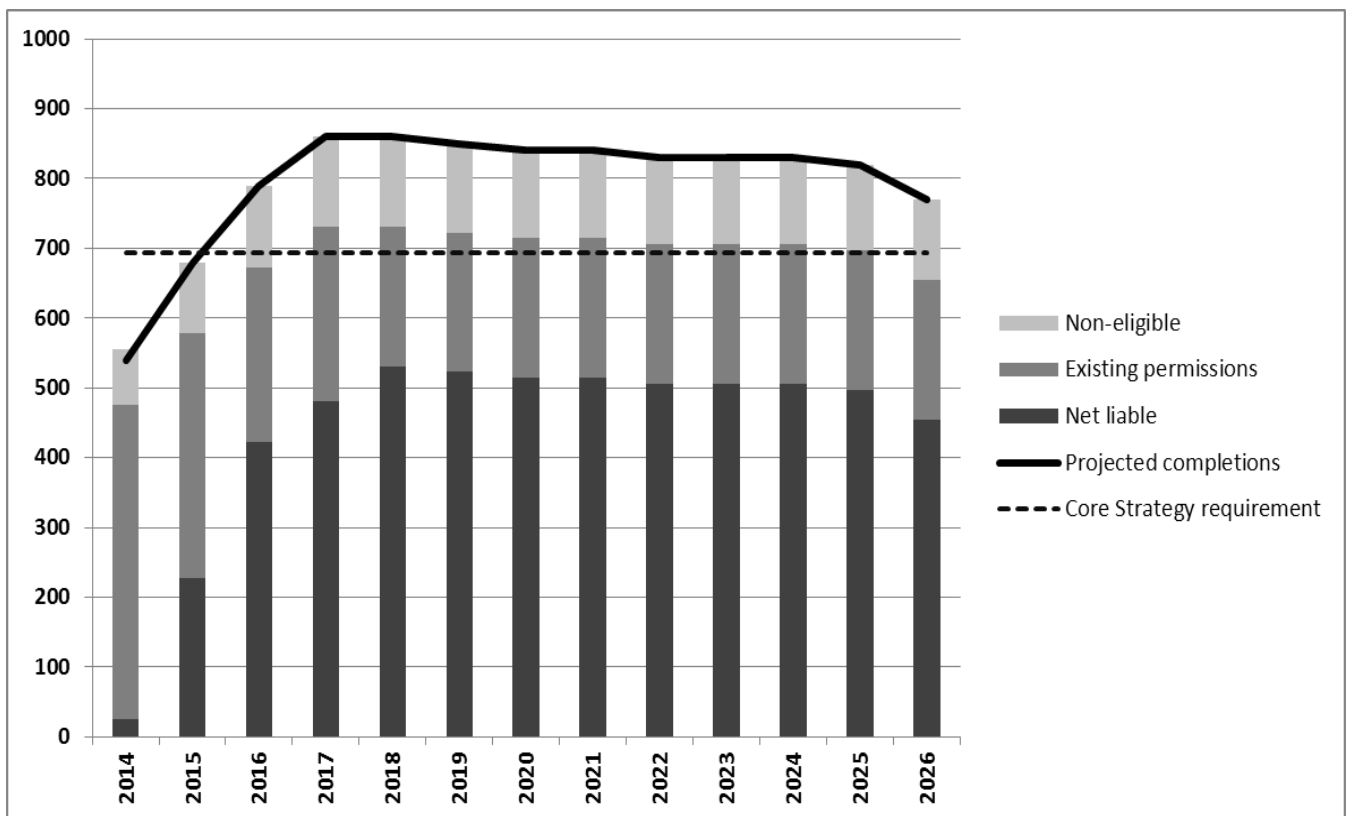


Figure 4.4: Trajectory of CIL-eligible residential units

Non-residential

- 4.13 The Core Strategy proposes to provide for between 145ha and 165ha of employment land between 2007 and 2026. Using a standard plot ratio of 40%, 165ha of land equates to 660,000m² of developed floorspace. This assumes that employment buildings occupy, on average, 40% of the total site area with the rest given over to other ancillary uses such as parking and landscaping.
- 4.14 Office developments will be concentrated in Bolton town centre, which will be the principal location for financial and professional services; the Horwich Loco Works will have an element of knowledge-based office employment linked to manufacturing. Distribution uses will be concentrated along the M61 corridor where there is good access to the strategic road network

Location	Quantity of employment land to 2026 / hectares
M61 Corridor	105 - 110
Bolton Town Centre	25 - 35
Renewal areas	15 - 20

Figure 4.5: Quantities of employment land across the borough

- 4.15 The quantity of employment floorspace completed over past years is summarised in figure 4.6. As at March 2012, sites with unimplemented planning permission offer around 1.33 hectares of employment land. Once the Cutacre development site commences, it is expected to contribute 320,000m² towards the Core Strategy target of 660,000m²

B1	11,731	13,653	3,404	2,104	949
B2	Nil	Nil	2,322	888	3,741
B8	Nil	2,252	1,931	1,934	60
B1/B2/B8	2,996	4,349	Nil	Nil	Nil
Total	14,727	20,254	7657	4,926	4,750

Figure 4.6: Total (gross) amount of additional employment floor space completed m²

- 4.16 Regarding retail development, the Core Strategy proposes to increase the quantity of retail floor space in the borough, concentrated mostly in Bolton town centre. Core Strategy policy P2 deals with this topic and states the following:

The council and its partners will:

Identify a range of sites for new retail development to allow for a comparison goods floor space of up to 130,000 sq m after 2016, concentrated in Bolton town centre.

Concentrate bulky goods retailing on the edge of centres, especially Bolton town centre.

Plan for additional convenience goods floorspace of up to 10,000 sq m in town, district and local centres where local communities have good access.

4.17 For comparison goods, planning permission exists for:

- 2500 sq m at Church Wharf, Bolton town centre.
- 1000 sq m at Ashburner Street, Bolton town centre.

4.18 No floorspace for comparison retail has been completed during the plan period.

4.19 For convenience goods, permission exists for

- 1000 sq m at The Gaiety, Westhoughton.
- 1700 sq m at Bradley Mill, Little Lever.

4.20 The following units for convenience goods have been completed:

- 1300 sq m at Wigan Road, Westhoughton.
- 8600 sq m at Long Causeway, Little Lever.
- 5000 sq m at Tesco, Horwich (extension).

4.21 As the Core Strategy requirement of 10,000 sq m of additional floorspace for convenience goods has already been met, there is unlikely to be a meaningful quantity of this type of development to come forward. However, this does not preclude the possibility of CIL eligible development occurring.

5 Conclusion and recommendations

Proposed CIL charge rates

- 5.1 Based on the viability addendum work and infrastructure planning, the council considers that the proposed rates, as shown in figure 5.1, strike the “*appropriate balance*”³ between funding infrastructure required to support the development of the area, and the effects on the economic viability of development across the area.
- 5.2 The definitions for each type of development are provided within the Draft Charging Schedule.

Development	Charge rate / m ²
Supermarkets	£135
Retail warehouses	£45
Residential dwellings and student accommodation	£45
Affordable housing, education, health, community and emergency services facilities	£0
All other chargeable development, unless stated otherwise in this table	£5

Figure 5.1: Draft Charging Rates

Income predictions

- 5.3 Using information based on the Core Strategy rates of development, taking into account sites that currently have planning permission, and those that are expected to come forward prior to the adoption of the Charging Schedule, predictions have been made on the quantities of floorspace that might be eligible to pay CIL. These have been applied to the various charging rates, giving an estimate of the total levy which could be realised. It should be acknowledged that receipts may be lower than these estimates due to the effects of the global economic situation.

	CIL charge per sq.m.	Gross floorspace in plan period	Net (less existing permissions / completions)	Estimated total CIL revenue	Estimated average annual CIL revenue (2014 - 2026)
Supermarkets	£ 135	1,500	1,500	£ 202,500	£ 16,875
Retail warehouses	£ 45	10,000	10,000	£ 450,000	£ 37,500
Other retailing	£ 5	120,000	116,500	£ 582,500	£ 48,542
Residential dwellings	£ 45	878,900	484,925	£ 21,821,625	£ 1,818,469
Student accommodation	£ 45	2,500	2,500	£ 112,500	£ 9,375
Employment land	£ 5	660,000	282,366	£ 1,411,830	£ 117,653
Other chargeable	£ 5	10,000	10,000	£ 50,000	£ 4,167
TOTAL				£ 24,630,955	£ 2,052,580

Figure 5.2: Estimated CIL receipts

³ Community Infrastructure Levy Regulations, as amended, regulation 14.

Instalments policy

- 5.4 In order to ease the burden on developers' cash flow, the proposed instalment policy is shown below, reflecting the requirements of the regulations which indicate that payment of instalments should be triggered through the passage of time, rather than percentage of development completed, as has often been the case for s106 payment liabilities in the past.
- 5.5 Legal advice has been taken over the appropriateness of the approach used, and it has been deemed to be compliant. The policy follows the regulations in that it sets out the number of instalment payments and the proportion of CIL payable in any instalment, and the time calculated from the date the development is commenced for when instalments are due.
- 5.6 On large developments where details are approved in phases, the instalments policy will apply to the charges relating to each individual phase.

Total CIL liability	Instalments	Payment period
Up to £25,000	1	1 instalment of 100% payable within 6 months of commencement date
£25,000 up to £50,000	2	1 st instalment of 50% payable within 6 months of commencement date 2 nd instalment of 50% payable within 9 months of commencement date
£50,000 up to £100,000	3	1 st instalment of 25% payable within 6 months of commencement date 2 nd instalment of 25% payable within 9 months of commencement date 3 rd instalment of 50% payable within 12 months of commencement date
£100,000 up to £250,000	4	1 st instalment of 25% payable within 6 months of commencement date 2 nd instalment of 25% payable within 9 months of commencement date 3 rd instalment of 25% payable within 12 months of commencement date 4 th instalment of 25% payable within 18 months of commencement date
£250,000 up to £500,000	4	1 st instalment of 25% payable within 6 months of commencement date 2 nd instalment of 25% payable within 12 months of commencement date 3 rd instalment of 25% payable within 18 months of commencement date 4 th instalment of 25% payable within 24 months of commencement date
Greater than £500,000	5	1 st instalment of 10% payable within 6 months of commencement date 2 nd instalment of 15% payable within 12 months of commencement date 3 rd instalment of 25% payable within 18 months of commencement date 4 th instalment of 25% payable within 24 months of commencement date 5 th instalment of 25% payable within 30 months of commencement date

Figure 5.3: Proposed instalment periods

Exemptions, relief and exceptional circumstances

- 5.7 Regulation 55 describes the situations in which the charging authority may grant relief from liability to pay CIL in respect of a chargeable development. Granting relief is caveated on three factors:
- There being a planning obligation under section 106 of the TCPA 1990 having been entered into in respect of the planning permission;
 - The charging authority considers that the cost of complying with the planning obligation is greater than the chargeable amount; and

- That the CIL payment required would have an unacceptable impact on the economic viability of the development, and that granting relief would not constitute State aid.

5.8 To this end, the council is considering implementing the use of discretionary relief for exceptional circumstances, but wishes to make it clear that this will be applied in line with regulation 55; which requires that a s106 obligation is greater than the CIL liability, and that the CIL liability has an unacceptable impact on the economic viability of the development.

Appendix 1: PDCS Consultation

Consultation on the Preliminary Draft Charging Schedule occurred from 21 September 2012 to 2 November 2012. Documents were made available on the website, in the One Stop Shop at Bolton Town Hall and in the borough's libraries. A range of stakeholders were consulted, including developers, infrastructure providers, Town Councils, registered affordable housing partners, supermarkets planning agents and letting agents. The following is a list of those organisations who provided responses:

Ref	Name	Organization
CIL001	Andrew Murphy	Maple Grove Developments
CIL002	Diane Clarke	Network Rail Town Planning Team LNW
CIL003	Carol Hutchinson	Horwich Town Council
CIL004	Laila Smith	Environment Agency
CIL005	Hamish Robertshaw	DTZ obo Harworth Estates
CIL006	Tony Hothersall	Red Rose Forest
CIL007	Paul Thomson	Bolton at Home
CIL008	Stephen Ashworth	NA
CIL009	Christine Morris	Westhoughton Town Council
CIL010	Lucie Jowett	Peacock and Smith obo Wm Morrison Supermarkets Plc
CIL011	Chris Butt	The Planning Bureau Ltd
CIL012	David Gaffney	Arts Council England, North West
CIL013	Jane Harrison	Country Land & Business Association
CIL014	Bobby Williams	Persimmon Homes North West
CIL015	Dave Walker	Wigan Council, Planning Policy
CIL016	Jamie Melvin	Natural England
CIL017	Gillian Chilton	Peel Holdings (Land and Property) Limited
CIL018	Richard Woodford	How Planning LLP
CIL019	Brian O'Connor	Nathaniel Lichfield & Partners obo Taylor Wimpey and Barratt Homes
CIL020	Jennifer Winyard	Turley Associates
CIL021	Graham Bee	The Emerson Group
CIL022	David Sherratt	United Utilities
CIL023	Simon Isherwood	Horwich Vision

The following questions were posed within the PDCS consultation document as a guide for respondents.

- 1. Has appropriate available evidence been used to support the Preliminary Draft Charging Schedule? Please specify if additional information should be used, and what that should be.*
- 2. Are the proposed rate / rates informed by and consistent with the evidence on economic viability across the borough?*
- 3. Does the evidence that has been provided show that the proposed rate would not put at serious risk overall development of the area?*
- 4. Should there be a policy for paying the chargeable amount in instalments, if so, do you have suggestions for what these instalments should be?*
- 5. Should the council adopt a system of relief for exceptional circumstances to be exempt from paying CIL?*
- 6. Do you have any comments on the types of infrastructure that should be funded by CIL or through S106 agreements?*

Appendix 2: Allocations Plan Sites

Town centre sites

Area	Site Name	Size	Yield	Land Type	Development Phasing
St Helena	Post Office	0.44	132	Brownfield	Medium Term
Bolton Innovation Zone	Moor Lane/Hanover St/Garside St	1.09	289	Brownfield	Medium Term
Bolton Innovation Zone	Westbrook	3.06	100	Brownfield	Medium Term
Little Bolton	Clarence Street	0.82	100	Brownfield	Long Term
St Helena	Central Street	1.41	150	Brownfield	Long Term
Bolton Innovation Zone	BIZ Spa Rd 2	0.72	75	Brownfield	Long Term
Urban Village	Urban Village 5 St Helena	0.55	35	Brownfield	Long Term
Urban Village	Urban Village 1 Chorley St N	1.26	75	Brownfield	Long Term
Urban Village	Urban Village 6 Chorley St W	1.98	100	Brownfield	Long Term
Urban Village	Travis Perkins	0.49	31	Brownfield	Long Term
Urban Village	Urban Village 2 Bark St N	0.40	24	Brownfield	Long Term
Church Wharf	Church Wharf	6.71	720	Brownfield	Long Term

Short term sites

ADPD ref	Site Name	Size	DPH	Yield	Land Type	Area	Development Phase
002SC	Chadwick Street Campus	3.02	40	120	Brownfield	Inner Bolton	Short Term
008SC	Arcadia, Watersmeeting Road	4.55	17	78	Brownfield	Inner Bolton	Short Term
009SC	Eagley Brook Way	1.84	2	4	Brownfield	Inner Bolton	Short Term
014SC	Nuffield House	3.66	25	92	Brownfield	Inner Bolton	Short Term
019SC	Former Wolfenden School	0.62	40	25	Brownfield	Inner Bolton	Short Term
035SC	T Sutcliffe and Co Ltd, Weston Street	0.68	53	36	Brownfield	Inner Bolton	Short Term
039SC	Temple Road	3.70	24	87	Brownfield	Inner Bolton	Short Term
043SC	Land at the Glen, Chorley New Road	0.74	1	1	Brownfield	West Bolton	Short Term
045SC	231-235 Greenmount Lane	0.40	13	5	Brownfield	West Bolton	Short Term
046SC	Moorside and the Marklands	0.40	30	12	Brownfield	West Bolton	Short Term
050SC	Holden Mill	1.80	133	240	Brownfield	North Bolton	Short Term
053SC	86 Chapeltown Road	0.65	22	14	Brownfield	North Bolton	Short Term
064SC	St. Andrews primary school site	0.60	50	30	Brownfield	Brightmet	Short Term
072SC	Marylawns	0.48	40	19	Brownfield	Brightmet	Short Term
081SC	Creams Paper Mill	1.48	65	96	Brownfield	Little Lever and Kearsley	Short Term
084SC	Hulme Road	1.03	32	33	Brownfield	Little Lever and Kearsley	Short Term
087SC	Long Lane / Radcliffe Road	1.00	27	27	Brownfield	Little Lever and Kearsley	Short Term
095SC	Century Motors	0.64	38	24	Brownfield	Farnworth	Short Term
100SC	Old Hall Street	0.42	152	64	Brownfield	Farnworth	Short Term
106SC	Clare Court, Exeter Avenue	1.50	53	79	Brownfield	Farnworth	Short Term
110SC	Armor Holdings, Bolton Road, Westhoughton	2.30	45	104	Brownfield	Westhoughton	Short Term
112SC	Edges Farm, Leigh Road	0.56	27	15	Brownfield	Westhoughton	Short Term
114SC	Land at Lostock Lane	7.88	40	316	Brownfield	Horwich and Blackrod	Short Term
117SC	Swallowfield Hotel and Brazley site	1.69	40	67	Brownfield	Horwich and Blackrod	Short Term
120SC	Chortex Mill	4.17	41	169	Brownfield	Horwich and Blackrod	Short Term

ADPD ref	Site Name	Size	DPH	Yield	Land Type	Area	Development Phase
128SC	Century Mill	1.36	45	61	Brownfield	Farnworth	Short Term
129SC	Farnworth Industrial Estate	0.97	54	52	Brownfield	Farnworth	Short Term
131SC	Oldham's County Primary	0.79	41	32	Brownfield	North Bolton	Short Term
132SC	Horwich College, Victoria Road	1.88	40	76	Brownfield	Horwich and Blackrod	Short Term
134SC	The Woodlands, Green Lane	0.61	44	27	Brownfield	Inner Bolton	Short Term
135SC	Campbell Street	0.85	41	35	Brownfield	Farnworth	Short Term
136SC	Romer Street Works and Health Centre	0.74	41	30	Brownfield	Inner Bolton	Short Term
138SC	Beehive Mills, Crescent Road	3.62	55	200	Brownfield	Inner Bolton	Short Term
140SC	Galebrook Nursing Home	0.55	5	3	Brownfield	North Bolton	Short Term
141SC	Lark Hill	0.41	68	28	Brownfield	Farnworth	Short Term
142SC	Greenroyd Avenue	0.65	32	21	Brownfield	Brightmet	Short Term
	HORWICH LOCO PHASE 1	72.79		300	Brownfield	Horwich and Blackrod	Short Term
011SC	Eskrick Street	0.47	40	19	Greenfield	Inner Bolton	Short Term
021SC	Gilnow Gardens	1.58	32	51	Greenfield	Inner Bolton	Short Term
027SC	Back Minorca Street	1.02	23	23	Greenfield	Inner Bolton	Short Term
044SC	The Laurels, Markland Hill	1.28	5	6	Greenfield	West Bolton	Short Term
061SC	Milnthorpe Road	2.25	20	44	Greenfield	Brightmet	Short Term
066SC	Waggon Road, Brightmet	1.94	36	70	Greenfield	Brightmet	Short Term
070SC	St Catherines, Woodlands Close	0.70	46	32	Greenfield	Brightmet	Short Term
092SC	Highfield Road, Farnworth	0.37	35	13	Greenfield	Farnworth	Short Term
093SC	Dean Close, Farnworth	1.17	21	25	Greenfield	Farnworth	Short Term
094SC	Blindsill Road	2.53	37	94	Greenfield	Farnworth	Short Term
139SC	Crows Nest Farm	0.84	10	8	Greenfield	Westhoughton	Short Term

Medium term sites

ADPD ref	Site Name	Size	DPH	Yield	Land Type	Area	Development Phase
005SC	Union Road / Yates Street	1.34	13	17	Brownfield	Inner Bolton	Medium Term
007SC	Tonge Mill	0.70	34	24	Brownfield	Inner Bolton	Medium Term
022SC	Dinsdale Drive	0.77	45	35	Brownfield	Inner Bolton	Medium Term
026SC	St Paul's Mill	0.78	22	17	Brownfield	Inner Bolton	Medium Term
032SC	Greenland Road	0.45	44	20	Brownfield	Inner Bolton	Medium Term
038SC	Astley Lane	2.89	23	65	Brownfield	Inner Bolton	Medium Term
051SC	Brook Saw Mills, Bolton Road, Bradshaw	0.50	44	22	Brownfield	North Bolton	Medium Term
052SC	Longsight CP School	1.76	45	79	Brownfield	North Bolton	Medium Term
056SC	Hollycroft Avenue	0.94	36	34	Brownfield	Breightmet	Medium Term
058SC	St. Osmonds Primary	0.91	45	41	Brownfield	Breightmet	Medium Term
088SC	Minerva Road	0.71	45	32	Brownfield	Farnworth	Medium Term
098SC	The Hollies	0.45	53	24	Brownfield	Farnworth	Medium Term
	HORWICH LOCO PHASE 2	72.79		650	Brownfield	Horwich and Blackrod	Medium Term
063SC	St. Andrews primary playing field	1.23	45	55	Greenfield	Breightmet	Medium Term
130SC	Devonshire Road	1.68	36	60	Greenfield	Inner Bolton	Medium Term
133SC	Singleton Avenue	1.17	45	53	Greenfield	Horwich and Blackrod	Medium Term

Long term sites

ADPD ref	Site Name	Size	DPH	Yield	Land Type	Area	Development Phase
003SC	Folds Road, Turton Street	1.54	63	97	Brownfield	Inner Bolton	Long Term
004SC	Moss Rose Mill, Springfield Rd	1.34	54	72	Brownfield	Inner Bolton	Long Term
006SC	Firwood School	1.84	36	66	Brownfield	Inner Bolton	Long Term
015SC	Wordsworth Mill	0.70	36	25	Brownfield	Inner Bolton	Long Term
016SC	Brownlow Folds Mill	1.06	23	24	Brownfield	Inner Bolton	Long Term
017SC	Tennyson Mill/Brownlow Fold Mill	0.98	46	45	Brownfield	Inner Bolton	Long Term
020SC	Gilnow Mill	1.62	61	99	Brownfield	Inner Bolton	Long Term
024SC	Nixon Road South	1.06	45	48	Brownfield	Inner Bolton	Long Term
025SC	Hayward School Site, Lever Edge Lane	2.28	41	94	Brownfield	Inner Bolton	Long Term
028SC	Derby St/Rothwell Mill	4.39	38	165	Brownfield	Inner Bolton	Long Term
030SC	Mather St Mill, Fletcher Street	0.91	64	58	Brownfield	Inner Bolton	Long Term
033SC	Hartford Tannery	1.96	45	88	Brownfield	Inner Bolton	Long Term
054SC	Darwen Road - 037A	0.41	44	18	Brownfield	North Bolton	Long Term
059SC	Back Bury Road	0.49	45	22	Brownfield	Brightmet	Long Term
069SC	Brightmet Hall IV	1.79	45	80	Brownfield	Brightmet	Long Term
076SC	Riversdale Mill	0.59	27	16	Brownfield	Little Lever and Kearsley	Long Term
079SC	Lever Gardens	0.79	54	43	Brownfield	Little Lever and Kearsley	Long Term
080SC	Tarmac, Stopes Road	2.24	45	101	Brownfield	Little Lever and Kearsley	Long Term
089SC	Redgate Way	1.57	45	70	Brownfield	Farnworth	Long Term
090SC	Carr Drive	1.11	45	50	Brownfield	Farnworth	Long Term
096SC	Century Lodge	0.70	46	32	Brownfield	Farnworth	Long Term
097SC	Manor Garage, Buckley Lane	0.61	54	33	Brownfield	Farnworth	Long Term
101SC	Bent Street Works	0.69	59	41	Brownfield	Farnworth	Long Term
104SC	Harrowby Mill	0.86	27	23	Brownfield	Farnworth	Long Term
108SC	James Street, Westhoughton	0.76	41	31	Brownfield	Westhoughton	Long Term
113SC	Lostock Hall Farm	0.95	27	26	Brownfield	Horwich and Blackrod	Long Term

ADPD ref	Site Name	Size	DPH	Yield	Land Type	Area	Development Phase
115SC	Ox Hey Lane	0.98	27	26	Brownfield	Horwich and Blackrod	Long Term
	HORWICH LOCO PHASE 3	72.79		650	Brownfield	Horwich and Blackrod	Long Term
010SC	Rushlake Drive	0.86	54	46	Greenfield	Inner Bolton	Long Term
023SC	Garnet Fold	3.90	30	117	Greenfield	Inner Bolton	Long Term
041SC	Dealey Road	1.01	45	45	Greenfield	West Bolton	Long Term
042SC	Heaton Grange	1.77	27	48	Greenfield	West Bolton	Long Term
048SC	Garthmere Road	0.77	19	15	Greenfield	West Bolton	Long Term
049SC	Moss Lea Site	0.80	45	36	Greenfield	North Bolton	Long Term
062SC	Deepdale Road	0.49	45	22	Greenfield	Brightmet	Long Term
068SC	Wasdale Avenue	0.41	46	19	Greenfield	Brightmet	Long Term
071SC	Earls Farm, Stitch Mi Lane	2.34	23	53	Greenfield	Brightmet	Long Term
075SC	Radcliffe Road 6	0.49	45	22	Greenfield	Little Lever and Kearsley	Long Term
077SC	Park Road	0.72	54	39	Greenfield	Little Lever and Kearsley	Long Term
078SC	Victory Road	0.48	54	26	Greenfield	Little Lever and Kearsley	Long Term
083SC	Holcombe Close	0.52	44	23	Greenfield	Little Lever and Kearsley	Long Term
085SC	Gorses Road	0.85	45	38	Greenfield	Little Lever and Kearsley	Long Term
086SC	Suffolk Close	0.43	37	16	Greenfield	Little Lever and Kearsley	Long Term
091SC	Redgate Way - 014A	0.72	45	32	Greenfield	Farnworth	Long Term
107SC	Part Street, Westhoughton	1.67	54	90	Greenfield	Westhoughton	Long Term
109SC	Leigh Common, Collingwood Way	1.19	36	43	Greenfield	Westhoughton	Long Term
111SC	Roscoe's Farm	3.78	45	170	Greenfield	Westhoughton	Long Term
119SC	Mount Street	2.23	32	71	Greenfield	Horwich and Blackrod	Long Term
121SC	Berne Avenue	0.46	37	17	Greenfield	Horwich and Blackrod	Long Term
122SC	Crown Lane	0.45	36	16	Greenfield	Horwich and Blackrod	Long Term
125SC	Manchester Road	0.55	54	30	Greenfield	Horwich and Blackrod	Long Term