

Section 106 Agreements

Recommendations

Consultation

Community involvement is vital to the minimising of negative impact arising from the activities at the stadium, both during the development and during the life of its operation. The FSC therefore recommends that an effective and inclusive on-going community liaison process be established, with agreed terms of reference or a constitution. The FSC has developed a number of successful Community Liaison Groups / Stadium Monitoring Groups (including, Southampton FC, Ricoh Arena Coventry, Shrewsbury Town FC and Blackpool FC) and has outlined a recommended structure for a liaison group which is detailed in the FSC's Stadium Liaison Group Template document.

It is important that a Community Liaison Group is established as early in the development process as possible to allow local people to have an informed contribution to the development process. It is also important to ensure that the group's existence is protected by its inclusion in a section 106 agreement.

An important aspect of the community liaison process is making sure that important information is disseminated to the wider residential and business communities and not just to representatives of a Liaison Group. The FSC therefore recommends that a Community Newsletter be distributed during the development of the stadium which would give accurate and up-to-date information about the development rather than local people having to rely on the often politically biased and inaccurate local press for information.

Travel Management

The development of an effective Travel Plan relies heavily on the knowledge provided by local residential and business communities, who know the area far better than anyone else. It is therefore vital that local people actively inform the development of, and on-going implementation of, any travel management plans that are put in place.

The success of travel plans that have been developed at the Ricoh Arena in Coventry, Southampton FC and Shrewsbury Town FC have relied heavily on input from local communities, via the Community liaison Group / Stadium Monitoring Group. It is safe to say that without their input the plans would not have been as effective and sustainable.

It is also important that all relevant stakeholders be involved in the development of the plan including, all relevant local authority departments, bus companies, cycling and walking organisations etc.

The effective dissemination and promotion of any travel plan is also a key element to its success and therefore all partners have a duty to actively promote and publicise the contents of a travel plan document.

Controlled Parking Measures

In order for alternate travel modes to be effective, (for example park & walk, park & ride, cycling, rail etc) it is important that effective parking enforcement measures are put in-place to support any travel management plan. However, the cost and resources required to establish and maintain such measures are often considerable, both to the local authority and to residents. Parking permits for residents only parking schemes can range from £5 to £75 per car. It is therefore recommended that these resources be identified and provision made within a section 106 agreement.

Community Benefits

It is important that any community benefits associated with a stadium development, either facilities or services meet a genuine community need and are informed by adequate and representative consultation with all relevant stakeholders in the area. This will avoid the development of unwanted or duplicated facilities or services in the area, which will neither be adequately used or sustainable. It is also important that local people have an input in the specific design of the facilities, which will ensure that they meet a genuine local need and will serve to foster a greater level of ownership from communities.

It is recommended that when community benefits are included within a S106 that adequate resources are also identified in order to ensure that the benefits are sustainable.

When community facilities are included within a stadium development it is important to consider the following:

- How the facilities will be managed, identifying a clear management structure
- Who will be ultimately responsible for the day-to-day running of the facilities
- What financial resources have been identified to cover:
 - Running costs (utilities, insurance, rates etc)
 - Staffing costs (salaries, project delivery costs)
 - Maintenance costs
- If the management of the facilities is the responsibility of the local community, that the following is identified and put in place:
 - Community-led Management Structure
 - Training for Management Committee members
 - Lease (minimum 25 years)

Local Jobs Initiatives

It is important to ensure that jobs initiatives include priority for local people at all levels of employment within a stadium/retail development and not just the lower level entry positions, for example catering, construction and cleaning etc. Priority can also be given to local contractors, both during the development and beyond, these can include construction, security, catering and stewarding etc.

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