

Tram Developer Contributions

■ OBJECTIVE

Where the tram is considered to address the transport impacts of a development, that development should make an appropriate contribution towards the construction of the tram system and associated public realm.

■ POLICY CONTEXT

National Guidance

SPP17 states that major transport infrastructure for both people and freight may be funded from various public and private sources, including developer contributions. The principles to be applied in respect of developer contributions should be addressed in structure and local plans. Where cumulative impacts may accrue, a master-planning approach should identify a contribution strategy.

SPP1 gives support (Paragraph 41) for using supplementary planning guidance to set out such requirements for development contributions where there is a need for an urgent policy response to an emerging issue or if the level of detail is inappropriate for inclusion within the development plan.

Circular 12/1996 indicates that such contributions can only be sought where they are required in order for the development to proceed and where the contribution concerned is related in scale and kind to the proposed development.

The West Edinburgh Planning Framework 2003 notes (paragraph 27) “Another of the top ten priorities for the Scottish Ministers in transport delivery is the development of an effective, modern 21st Century public transport system for the City [of Edinburgh] with £375 million recently committed to support this proposal..”

Structure Plan

The Edinburgh and the Lothians Structure Plan 2015 states in paragraph 5.10 “The construction of a tram system in Edinburgh is crucial to the success of the development strategy. Policy TRAN 5 requires local plans to include policies to ensure that new development, inter alia, encourages travel by public transport and contributes to the cost of related transport improvements, and gives particular attention to ensuring accessibility by public transport from disadvantaged areas. Policy TRAN 2 asks for local plans to select locations for major travel generating developments that are highly accessible by public transport, or that will be made highly accessible by transport investment which will be delivered in phase with the development.

Policies ECON 6 and HOU 5 make it clear that the required improvements to infrastructure must be provided or committed to enable office and housing development to proceed. Table 2.1 in the Structure Plan makes it clear that the core development areas – City Centre, Waterfront Edinburgh, Edinburgh Park/South Gyle/Sighthill and Newbridge/Kirkliston/Ratho – will require major new infrastructure to accommodate the growth identified in the Plan. “In Edinburgh, this will include a new tram network linking the city centre with north and west Edinburgh..” Developer contributions are identified (paragraph 8.7) as an additional source to provide funding to deliver transport infrastructure projects, and Policy IMP 4 – Planning Agreements states “Agreements between developers and local planning authorities must be in place to secure the key items included in Schedule 3 of the Action Plan prior to the granting of planning consent.” The Edinburgh tram proposals form one of these items.

Local Plans

The adopted local plans for Central Edinburgh, North East Edinburgh, North West Edinburgh, South West Edinburgh, South East Edinburgh and Rural West Edinburgh all make provision for protection of routes for tram or light rapid transit. The finalised Edinburgh City Local Plan also safeguards the tram routes.

There is also general support in the relevant local plans for the use of legal agreements and developer contributions in relation to delivery of infrastructure.

The adopted North East Edinburgh Local Plan (as altered) includes text outlining when legal agreements and developer contributions will be sought. The range of agreements referred to includes “improvements to public transport infrastructure, system and services; improvements to road network; and town and local centre improvement schemes” among other matters. Policy H13 states “Planning permission will only be granted for new development when adequate infrastructure and essential supporting facilities are available, firmly committed or will be provided as part of a scheme. If the provision of such infrastructure or facilities is a necessary part of a development proposal under consideration as a planning application, it will be secured in the first instance as a condition of approval or, if necessary and appropriate, by means of a planning agreement entered into at the time of granting planning permission.”

The adopted Central Edinburgh Local Plan in Policy T4 protects routes for possible construction of a light rapid transit system and in Policy T18 requires transport impact statements for major developments to assist in identifying the likely impact of development on its surroundings and any necessary remedial measures. Paragraph 9.51 which supports this policy indicates that the costs of such remedial measures will be carried by the developer through a legal agreement if necessary.

Paragraph 10.7 also makes it clear that developers may be required to undertake particular infrastructure improvements, either through conditions or legal agreements, pointing out that “it is a fundamental planning purpose that developers should bear the full cost that their schemes give rise to”.

The adopted South West Edinburgh Local Plan in Policy T3 safeguards a route for the “possible development of a light rail transport system and ancillary facilities” as proposed by the then Lothian Regional Council. The supporting text in paragraph 5.5 makes it clear that “The development of new or improved public transport systems closely integrated with new development is a key to unlocking further road capacity in the west of the local plan area.”

The adopted South East Edinburgh Local Plan, in paragraph 8.21, states that an investment in a Light Rapid Transit system will be necessary to deal with the growing levels of traffic. Policy I2 makes provision for developer contributions to be sought for the provision of such infrastructure.

The adopted Rural West Edinburgh Local Plan, as well as safeguarding the route of the tram also makes it clear in Policy TRA 2 that “development will not be permitted where it would have a significant adverse impact on the ability of the existing road network to accommodate traffic unrelated to the development” and in TRA 3 sets out the requirement for Transport Assessments to be provided for “significant development proposals in order to...assess the effects on the existing road network and travel system and measures to overcome these” This policy also states that “Where appropriate, the Council will seek developer contributions by means of a Section 75 or other legal agreement to secure any transport measures necessary to make a proposal acceptable.”

The finalised Edinburgh City Local Plan will in due course replace all the current Local Plans with the exception of the Rural West Edinburgh Local Plan. The finalised plan in Policy TRA 6 makes safeguard provisions for the tram. In Policy TRA 2 it is stated that the Council will seek financial contributions from developers towards the construction of the tram system. Paragraph 9.9 makes reference to this guideline and states that the Council will continue to apply it to developments until borrowings required to construct the tram have been discharged.

The West Edinburgh Planning Framework and the Leith Dock Development Framework both explicitly state that the tram is a key element of the infrastructure required to allow these areas to be developed.

Local Transport Strategy

Transport Strategy 2007-2012, published March 2007 sets out the Council’s aims and objectives for transport and sets out the management and improvements required over the period of the Strategy.

It states that an effective, integrated transport system within Edinburgh is essential to the continuing development of the Edinburgh region, the quality of life of its citizens and the experience of all who travel into the city for work, education or leisure. Delivering the tram is a key objective of the Strategy.

The Strategy takes account of all the transportation needs the city currently has, and the future growth areas identified in the Edinburgh and the Lothians Structure Plan 2015 and the various Local Plans. It recognises that meeting all of the city’s transportation needs with the funding available is a challenging task and that developer contributions play an important role in delivering improvements.

■ SCOPE OF GUIDANCE

This guidance applies to all new developments requiring planning permission within 750 metres of the proposed tram lines 1 and 2, and throughout the city to major developments.

■ SCHEME PRINCIPLES

- A. All developments should make an appropriate contribution towards the construction costs of the tram system and associated public realm to ensure the necessary transport infrastructure is in place in time to take account of the impacts of these new developments in the City. Contributions will be sought, where they are required, in an appropriate, transparent and equitable manner.
- B. Such contributions shall be used only for construction of the tram system, the infrastructure and street furniture associated with tram, road and pavement surfacing within the tram corridor, and improvements to existing or new public spaces or circulation routes adjacent to tram stops where these will help to integrate tram into the established city activity networks or facilitate movement between a new development and tram stops.
- C. The level of contribution required depends on the following factors
 - i) type of development,
 - ii) walking distance from tram route,
 - iii) size of development.
- D. The level of contribution will be calculated by:
 - i) Firstly from Table 1 establish scale-factor (1-15) by type of and size (GEA) of development proposed.
 - ii) Secondly, choose appropriate zone within which the development lies. Determination of the zone will be based on the shortest walking distance between any part of the site and the nearest edge of the agreed tram corridor. If the development lies within different zones, the zone closest to the tram will be used. Sites within 250 metres are Zone 1; sites lying between 250 metres and 500 metres are Zone 2; sites lying between 500metres and 750 metres are Zone 3. (The Plan appended to this guideline gives an indication of these Zones).
 - iii) Using the Zone appropriate to the particular development, move along Table 2 to the column numbered as the scale factor obtained from Table 1. The figure shown is the amount in £000's to be contributed towards the tram project by that particular development.
 - iv) The contribution, once agreed, will be index-linked from the date of agreement until date of payment on the basis of the BCIS All-in Tender Price Index.

- E. This contribution should be considered as being in addition to any other contribution required in relation to the development to cover improvements to the road network or traffic management. Such contributions could include provision for pedestrian and cycle facilities, infrastructure creating accessibility improvements to public transport or other road based improvements required as a direct result of the development. Where a Transport Assessment has been prepared, this should provide a basis for addressing the transport impacts in a holistic manner, and set out the basis of the relationship between tram contributions and any other transport contributions.
- F. Any developer making a contribution under this guidance will normally be expected to enter into a Section 75 legal agreement, other such appropriate agreement, or other legal mechanism.
- G. Provisions will be made for phased contributions wherever possible, providing appropriate and robust triggers can be identified and agreed. Otherwise, payment of contributions will be sought at an early stage.
- H. Proposals for change of use will normally be expected to provide a contribution. Changes of use or subdivision falling below the thresholds shown in Table 1 will not normally be expected to provide a contribution.
- I. The construction of the tram system infrastructure (Phase 1A) will commence in 2008 and the system will be operational by 2011. This guideline will continue to apply to developments taking place after the tram project becomes a fully committed project and after the tram becomes operational. The Council has borrowed £23M to fund the construction of the tram system and intends to repay this amount through developer contributions. This guideline will continue to apply in relation to development along the tram route until the amount of borrowing, including costs, highlighted above has been repaid. This provision relates to Phase1A of the construction of the tram route as shown in Appendix 1.

1. Audit and Review Procedures

- A. The developer contributions to the tram project will be held in accounts ring fenced for tram and public realm works, with a separate account for each Tram Line. These accounts will be managed by the City of Edinburgh Council. Developers contributing under this planning guidance will be entitled to inspect these accounts by giving 20 working days notice in writing. In the event of a decision being made by the Council not to progress with the Edinburgh Tram Project, negotiations will take place with the applicants (or their successors) with a view to using the already agreed contribution to address the transport impacts in another manner.
- B. In the event of a contribution being made and the tram system subsequently not being constructed within 10 years of the date of the contribution, the Council will carry out a review with a view to assessing the likelihood of the tram system going ahead. The following will then apply:
 - i. If the review concludes the tram is likely to still go ahead, the contribution will be retained.
 - ii. Where it is thought unlikely the tram will realistically go ahead, the Council will seek to develop alternative public transport improvements to ensure the developments implemented are adequately served by public transport and do not create unnecessary demand for travel by car. The Council will seek to negotiate with the applicant to retain the contribution to progress these alternatives in order to meet the objective of addressing the transport impacts of the development through public transport infrastructure.
- C. If by 2020 the contribution is still not spent under scenarios (i) or (ii) above, the Council will refund to the developer the contribution in full plus interest.
- D. The above Audit and Review Procedures will not apply in relation to Phase 1A of the project, which the Council is now financially committed to delivering. The inclusion of these provisions within individual agreements will not be necessary as the tram will either be in operation or under construction. The Council will continue to monitor progress with developer contributions and will at regular intervals provide updates on the outstanding debt. The Council will take due care and diligence in managing the debt and take all possible steps to minimise interest and other charges associated with the borrowing.
- E. The Council upon recouping all borrowing, including costs, associated with the construction of Phase 1a will no longer apply this Guideline, in relation to future development proposals associated with Phase 1a. Where there are existing agreements in place the Council will discharge developers, whose tram contributions relate to Phase 1a, from the requirement to pay any outstanding contribution to the tram. However, agreements may make provision for such contributions to be used for other infrastructure improvements in the event that the tram borrowings have been repaid.
- F. This guidance will be reviewed and updated on a regular basis to ensure it takes account of changing circumstances. This will include updating Tables 1 and 2 to take account of the BCIS All-in Tender Price Index.

2. Special Considerations

- A. Small developments falling below the thresholds shown in the Table will not be expected to provide a contribution unless they are clearly part of a phased development of a larger site. In such cases the Council will seek to agree a pro-rata sum with the applicant.
- B. In the event of a developer contributing land towards the development of the tram system, the amount of the contribution required under this mechanism may be reduced. Each application will be considered on its individual merits, taking into account factors such as the value of the land, its condition, and the location of existing and proposed services.
- C. Major developments or those required to be subject to a planning Masterplan, will be negotiated individually to reach agreement on an appropriate level of contribution to reflect the scale of development and its likely impact on the transport network. Where a development is one of a number of phases or part of a larger development area, the contribution will be assessed in the context of the site as a whole. For the purposes of this Guideline, “Major developments” are defined as those for more than 500 houses or 10,000 square metres of business or retail floorspace, or sites of 0.5 hectares or more. If a Masterplan is needed the level of contribution required should be determined through the Masterplan process where possible. In any case, Table 1 and 2, applied on a pro rata basis, will be used to calculate the minimum level of contribution required for major development proposals.
- D. Major developments outwith the defined zones will also be considered for their relationship to the proposed tram system and may be required to make a contribution, especially where a step change in transport infrastructure is required. In such cases, the Transport Assessment submitted with the application should address fully the potential role which could be played by tram in absorbing the transport impacts of the development.
- E. Where outline consent has already been granted without any requirement to contribute to tram, a reserved matters application pursuant on that outline will not in normal circumstances be expected to provide a new contribution. However, any new outline or detailed application will be expected to comply with the terms of this Guideline.
- F. Where it can be demonstrated that there are such abnormally high site preparation costs that addressing the provisions of this guideline threatens the financial viability of developing the site, the requirement to make a contribution towards the tram will be varied or even waived. Such costs could include remediating contamination, or unusual infrastructure requirements, but not the cost of land purchase. In such cases the level of any reduced requirement will be based upon an independent appraisal of the relevant financial information, which must be made available to the Council.

■ REASONED JUSTIFICATION

Edinburgh is increasingly suffering from congestion derived from rapidly increasing demand for car travel on a network with a finite capacity. Congestion causes many problems including disbenefits for the economy, pollution and the environment as well as impacting adversely on safety and quality of life. Development Plan policies and proposals have long sought the development and delivery of a light rail transit system in the city, and the new Structure Plan takes this further and includes a requirement for the tram route to be in place to facilitate the development strategy.

In other words, the delivery of the tram system will be vital if Edinburgh is to achieve its strategic growth targets. The Local Transport Strategy 2007-12 (LTS) was approved by Council in January 2007. It sets out a number of policies and objectives aimed primarily at reducing the growth in congestion predicted for the City. One of the mechanisms which will play a key role in contributing to these objectives is the installation of a tram system and associated public realm works in the City.

During 2003 the Scottish Executive announced an award of £375 million for the design of two and installation of at least one tram line by 2010. Proposals for two tram lines, Lines 1 and 2 – a northern loop and an east-west route - were taken forward in 2003, and on 27 November the Planning Committee agreed to support generally the routes and the limits of deviation and safeguard these for future transport purposes. The Council agreed final proposals for Lines 1 and 2 in December, and these proposals were the subject of two private Bills submitted to the Scottish Parliament at the end of January 2004. Royal Assent was granted for the Line 1 and Line 2 Bills in March and April 2006. The Scottish Executive has agreed in principle to link their initial award of £375 million to the rate of inflation and is estimated at £500 million. The Council has made a commitment to contribute £45 million. In order to use the allocated funds effectively a phased approach (see Appendix 1) to the construction of the tram system is to be taken. However, the Council remains committed to delivering Lines 1 and 2.

In relation to Phase 1A the Council has taken the decision to construct the tram. As part of the funding strategy money has been borrowed against future contributions from developers. Given the amount of public money to be spent and the fact that many developers have already contributed towards the project this approach is considered appropriate. The Council in constructing the Tram Network is providing a necessary piece of transport infrastructure to allow future development to proceed. Accordingly, this approach is justified on planning grounds.

Several strategic principles for the design of the tram are contained in the Tram Design Manual. The first of these states “Only a tram system of the highest quality, in keeping with the City’s outstanding status and environment, shall be developed. The Tram should become a symbol of the City’s aspirations for the 21st Century.” The overall costs of the two tram lines and the associated public realm works which are required to ensure Edinburgh secures a tram system of sufficient quality will be greater than the existing funding award. Many major developments have significant transport impacts which will only be able to be addressed by a step change in public transport infrastructure. It is the Council’s view that it is entirely reasonable that these developments contribute to the cost of the tram system and associated public realm in direct relation to the likely level of demand they will make on it (e.g. proportional to the size of the development) and the proximity it is to the tram route. There is support for such an approach both in national planning guidance, in the approved structure plan (which clearly links the delivery of the development strategy to the provision of public transport infrastructure such as the Tram), and in the more up-to-date adopted and finalised local plans.

The method for assessing the amount of contribution which should be paid towards the tram corridor is based on the degree of accessibility. Zoning criteria for the developer contribution is based on the distance from the tram corridor and proposed tram stops. The three zones shown indicatively on the Plan equate approximately to the 250 metre, 500 metre contours from the tram corridor and 750 metre contour from the tram stops. The corridor itself is defined as being the land lying within the Limits of Deviation as defined in the plans submitted with the private Bills to Parliament in January 2004.

The 750 metre distance around the tramstops acknowledges the enhanced accessibility which will benefit developments within walking distance of the tramstops, compared to developments located along the route but between tramstops. Similar methodologies have been used elsewhere in the UK. The Zones shown in the Plan are indicative; assessment of distances will be through measurement of actual walking distance.

750 metres constitutes a walking distance of up to 10 minutes and reflects the perception that travel by tram is a high quality and reliable means of transport and that people are more likely to walk slightly further than they would to access conventional bus services. Work carried out on accessibility has established an average walk as being 10 minutes in duration which equates to approximately 800 metres. It is therefore the Council's view that seeking contributions for developments up to 750 metres from the nearest tramstop is reasonable given the increased attractiveness of this mode of transport and the fact that this distance represents just under a 10 minute walk.

The costs included in the Table have been derived from the approach devised in Leeds for the Leeds supertram and subsequently put into effect. This is a land use/floorspace-based approach. A number of previous developments in Edinburgh for which transport contributions have been secured were examined in terms of land use and size. This enabled a comparison to be made as a check that the level of contributions being sought are reasonable for Edinburgh. With regard to the floorspace thresholds, small scale developments have been exempted, as are changes of use creating no additional floorspace. Beyond the top end, the thresholds link to a scale of development which is considered to be major, and hence negotiations would be conducted on a one-off basis.

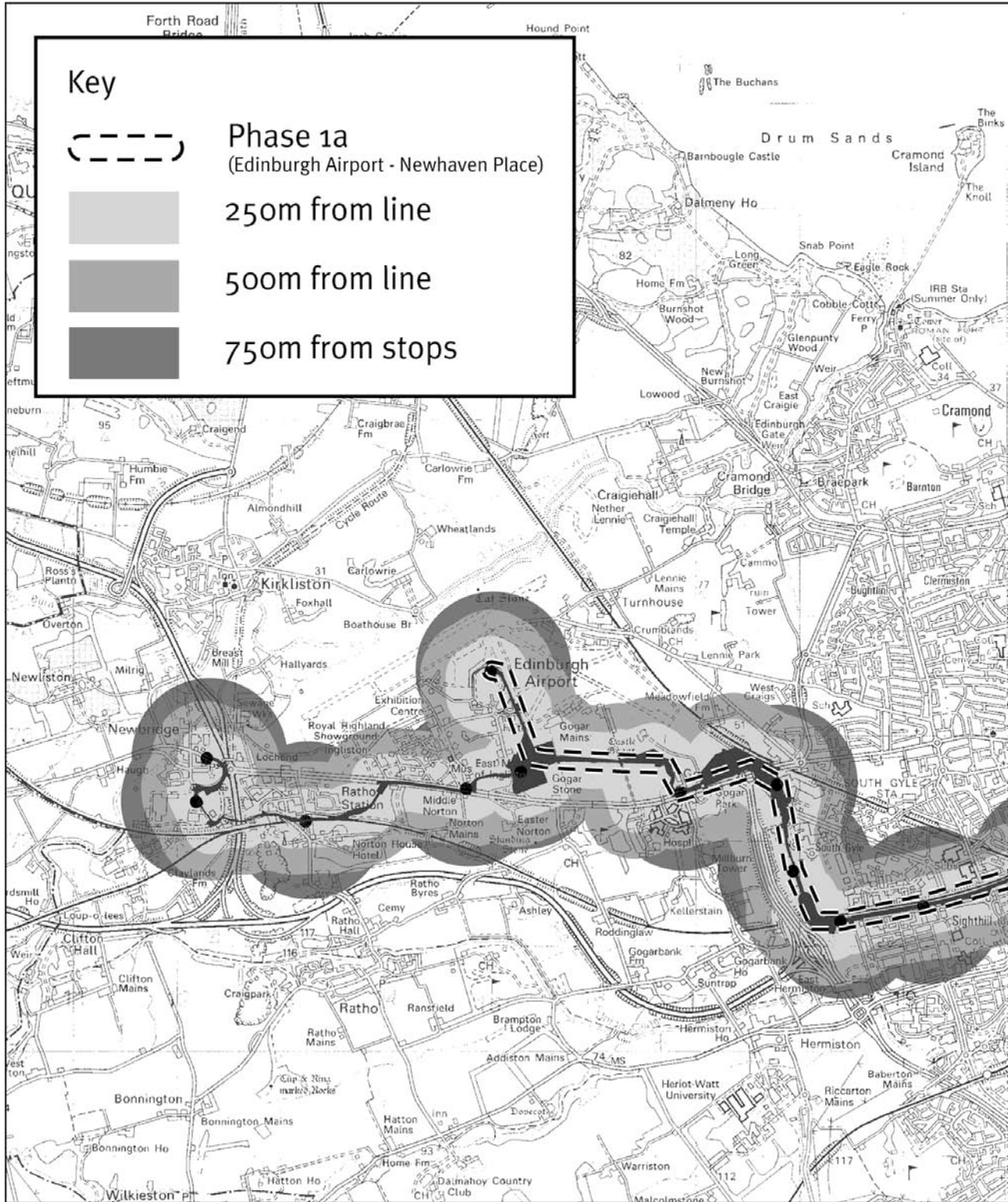
For larger applications, Transport Assessments will have a key role to play in addressing the transport impacts holistically. Smaller developments will largely be exempt unless they are part of a larger phased development. In this way the Guideline seeks not to penalise or stifle smaller developments, yet at the same time ensure an equitable approach. Contributions are required to provide funding for the capital works.

The Tram is a more sustainable mode of public transport than existing transport modes within the city, as it will be powered by electricity, will reduce emissions, will be energy efficient, and will be less noisy. Experience in other cities has demonstrated that the introduction of a new Tram system also achieves a significant change in travel patterns by persuading car drivers to switch to tram. It is therefore important that all new developments maximise the opportunity to encourage future occupants to make the fullest possible use of the tram. Transport Assessments prepared in support of applications – particularly major applications throughout the city - should therefore bear this in mind and ensure that the sufficient regard is paid to the potential future role of tram in providing high quality transport facilities to serve future occupants.

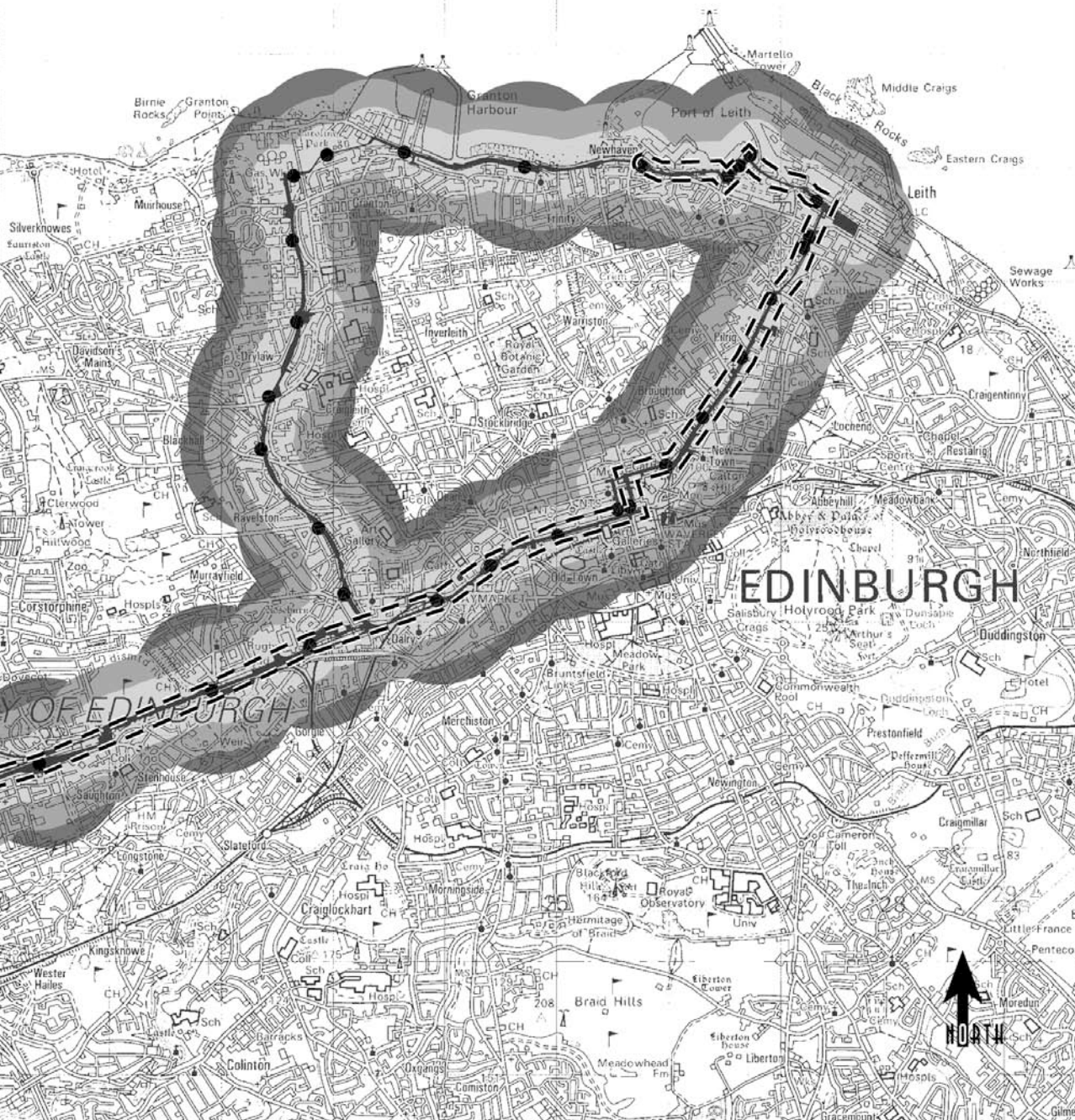
Bearing all this in mind, the approach set out in the Guideline is considered to be transparent and easy to operate – an important consideration for those having to apply the Guideline – and designed to take full account of the potential to use tram to address transport impacts.

Tram lines 1 and 2 - Developer Contribution Zones

APPENDIX 1



APPENDIX 1



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Tram Developer Contribution - Calculations

APPENDIX 2

TABLE 1 - IDENTIFICATION OF SCALE FACTOR								
PROPOSALS BY LAND USE (Gross External Floor Area)								
scale factor	1	2	3	4	5	6	7	8
Retail (sq m)	250- 499	500- 999	1,000- 1,499	1,500- 1,999	2,000- 2,499	2,500- 2,999	3,000- 3,499	3,500- 3,999
Offices (sq m)	250- 499	500- 999	1,000- 1,499	1,500- 1,999	2,000- 2,499	2,500- 2,999	3,000- 3,499	3,500- 3,999
Residential (units)	5-19	20-34	35-69	70-104	105-139	140-174	175-209	210-244
Pubs and Restaurants (sq m)	100- 199	200- 499	500- 799	800- 1,099	1,100- 1,399	1,400- 1,699	1,700- 1,999	2,000- 2,299
Business Park (sq m)	250- 499	500- 999	1,000- 1,499	1,500- 1,999	2,000- 2,499	2,500- 2,999	3,000- 3,499	3,500- 3,999
Industry (sq m)	500- 999	1,000- 1,999	2,000- 2,999	3,000- 3,999	4,000- 4,999	5,000- 5,999	6,000- 6,999	7,000- 7,999
Warehousing (sq m)	1500- 2,999	3,000- 5,999	6,000- 8,999	9,000- 11,999	12,000- 14,999	15,000- 17,999	18,000- 20,999	21,000- 23,999
Hotels (bedrooms)	5-9	10-24	25-40	41-60	61-75	76-90	91-105	106-120
Hospitals/Residential Institutions (sq m)	1000- 1,499	1,500- 2,999	3,000- 4,499	4,500- 5,999	6,000- 7,499	7,500- 8,999	9,000- 10,499	10,500- 11,999
Non-residential institutions (sq m)	1000- 1,999	2000- 2,999	3,000- 4,499	4,500- 5,999	6,000- 7,499	7,500- 8,999	9,000- 10,499	10,500- 11,999
Medical/Health Services (sq m)	200- 299	300- 599	600- 899	900- 1,199	1,200- 1,499	1,500- 1,799	1,800- 2,099	2,100- 2,399
Multiplexes (sq m)	250- 499	500- 999	1,000- 1,499	1,500- 1,999	2,000- 2,499	2,500- 2,999	3,000- 3,499	3,500- 3,999
Other Leisure Uses (sq m)	1000- 1,499	1,500- 2,999	3,000- 4,499	4,500- 5,999	6,000- 7,499	7,500- 8,999	9,000- 10,499	10,500- 11,999

APPENDIX 2

9	10	11	12	13	14	15	
4,000- 4,499	4,500 4,999	5,000- 5,999	6,000- 6,999	7,000- 7,999	8,000- 8,999	9,000- 9,999	Larger Developments will be negotiated separately (The application of these tables on a pro rata basis, will be used as a starting point.)
4,000- 4,499	4,500- 4,999	5,000- 5,999	6,000- 6,999	7,000- 7,999	8,000- 8,999	9,000- 9,999	
245-279	280-314	315-349	350-384	385-419	420-459	460-499	
2,300- 2,599	2,600- 2,899	2,900- 3,199	3,200- 3,499	3,500- 3,799	3,800- 4,099	4,100- 4,399	
4,000- 4,499	4,500- 4,999	5,000- 5,999	6,000- 6,999	7,000- 7,999	8,000- 8,999	9,000- 9,999	
8,000- 8,999	9,000- 9,999	10,000- 10,999	11,000- 11,999	12,000- 12,999	13,000- 13,999	14,000- 14,999	
24,000- 26,999	27,000- 29,99	30,000- 32,999	33,000- 35,999	36,000- 38,999	39,000- 41,999	42,000- 44,999	
121-135	136-150	151-165	166-180	181-195	196-210	211-230	
12,000- 13,499	13,500- 14,999	15,000- 16,499	16,500- 17,999	18,000- 19,499	19,500- 20,999	21,000- 22,499	
12,000- 13,499	13,500- 14,999	15,000- 16,499	16,500- 17,999	18,000- 19,499	19,500- 20,999	21,000- 22,499	
2,400- 2,699	2,700- 2,999	3,000- 3,299	3,300- 3,599	3,600- 3,899	3,900- 4,199	4,200- 4,499	
4,000- 4,499	4,500- 4,999	5,000- 5,499	5,500- 5,999	6,000- 6,499	6,500- 6,999	7,000- 7,499	
12,000- 13,499	13,500- 14,999	15,000- 16,499	16,500- 17,999	18,000- 19,499	19,500- 20,999	21,000- 22,499	

Tram Developer Contribution - Calculations

APPENDIX 2

scale factors	1	2	3	4	5	6	7
Zone 1 (up to 250m)	17	46	92	138	184	231	275
Zone 2 (up to 500m)	12	34	69	103	138	173	207
Zone 3 (up to 750m)	7	23	46	69	92	115	138

* Zones refer to those on Appendix 1 plan

Example of Application:

Development of 5,000sqm retail and 9,750 sqm office within 500 metres of corridor and therefore in Zone 2, would require the following contribution:

Retail

5,000sqm relates to scale factor 11 on Table 1, and looking along Zone 2 to Scale 11 on Table 2 gives a contribution of £346,000

Office

9,750sqm relates to scale factor 15 on Table 1, and looking along Zone 2 to Scale 15 on Table 2 gives a contribution of £485,000

Total contribution therefore is £831,000 for this development

8	9	10	11	12	13	14	15
323	369	415	462	508	554	600	646
232	277	311	346	381	415	450	485
161	184	207	231	254	277	300	323

NB These figures represent the level of contribution required for the lower square metre value in any floor area bracket. They should therefore be considered the minimum contribution required.

NB The figures will be updated annually on the basis of BCIS All-in Tender Price Index

The Tram Developer Contributions Guideline forms part of the Council's Development Management Handbook which contains supplementary planning guidance on a range of planning matters. The preparation of every Guideline involves a draft version being presented to the Council's Planning Committee for consultation purposes. The Guideline is widely circulated for comment to stakeholders, interest groups, community councils, heritage and amenity groups, and individuals where appropriate. The comments received are taken into consideration in drafting the finalised version of the Guideline which is presented to the Planning Committee for approval. The Guidelines are kept up-to-date. They are regularly monitored and scrutinised by a designated working group within the Planning function. The Development Management Handbook as a whole is also subject to an annual review.

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