

DRAFT SUPPLEMENTARY GUIDANCE

# DEVELOPER CONTRIBUTIONS & INFRASTRUCTURE DELIVERY

Draft for consultation January 2018

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# 1. Introduction

## What does this guidance do?

This guidance:

- Sets out the Council's approach to infrastructure provision and improvements associated with development; and,
- Ensures that developers make a fair and realistic contribution to the delivery of necessary infrastructure provision and improvement associated with development.

## Use of this guidance

This consultative draft statutory Supplementary Guidance applies to all development in Edinburgh.

This guidance will be used as a material consideration until it is adopted following finalisation and statutory submission to Scottish Ministers. This guidance supersedes earlier, finalised statutory guidance on developer contributions and infrastructure delivery.

This guidance should be read alongside the Local Development Plan Action Programme (January 2018)

## Relevant policies

This consultative draft Supplementary Guidance has been prepared in accordance with the following sections of the Edinburgh Local Development Plan:

- Section 1, Part 4
- Policy Del 1: Developer Contributions and Infrastructure Delivery
- Appendix C – Table of Financial and Other Contributions

This guidance should also be read alongside the following LDP Policies:

Tra 8	Provision of Transport Infrastructure
Hou 1	Housing Development
Hou 10	Community Facilities
Other policies	Del 2 - City Centre Del 3 - Edinburgh Waterfront Del 4 - Edinburgh Park/South Gyle Special Economic Areas Emp 2-7. Hou 3. Env 18, 19 and 20 Des 8
Other parts of the Plan	LDP Part 1 Section 5: Site briefs for housing sites in West, South East and East Edinburgh and Queensferry.
Other relevant documents	LDP Action Programme (December 2016).

Strategic Development Plan policies are also relevant, including Policy 9 - Infrastructure and Policy 11 – Delivering the Green Network

This guidance takes account of Scottish Government Circular 3/2012 Planning Obligations and Good Neighbour Agreements and other relevant government advice on contributions and legal agreements.

Guidance on commuted sums for affordable housing provision is provided in separate non-statutory guidance on affordable housing.

## 2. Delivering the Edinburgh Local Development Plan

The Local Development Plan (LDP) aims to:

1. support the growth of the city economy;
2. help increase the number and improve the quality of new homes being built;
3. help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services;
4. look after and improve our environment for future generations in a changing climate; and,
5. help create strong, sustainable and healthier communities, enabling all residents to enjoy a high quality of life.

Infrastructure is key to the delivery of the aims and strategy of the adopted LDP. The Plan recognises that the growth of the city, through increased population and housing, business and other development, will require new and improved infrastructure. Without infrastructure to support Aims 1 and 2, the Plan will not help achieve Aims 3, 4, and 5. The Action Programme sets out how the infrastructure and services required to support the growth of the city will be delivered.

To meet this aim, Policy Del 1 of the LDP requires that 'development should only progress subject to sufficient infrastructure already being available or where it is demonstrated that it can be delivered at the appropriate time'.

The infrastructure requirements to support the LDP are set out in the accompanying statutory Action Programme. The Action Programme is a statutory document, which is adopted by Planning Authorities and submitted to Scottish Ministers on at least a two yearly basis.

To support the delivery of the Plan, this Supplementary Guidance sets out the Council's approach to the assessment of infrastructure requirements associated with new development and a framework for the collection of developer contributions. It also aims to address community concerns about the timely delivery of the required infrastructure.

### Infrastructure requirements associated with new development

The impact of the growth of the city on schools, roads and other transport requirements, green space and primary healthcare infrastructure, has been considered by the Council during the Plan preparation process.

This consideration has been carried out through cumulative appraisals of the impact of new housing land releases on education and transport infrastructure, and by revisiting earlier transport studies. It has involved using the standards in the Open Space Strategy and partnership working with NHS Lothian. In addition, cross boundary transport impacts and actions to address them are being considered by SESplan with Transport Scotland.

### General Developer Contributions Approach

Proposals will be required to contribute to the following infrastructure provision, as set out in Table 1, where relevant and necessary to mitigate\* any negative additional impact (either on an individual or cumulative basis) and where commensurate to the scale of the proposed development.

\*further assessments may be required to detail the required mitigation.

**Table 1 - Financial and Other Contributions**

Item	Circumstances <ul style="list-style-type: none"> <li>• Types of development</li> <li>• Location &amp; Policy</li> </ul>
Education capacity, including new schools	<ul style="list-style-type: none"> <li>• Residential development - houses (Use Class 9) and sui generis flatted developments of all tenures including affordable housing and/or build for rent housing.</li> <li>• Citywide through contribution zones. New schools within LDP Table 5 and site briefs. The Action Programme and Appendix 1 of this guidance.</li> </ul>
Edinburgh Tram Project	<ul style="list-style-type: none"> <li>• Local, major &amp; national development as defined by the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations</li> <li>• In identified contribution zone.</li> </ul>
Transport improvements including public transport	<ul style="list-style-type: none"> <li>• Local, major &amp; national developments as defined by the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations.</li> <li>• Citywide, including in contribution zones and other locations if required by Policies Del 1, the Action Programme or a site specific action set out in a LDP site brief.</li> </ul>
Public realm and other pedestrian and cycle actions	<ul style="list-style-type: none"> <li>• Local, major &amp; national development as defined by the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations.</li> <li>• Citywide, including in contribution zones and other locations if required by Policies Del 1, Hou 3, Env 18, 19 or 20 or where identified in Council's public realm strategy*, or as site specific action in Action Programme.</li> </ul>
Traffic management, including strategic infrastructure from the SDP, and junction improvements	<ul style="list-style-type: none"> <li>• Local, major &amp; national development as defined by the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations.</li> <li>• Citywide including in contribution zones and other locations if required by Policies Del 1 and Tra 8</li> </ul>
Green space actions	<ul style="list-style-type: none"> <li>• Residential development - houses (Use Class 9) and sui generis flatted developments of all tenures including affordable housing and/or build for rent housing if required by Policy Hou 3. Other local, major or national development as defined by the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations if required by Policy Env 18, 19 or 20.</li> <li>• Citywide, including in contribution zones</li> </ul>
Primary healthcare infrastructure capacity	<ul style="list-style-type: none"> <li>• Residential development - houses (Use Class 9) and sui generis flatted developments of all tenures including affordable housing and/or build for rent housing, care homes (Use Class 8) and student housing developments.</li> <li>• In identified contribution zones</li> </ul>

Table 1 is based on LDP Appendix C, reordered to reflect the hierarchy of transport modes

## Contribution Zones

Where infrastructure appraisals have identified cumulative impacts i.e. arising from more than one development, a contribution zone is established. The geographical extent of a contribution zone relates to the type and nature of the action in relation to transport, education, public realm, green space and primary healthcare.

The total cost of delivering infrastructure with zones, including land requirements will be shared proportionally and fairly between all developments which fall within the zone.

The infrastructure actions identified by the assessments and the Contribution Zone requirements are set out in the Action Programme, and for each individual form of infrastructure, in the following sections.

## 2a. Education Infrastructure

Education infrastructure, including new primary and secondary schools, as well as school extensions, is required to support planned population and housing growth within the city.

### Education Infrastructure Requirements and Contribution Zones

The Council has assessed the impact of the growth set out in the LDP through an Education Appraisal (January 2018). To do this, an assumption has been made as to the amount of new housing development which will come forward ('housing output'). This takes account of new housing sites allocated in the LDP and other land within the urban area. The number of new pupils expected from this housing development is then identified using pupil generation rates, as set out in Annex 1.

The Council's assessment has indicated that additional infrastructure will be required to accommodate the cumulative number of additional pupils from development. Education infrastructure 'actions' have been identified and are set out in the Action Programme and Annex 1 to this guidance. Actions include the delivery of new schools and school extensions.

To ensure that the total cost of delivering the new education infrastructure is shared proportionally and fairly between developments, Education Contribution Zones have been identified and 'per house' and 'per flat' contribution rates established. These are set out in Annex 1.

Where land is required to be safeguarded for a school site, the cost of the land, and its servicing and remediation is included within the relevant Contribution Zone. This allows the land costs to be attributed to, and recouped from, all the sites within a Zone.

Education Contribution Zones are based on the catchment areas of secondary and primary schools.

### Developer Contributions for Education Infrastructure

- A. Residential development is required to contribute towards the cost of education infrastructure to ensure that the cumulative impact of development can be mitigated. Residential development includes houses (Use Class 9) and sui generis flatted development, and includes affordable housing, and build for rent housing.
- B. The Council will assess the cumulative impact of all new development on education infrastructure. This assessment will consider school roll projections and an assumption about potential developments within the area, at the time of the assessment.
- C. The required contribution from a development will be determined using the following principles:
  - i) If appropriate education infrastructure actions are identified in the current Action Programme, the contribution will be based on the established 'per house' and 'per flat' rate for the appropriate part of the Zone. The current actions and contribution rates for all Zones are set out in Annex 1. For Zones which include proposals for a new school(s), a contribution towards the cost of securing land for the school(s) is also required.
  - ii) If the education infrastructure actions identified in the current Action Programme are not sufficient to accommodate an increase in the cumulative number of new pupils expected in that area as a result of the development (for example greenfield/greenbelt sites being considered under LDP Policy Hou 1, part 2) the Council will consider if it is appropriate to revise the action(s) and associated Contribution Zones.

The established 'per house' and 'per flat' contribution rates will be applied if they are sufficient to cover the cost of the notional new set of actions. This will ensure that sites not allocated within the LDP do not contribute proportionally less to the delivery of new education infrastructure than housing sites allocated in the LDP. If the established contribution rates will not cover the cost of the revised set of actions, the proposed development will be required to make a contribution that is sufficient to cover the revised set of actions, in order that the infrastructure requirements can be delivered.



In some circumstances it may be appropriate to establish a new Contribution Zone or Sub-Area with its own contribution requirements, for example if a development comes forward that would require a new school to be added to the Action Programme.

iii) In certain circumstances the full 'per unit' contribution will not be required.

- No contribution is required from developments that are not expected to generate at least one additional primary school pupil.
- If a development is expected to generate at least one primary school pupil but less than one secondary school pupil, only the 'primary school contribution' is required.
- If a development is expected to generate at least one primary school pupil and at least one secondary school pupil, a 'full contribution' is required.

The 'full contribution' is based on all identified actions. The 'primary school contribution' is based on identified actions for non-denominational and Roman Catholic primary schools only.

- D. Where a development proposal is likely to give rise to an impact on education infrastructure which cannot be appropriately mitigated in line with the Council's cumulative approach, it should be noted that planning permission may be refused.
- E. Development should only progress where it is demonstrated that required education infrastructure can be delivered, and at the appropriate time. The Council will assess whether new development will impact on the education actions set out in the Action Programme, and the current education delivery programme, as set in Annex 1. Third party delays in infrastructure delivery will not normally be allowed to prevent the granting of planning permission or the undertaking of development.
- F. If the pupils from a new development cannot be accommodated until education actions have been delivered, conditions may be used to phase the development to reflect the delivery programme for the required infrastructure.

- G. The Action Programme, costs and potential housing output set out in Annex 1 are reviewed on an annual basis. The circumstances within which this guidance will be reviewed are set out in Section 5

### Delivery of Education Infrastructure

The Council's current programme for the delivery of education infrastructure is set out in the Action Programme and Annex 1 of this guidance.

In setting the programme, the Council aims to balance the need for early provision of infrastructure with the risk of housing development stalling. Education infrastructure capacity will be delivered at a time that is appropriate to ensure that new pupils can be accommodated within their catchment schools. The Council reserves the right to adjust the timing of the education delivery programme to take account of relevant circumstances.

The establishment of any proposed new school (both the intended site and catchment area), would be subject to a statutory consultation and could only be implemented following that process, if approved by the Council.

If the number of additional classrooms that are delivered is no more than what is necessary to accommodate the number of pupils expected to be cumulatively generated from development sites, developer contributions from the relevant part of the Contribution Zone will be expected to cover the full cost of delivering the new infrastructure.

The Council may identify a need to provide education infrastructure over and above what is required to accommodate the number of pupils expected to be cumulatively generated from development sites. This will be set out in the Action Programme, and the Council's appropriate share of the infrastructure identified. The Council will not seek developer contributions to deliver its share of this infrastructure; instead the Council will seek an alternative funding mechanism.

## 2b. Transport Infrastructure

There is a clear link between most new development and impact on the transport network. Future growth based on excessive car use and dependency would have serious consequences in terms of congestion and deteriorating air quality, as well as impacting on the economy and environment and disadvantaging people who do not have access to a car.

Therefore, reducing the need to travel and promoting use of sustainable modes of transport are key principles underpinning the LDP strategy, and a central objective of the Council's Local Transport Strategy. These outcomes are also sought by national and regional planning policy.

### Transport Infrastructure Requirements and Contribution Zones

The Council has prepared a transport appraisal to understand the impact on transport of the new planned growth set out in the LDP and to identify the transport interventions needed to mitigate it.

The Council has also refreshed transport appraisals for its strategic mixed-use development areas, including the West Edinburgh Transport Appraisal (WETA) to support development proposals at Edinburgh Airport, the Royal Highland Centre and International Business Gateway and an earlier study for north Edinburgh relating to the now-superseded local plan's proposals for Edinburgh Waterfront. The latter actions are grouped into packages of actions in geographical sub-areas across north Edinburgh, each with a contribution zone.

SEsplan and Transport Scotland have progressed work to establish actions necessary to address cross boundary traffic flows related to the cumulative impacts of developments in the SEsplan area.

The transport improvements identified by the above studies are set out in the Action Programme. These interventions include:

- the delivery of Edinburgh tram,
- access to bus services and park and ride facilities,
- improvements to the public realm and other pedestrian and cycle actions, and,

- traffic management, including junction improvements.

Some of these interventions relate only to a single development site. These are only shown in the Action Programme.

Where transport interventions have been identified due to the cumulative impact of several developments, a transport contribution zone has been established. These are shown in the Action Programme and set out in Annex 2.

Contribution zone coverage of the Council area is not comprehensive and the Action Programme actions only account for some of the total quantity of development supported by the LDP. Development proposals which are not accounted for by this approach will therefore need to carry out transport assessments as described below.

### Developer Contributions for Transport Infrastructure

Development is required to contribute towards the cost of necessary transport infrastructure enhancements.

### Edinburgh Tram Contributions

Where the tram network will help to address the transport impacts of a development, a contribution will be sought towards its construction and associated public realm works.

This guidance applies to all new developments requiring planning permission within the defined proximity of the existing and proposed tram lines as shown in Annex 2, and throughout the city with regard to major developments.

In relation to the completed Phase 1A of the project, the Council has constructed the tram line and its associated public realm. As part of the funding strategy money has been borrowed against future contributions from developers. Given the amount of public money that has been spent and the fact that many developers have already contributed towards the project this approach is an appropriate mechanism for 'front funding' essential infrastructure.

The Council in constructing the tram network has provided a necessary piece of transport infrastructure to allow future development to proceed.

- 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. The level of contribution required depends on the following factors:
  - i. type of development,
  - ii. distance from tram route, and
  - iii. size of development.
- C. The level of contribution will be calculated as follows:
  - i. Firstly, from Table 1 (Annex 2) 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 constructed 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 and sites lying between 250 metres and 500 metres are Zone 2.
  - iii. Thirdly, those sites based on the shortest walking distance between any part of the site and the nearest part of a tram stop lying between 500 metres and 750 metres are Zone 3.
  - iv. Fourthly, 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 £'000s to be contributed towards the tram project by that particular development.
  - v. Fifthly, 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.
- D. Proposals for change of use or previously developed land will also require to be calculated with regard to a potential contribution. This will be based on the tram contribution for the proposed planning use(s) for the building(s)/land, minus the tram contribution based on the lawful planning use of the existing

building(s)/land. Where the resultant contribution is positive then that will be the contribution that is required to be paid for that development. Changes of use or subdivision falling below the thresholds shown in Table 1 will not normally be expected to provide a contribution.

- E. Where development proposals are in excess of Tables 1 and 2, these tables will be applied on a pro rata basis to calculate the minimum level of contribution required.
- F. Major developments, as defined within scale factor 15 in Appendix Table 1, on land outwith the defined zone 3 will also be considered in regards to their net impact on transport infrastructure. Where there is a net impact on infrastructure, specifically in relation to trip generation on public transport and this requires mitigation developments may be required to make a contribution to the tram system. 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.
- G. The construction of the tram system infrastructure (Phase 1A) was completed in 2014. The Council has borrowed £23 million 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 Phase 1A of the construction of the tram route as shown in the appended plan.
- H. Policy Exemptions are as follows:
  - i. 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.
  - ii. 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.

The amount of contribution attributable to any development will depend on the exact size of the development (sqm/number of units, etc). Table 2 (Annex 2) provides the range of financial contribution in each scale factor, which relates to the range of development sizes in each scale factor shown in the map. This table is provided to assist in calculating the level of contribution that will be sought. The exact amount will be confirmed during the planning application process.

### Other Transport Contributions

LDP Policy Tra 8 sets out requirements for assessing development proposals relating to major housing or other<sup>1</sup> development sites, and which would generate a significant amount of traffic. Contributions will be identified using the following approach:

- A. For sites identified in the LDP or accounted for by the Action Programme and/or Transport Contribution Zones, contributions will be sought as specified in the Action Programme and Annex 2.
- B. For development proposals not addressed by A above, Policy Tra 8 requires that a transport assessment be carried out to demonstrate that certain criteria are met. Such assessment should be carried out cumulatively, taking account of:
  - i. Existing development
  - ii. Development with permission
  - iii. Development in valid applications
  - iv. Development in valid Proposal of Application Notices
  - v. Allocations in the LDP
  - vi. Cross boundary impacts, taking account of relevant developments in surrounding authorities. (except those for housing development in the Green Belt).

<sup>1</sup>The scale of 'other development sites' will be considered on a case-by-case basis, having regard to national guidance on transport assessments.

In order to comply with Policies Tra 8, Del 1 and, where applicable, Hou 1, such proposals will need to demonstrate that they can deliver any new transport actions arising from such assessments.

- C. For development proposals required to carry out an assessment and identify actions as described in B above, the developer will be expected to deliver the actions.

For all development:

- I. The Council may require a contribution towards Traffic Regulation Orders/ Stopping up Orders and City Car Club (or equivalent). Where an action can only be delivered by the Council as local authority (e.g.), indicative costs are provided in Annex 2.
- II. Where the formation of an active travel connection would involve use of land outwith the developer's control, and the Council is able and willing to deliver such an action, if necessary using its compulsory purchase powers, the full cost of such an action (including land acquisition costs) will be sought.

### Delivery of transport infrastructure

The current timescales and responsibility for the delivery of transport infrastructure actions are set out in the Action Programme.

Where transport actions are required because of development and can be delivered directly by the applicant, the Council will normally secure its delivery as part of the planning permission using conditions or legal agreements (see section C above).

Where the delivery of a transport action in the Action Programme has a Contribution Zone and/or requires land outwith the control of the applicant(s), the Council will, if necessary, collect contributions towards the action and deliver the action.

The Council will transfer any monies collected towards actions on the trunk road network to Transport Scotland once the relevant project is confirmed.

## 2c. Greenspace

Policies set out requirements for the provision of open space in new housing development (Policy Hou 3 in the LDP) and other development (Policy Env 20 in LDP), and identify the limited circumstances in which loss of open space will be permitted (LDP Policies Env 18 and 19). Where greenspace actions which are to be delivered by new development are identified within the LDP, these, with costings where appropriate, are set out in the Action Programme.

The Council's Open Space Strategy sets out analysis and actions which helps interpretation of those policies. Contributions towards the actions identified in the Strategy will be sought where the above requirements for new open space are not to be met fully within a development site or where development involves loss of open space and the relevant policies require off-site enhancement or provision of open space.

### Open Space – Ongoing Maintenance

Where development will establish new publicly accessible open space, trees and other green infrastructure, there must be adequate arrangements for ongoing management and maintenance. The Council favours factoring on behalf of the private landowner(s), but will consider adoption should sufficient maintenance resources be made available.

The Council will only accept responsibility for open space and public realm maintenance and management if it owns the land in question.

If the developer wishes the Council to undertake long term maintenance of these facilities within the development site, land ownership must be transferred to the Council by legal agreement and adequate revenue resources made available.

Open spaces and public realm areas within the development site that are not transferred to the Council will require to be safeguarded as being publicly accessible, and maintained and managed to a standard acceptable to the Council. This may be undertaken by a property management company or other appropriate body, such as a Trust.

As a condition of the planning consent, the developer will be required to provide details of the proposed management and maintenance arrangements to the Council, and receive approval, before construction starts on site.

Further details on greenspace actions and costs are set out in Annex 3.

## 2d. Public Realm

Where a strategic public realm action has been identified within the Public Realm Strategy, which will help address a deficiency in the public realm requirements of a development, a contribution will be sought towards its construction.

The Edinburgh Public Realm Strategy was approved by the Planning Committee in December 2009. It set out objectives for the delivery of public realm within Edinburgh and identified a list of public realm project priorities.

A new process is being developed which will help set priorities for public realm investment. Projects will be assessed against a limited number of high level criteria to produce a priority list. By setting out the criteria and a simple scoring system, transparency will be ensured. This process also needs to complement the approach used to determine priorities for the footway and carriageway capital programme. The methodology will be reported to Committee in due course. This Annex will be updated following the approval of the methodology.

Until this methodology is complete and the Public Realm Strategy Updated, strategic public realm contributions will not be pursued. Developments will still be required to provide public realm within their sites and site environs.

## 2e. Primary healthcare

Health boards have an obligation from Scottish Government to ensure everybody has the ability to register with a GP, therefore the additional population associated with the LDP development programme directly impacts on the future provision of primary care.

The Public Bodies (Joint Working) Scotland Act 2014 requires health boards and local authorities to integrate health and social care services. In Edinburgh, the integration of the services from City of Edinburgh Council and NHS Lothian is now under the authority of the Edinburgh Integration Joint Board (IJB). The planning, resources and operational oversight for the range of NHS and local authority care services, including primary care, is the responsibility of the Edinburgh Health and Social Care Partnership (EHSCP), which is governed by the Edinburgh IJB.

The majority of the current 72 practices in Edinburgh are independent contractors, with eight directly managed by EHSCP/NHS Lothian. Irrespective of whether they are independent contractors or directly managed, EHSCP work with all GPs to plan future primary care provision and develop healthcare actions in response to the implications of the LDP.

Edinburgh Health and Social Care Partnership has prepared a primary health care appraisal (April 2017, updated December 2017) as part of the process of planning future health care services in light of changing demands as a result of new development. To do this, assumptions have been made as to the amount of new housing development which will come forward. This takes account of new housing sites allocated in the LDP and other land within the urban area drawing upon data from the annual Housing Land Audit. From this the number of new patients ('additional population') expected from this housing development is then identified, as set out in Appendices I to V of the appraisal document.

The assessment has indicated that additional infrastructure will be required to accommodate the cumulative number of additional patients generated by new development. Health care 'actions' have been identified and are set out in the Action Programme and Annex 4 to this guidance. Actions include new primary healthcare practices and extensions to existing practices.

To ensure that the total cost of delivering the new primary healthcare infrastructure is shared proportionally and fairly between developments, Healthcare Contribution Zones have been identified and 'per house' and 'per student bedspace' contribution rates established. These are set out in Annex 4.

LDP Policy Hou 10 sets out that planning permission for housing development will only be granted where there are associated proposals to provide any necessary health and other community facilities relative to the impact and scale of development proposed.

Contribution zones and a formula for calculating developer contributions are set out in Annex 4.

### 3. Viability and Funding Mechanisms

#### Viability

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 physical and social infrastructure may be varied or even waived.

Such costs could include remediation of contamination or unusual infrastructure requirements, but not normally the cost of land purchase. It is accepted that for a development to be viable an appropriate site value needs to be achieved by the landowner and an appropriate return for the developer, taking account of market conditions and risk, needs to be achieved.

However, developers should take account of the Council's policies in bidding for land. The Council will not accept over-inflated land values as a reason for reducing contribution requirements.

Financial viability will be assessed in accordance with the Royal Institution of Chartered Surveyors Guidance Note, Financial Viability in Planning (1st Edition, 2012).

There is an expectation that the applicant will enter into an open book exercise in order to prove viability concerns. This open book exercise should include a financial appraisal supported by an evidence base including forecasting development values, development costs, any abnormally high site preparation costs, and an assessment of land value.

Financial viability is one of many material considerations in the determination of a planning application.

#### Funding Mechanisms

Should the required contributions raise demonstrable commercial viability constraints, gap and/or forward funding may be required.

Should gap and/or forward funding be required to deliver an infrastructure action in the Action Programme, this will be reported to the appropriate committee(s). This includes Planning Committee with the relevant application.

The financial impact of the Local Development Plan on capital and revenue budgets is reported annually to the Council's Finance & Resources Committee.



## 4. Legal Agreements and use of monies

Once Developer Contributions are agreed a Section 75 agreement will normally be required, although other arrangements may be made where smaller contributions are to be delivered by the developer or paid up front.

The Council needs to ensure that contributions are received in good time to allow the necessary infrastructure to be delivered in step with new development. It is anticipated that planning applications will be submitted and construction started at varying timescales.

The timescales for delivery will be agreed between the Council and the applicant. Developers will be required to demonstrate that a site can proceed in the short term prior to the delivery of other infrastructure projects that the site would be expected to contribute to. However, the Council appreciates that the timings of payments may have implications in terms of project cash flow and will take this into account in agreeing terms.

Where a development site includes the land safeguarded for a new school, the site will be secured as part of a legal agreement. The value of the land, as well as the cost of servicing and remediating the site (if appropriate), will be credited against that site's overall contribution requirement once the Council has confirmed that the new school will be delivered. It is likely that this will be following a statutory consultation process to establish the school location and catchment boundaries. All contributions from other development sites which are attributable to the cost of securing land for a new school will then be used towards the general cost of delivering the new education infrastructure that is required within the relevant Zone.

Whilst contributions may be required towards the delivery of a number of actions within a Zone, the Council may apportion money received from a particular development site to the delivery of infrastructure actions that have been prioritised in order to support early phases of development. Remaining or future monies received will then be used for the delivery of other actions set out within the Action Programme.

The Council will continue to collect contributions towards actions in the Action Programme that have been delivered by the Council to facilitate development. This includes the Edinburgh Tram Project and other large cumulative infrastructure.

Any monies collected towards healthcare projects or actions on the trunk road network will be forwarded to NHS Lothian or Transport Scotland once the relevant project is confirmed. The Action Programme will provide details of the phasing and delivery of the infrastructure needed to support strategic growth.

### Indexing and Repayment

Infrastructure contributions will be index linked. This is based on the increase in the BCIS Forecast All-in Tender Price Index from the current cost Q1 shown in the relevant infrastructure Annex to the date of payment. No indexing will be applied to payments towards land.

The Council will hold contributions towards education infrastructure for 30 years from the date of construction of new school infrastructure. This is in order for payments to be used for unitary charges associated with infrastructure projects which have been delivered through revenue based funding mechanisms. For all other contributions, payments will be held for 10 years.

If the actual costs of delivering the new infrastructure are lower, S75 legal agreements can make provision for the repayment of unused contributions. In addition, applicants have the opportunity to ask the Council to consider modifying existing S75s to reflect contribution rates that have been updated to take account of up-to-date costs.

### Model agreement

A Model Legal Agreement is available.

## 5. Audit and Review

This guidance will be reviewed as part of the development plan process and will be revised in the light of any changes to the development plan or the review of the Action Programme, The Council's Education Infrastructure Appraisal, The Housing Land and Delivery Audit, site-specific transport requirements, the Public Realm Strategy or Open Space Strategy.

In addition, on-going assessment will be carried out to ensure that policies are only applied where it is necessary to do so and revisions to this guidance will be made accordingly. Applicants also have the statutory right to apply to the Council for the modification or discharge of a Section 75 agreement.

## Annex 1 Education Infrastructure

Education Action	Capital Cost	Delivery date	Contribution Zone
3 Primary School classes (Currie PS)	£946,876	Aug-18	South West
2 RC Primary School classes (St Margaret's RC PS)	£784,388	Aug-18	Queensferry
Additional secondary school capacity – 66 pupils (to mitigate the impact of development within the catchment areas of Boroughmuir HS and James Gillespie's HS)	£2,156,730	Aug-19	Boroughmuir/ James Gillespie's
4 RC Primary School classes (St John Vianney RC PS or St Catherine's RC PS)	£1,193,665	Aug-19	Liberton/Gracemount
1 Primary School class (Kirkliston PS)	£392,194	Aug-19	Queensferry
3 Primary School classes (Gylemuir PS)	£946,876	Aug-19	West
Additional secondary school capacity – 275 pupils (to mitigate the impact of development within the catchment area of Queensferry Community HS)	£8,986,375	Mar-20	Queensferry
New 14/15 class Primary School and 80 nursery (Broomhills)	£13,837,534 S&R £5,121,593 Land £2,950,000	Aug-20	Liberton/Gracemount
New 14/15 class Primary School and 80 nursery (New Victoria Primary School Phase 1)	Phase 1: £13,837,534 S&R 3,485,846 Land £1,450,000	Phase 1 : Aug-20	Leith Trinity
4 Primary School classes (to be delivered by the new South Edinburgh PS)	£8,202,109	Aug-20	Boroughmuir/ James Gillespie's
Additional secondary school capacity – 251 pupils (to mitigate the impact of development within the catchment areas of Leith Academy and Trinity Academy)	£8,202,109	Aug-21	Leith Trinity
Additional secondary school capacity – 7 pupils (to mitigate the impact of development within the catchment area of Firhill HS)	£228,744	Aug-21	Firhill
3 Primary School classes (Castleview PS)	£946,876	Aug-21	Castlebrae
Extension to Castleview PS dining hall	£392,194	Aug-21	Castlebrae
2 RC Primary School classes (St David's RC PS)	£784,388	Aug-21	Craigroyston/Broughton
Additional secondary school capacity – 261 pupils (to mitigate the impact of development within the catchment area of Castlebrae Community HS)	£8,528,886	Aug-21	Castlebrae
Additional secondary school capacity – 522 pupils (to mitigate the impact of development within the catchment areas of Liberton HS and Gracemount HS)	£17,057,773	Aug-21	Liberton/Gracemount

New Secondary School (West Edinburgh)	£29,410,437 S&R £6,807,694 Land £9,975,000	Aug-22	West
New 21 class primary school and 120 nursery (Maybury)	£18,849,988 S&R £3,241,760 Land £4.750,000	Aug-22	West
New 7 class Primary School and 60 nursery (Gilmerton Station Road)	£9,141,367 S&R £5,121,593 Land £3,000,000	Aug-22	Liberton/Gracemount
New 11 class Primary School and 80 nursery (Brunstane)	£12,696,153 S&R £5,121,593 Land £2,950,000	Aug-22	Castlebrae
2 Primary School classes (Dean Park PS)	£784,388	Aug-22	South West
Additional secondary school capacity (St Augustine's RC HS)	£2,548,863	Aug-22	West/Tynecastle
Additional secondary school capacity – 273 pupils (to mitigate the impact of development within the catchment areas of Craigroyston Community HS and Broughton HS)	£8,921,019	Aug-23	Craigroyston/Broughton
New 14 class Primary School and 80 nursery (South Queensferry)	£13,837,534 S&R £2,322,342 Land £3,050,000	Aug-23	Queensferry
2 Primary School classes (to mitigate the impact of development within the catchment areas of Broughton PS, Abbeyhill PS and Leith Walk PS)	£784,388	Aug-23	Drummond
2 Primary School class (Balgreen PS)	£784,388	Aug-23	Tynecastle
4 RC Primary School classes (Fox Covert RC PS or St Joseph's RC PS)	£1,193,665	Aug-23	West
New 14 class Primary School and 80 nursery (Granton Waterfront)	£13,837,534 S&R 3,485,846 Land £525,000	Aug-24	Craigroyston/Broughton
2 Primary School classes (to mitigate the impact of development within the catchment area of The Royal High Primary School)	£784,388	Aug-24	Portobello
2 Primary School classes (Craigour Park PS)	£784,388	Aug-24	Liberton/Gracemount
2 RC Primary School classes (Holycross RC PS)	£784,388	Aug-24	Leith Trinity

## Land Values

Proposed School Site Area				
	Ha	Acre	Q4 2017 Servicing & Remediation	Land Value
Western Harbour	1.20	2.97	£3,485,846	£1,450,000
South Queensferry	2.00	4.942	£3,322,342	£3,050,000
Granton Waterfront	1.20	2.97	£3,485,846	£525,000
West	4.20	10.38	£6,807,694	£9,975,000
Brunstane	2.00	4.94	£5,121,593	£2,950,000
Maybury	2.00	4.94	£3,241,760	£4,750,000
Broomhills	2.00	4.94	£5,121,593	£2,950,000
Gilmerton Station Road	2.00	4.94	£5,121,593	£3,000,000

*The costs above have been established through a high level exercise, values are still indicative, and would require additional exploratory works to provide a degree of assurance.*

## Revised Educational Infrastructure Costings Action Plan Costings as at December 2017

Action Required	Base Date	Area (m <sup>2</sup> )	Nursery (included)	Area (m <sup>2</sup> )	Base Cost/m <sup>2</sup>	Base Date TPI	Q4 2017 TPI	Uplift	Current Cost/m <sup>2</sup>	Net Current Cost	Abnormal Costs	FF&E	Internal Fees	Total Current Cost	Contingency 7.5%	Total Cost
<b>New Primary School Reference source SFT Cost Metric</b>																
<b>New 21 class primary school and 120 nursery</b>	Q2 2012	5,483	696	5,483	£2,350	230	313	36.09%	£3,198.04	£17,534,872				£17,534,872	£1,315,115	£18,849,988
<b>New 18 class primary school and 80 nursery</b>	Q2 2012	4,558	464	4,558	£2,350	230	313	36.09%	£3,198.04	£14,576,682				£14,576,682	£1,093,251	£15,660,933
<b>New 14 class Primary School and 80 nursery</b>	Q2 2012	4,025	464	4,025	£2,350	230	313	36.09%	£3,198.04	£12,872,125				£12,872,125	£965,409	£13,837,534
<b>New 11 class primary school and 80 nursery</b>	Q2 2012	3,693	464	3,693	£2,350	230	313	36.09%	£3,198.04	£11,810,375				£11,810,375	£885,778	£12,696,153
<b>New 10 class primary school and 80 nursery</b>	Q2 2012	3,415	464	3,415	£2,350	230	313	36.09%	£3,198.04	£10,921,318				£10,921,318	£819,099	£11,740,417
<b>New 9 class Primary School and 80 nursery</b>	Q2 2012	3,305	464	3,305	£2,350	230	313	36.09%	£3,198.04	£10,569,534				£10,569,534	£792,715	£11,362,249
<b>New 7 class Primary School and 60 nursery</b>	Q2 2012	2,659	348	2,659	£2,350	230	313	36.09%	£3,198.04	£8,503,598				£8,503,598	£637,770	£9,141,367
<b>Primary School Extension - Reference source Rising rolls 3</b>																
<b>1 Class Extension (50% of 2 class)</b>																£392,194
<b>2 class extension</b>	Q1 2015	213	0	213	£2,171	270	313	15.93%	£2,516.75	£536,068	165,742	20,000	7,853	£729,663	£54,725	£784,388
<b>3 class extension</b>	Q1 2015	276	0	276	£2,290	270	313	15.93%	£2,654.70	£732,698	108,856	30,000	9,261	£880,815	£66,061	£946,876
<b>4 class extension</b>	Q1 2015	412	0	412	£2,006	270	313	15.93%	£2,325.47	£958,095	100,702	40,000	11,589	£1,110,386	£83,279	£1,193,665
<b>5 class extension</b>	Q1 2015	445	0	445	£2,006	270	313	15.93%	£2,325.47	£1,034,836	108,607	50,000	12,516	£1,205,959	£90,447	£1,296,406
<b>Dining hall extension - 60 m<sup>2</sup> (assumed cost of one class)</b>																£392,194
<b>Secondary School Costings - based on Queensferry HS Pricing Report April 2017</b>																
<b>New Secondary School (900 capacity)</b>	Q2 2017	9,900	0	9,900	£2,322	299	313	4.68%	£2,431	£24,069,149	£1,403,217	103,208	1,782,970	£27,358,545	£2,051,891	£29,410,436
<b>Additional Secondary School capacity (11 m<sup>2</sup> per pupil)</b>		11		11						£26,743	£1,559	£115	£1,981	£30,398	£2,280	£32,678

**Note:**

The capital and land costs in the Statutory Guidance for school projects are currently estimates based on established rates for extensions and new builds. As each specific project is taken forward through the design and delivery phases and transfer of land it is recognised that the actual costs of each project could vary from the estimates currently provided. The cost of extending a secondary school equates to a pro-rata contribution of £6536 per house and £980 per flat (as at Q4 2017). In Zones where contributions are only required towards extending a Roman Catholic secondary school the pro-rate contribution is £980 per house and £131 per flat (as at Q4 2017).



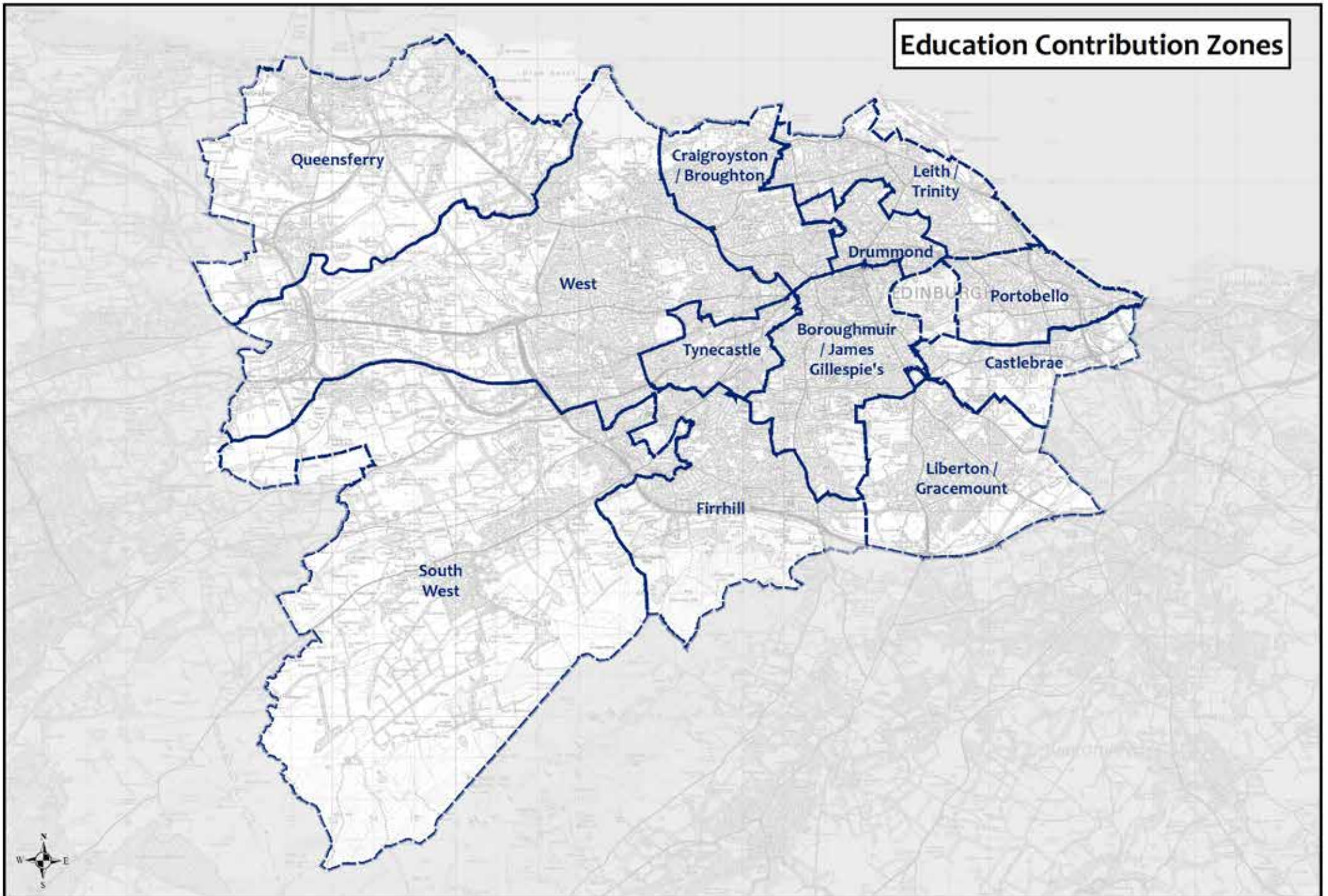
**Education Infrastructure - Pupil Generation Rates (per dwelling type):**

	Primary School			Secondary School		
	Total <sup>1</sup>	ND <sup>2</sup>	RC <sup>3</sup>	Total	ND	RC
Per Flat	0.07	0.06	0.01	0.03	0.026	0.004
Per House	0.3	0.26	0.04	0.2	0.17	0.03

<sup>1</sup> The number of additional pupils expected to be generated by a development;

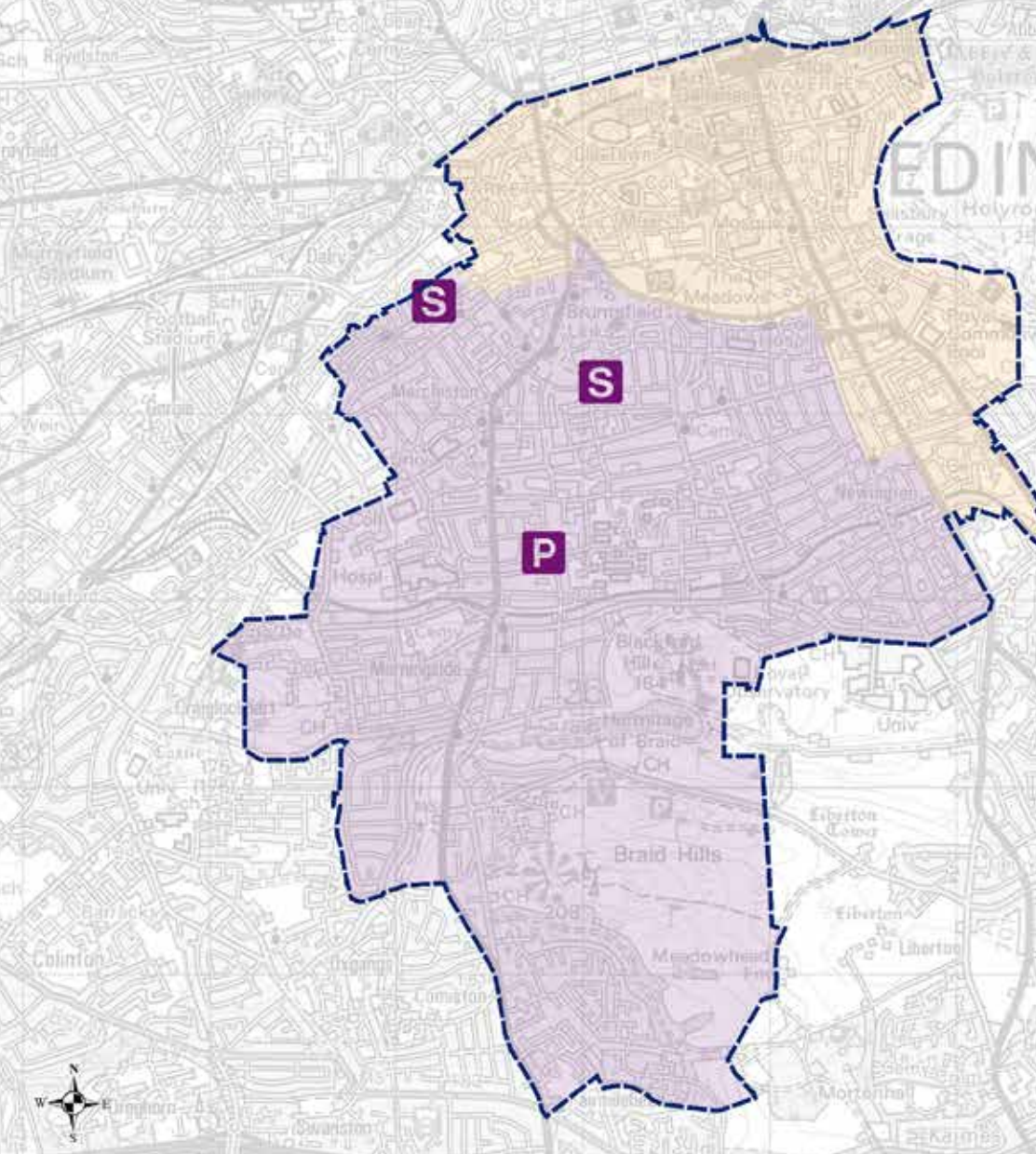
<sup>2</sup> The proportion of additional pupils that will attend a non-denominational school, based on Council area information for 2012/13;

<sup>3</sup> The proportion of additional pupils that will attend a Roman Catholic school, based on Council area information for 2012/13.





# Boroughmuir/James Gillespie's Education Contribution Zone



Actions	Delivery date	Sub-area
Additional secondary school capacity (Boroughmuir HS, James Gillespie's HS)	2019	BJ-1, BJ-2
4 Primary School classes (to be delivered by the new South Edinburgh PS)	2020	BJ-2

Sub-area	Type	Housing Output	Primary School Contribution		Full Contribution	
			Infrastructure	Land	Infrastructure	Land
BJ-1	Flat	171			£980	
	House	3			£6,536	
BJ-2	Flat	1017	£723		£1,703	
	House	148	£3,098		£9,634	

Infrastructure contributions - to be index linked based on the increase in the BCIS Forecast All-in Tender Price Index from Q4 2017 to the date of payment  
 Land contributions - no indexing to be applied to payments

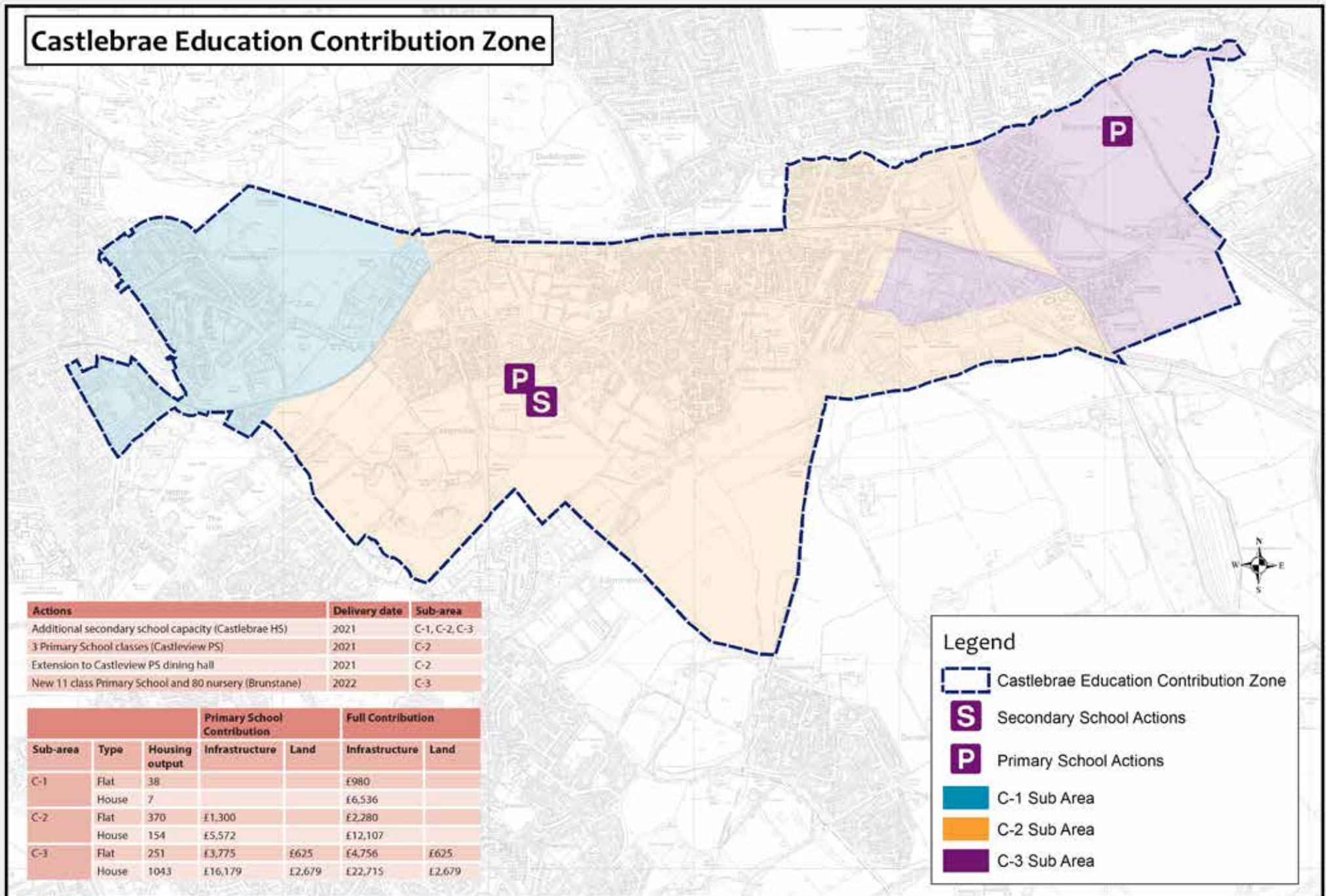
## Legend

- Boroughmuir/James Gillespie's Education Contribution Zone
- Secondary School Actions
- Primary School Actions
- BJ-1 Sub Area
- BJ-2 Sub Area

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# Castlebrae Education Contribution Zone



Actions	Delivery date	Sub-area
Additional secondary school capacity (Castlebrae HS)	2021	C-1, C-2, C-3
3 Primary School classes (Castlevie PS)	2021	C-2
Extension to Castlevie PS dining hall	2021	C-2
New 11 class Primary School and 80 nursery (Brunstane)	2022	C-3

Sub-area	Type	Housing output	Primary School Contribution		Full Contribution	
			Infrastructure	Land	Infrastructure	Land
C-1	Flat	38			£980	
	House	7			£6,536	
C-2	Flat	370	£1,300		£2,280	
	House	154	£5,572		£12,107	
C-3	Flat	251	£3,775	£625	£4,756	£625
	House	1043	£16,179	£2,679	£22,715	£2,679

**Legend**

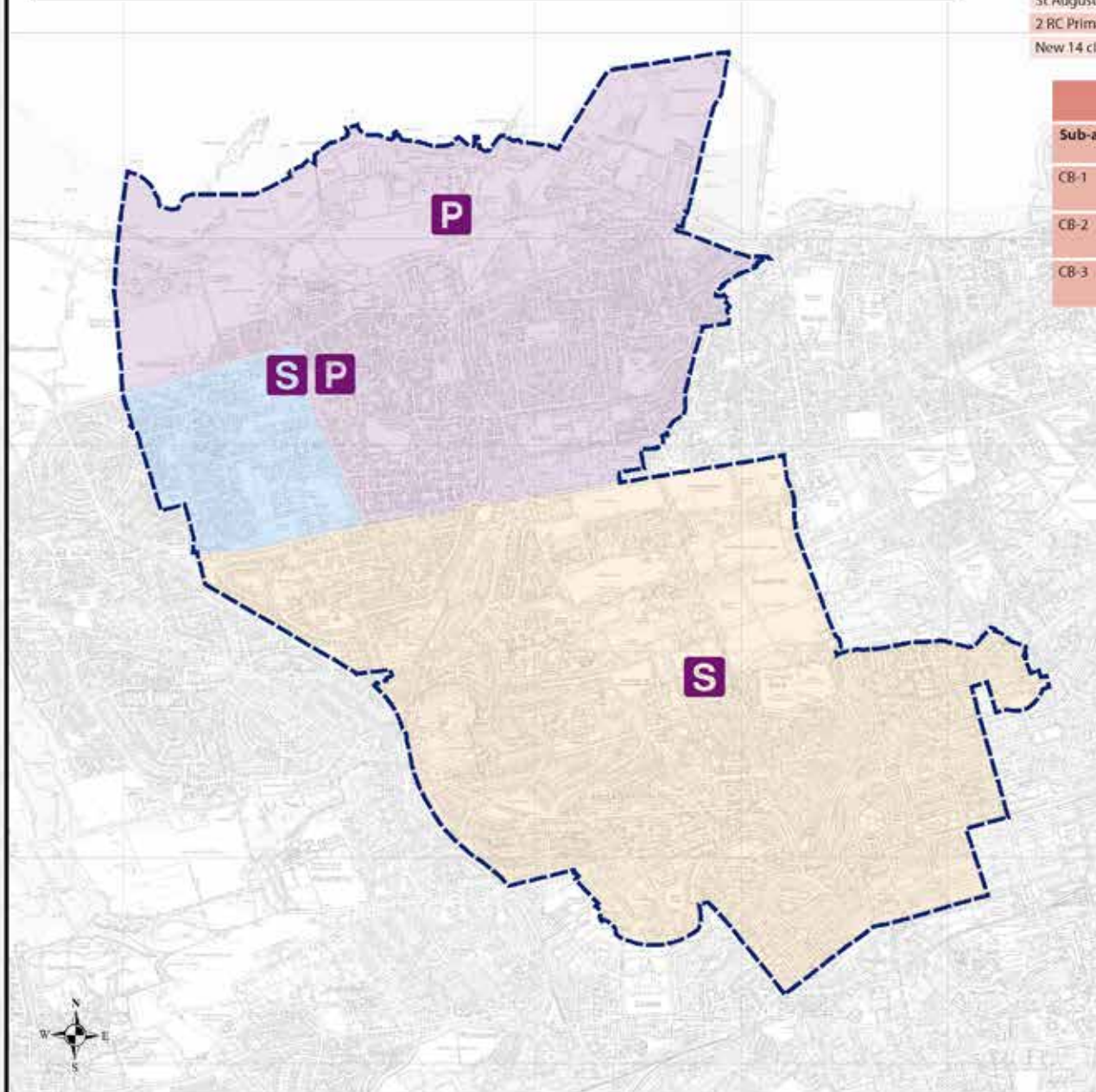
- Castlebrae Education Contribution Zone
- Secondary School Actions
- Primary School Actions
- C-1 Sub Area
- C-2 Sub Area
- C-3 Sub Area

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# Craigroyston/Broughton Education Contribution Zone

Actions	Delivery date	Sub-area
Additional secondary school capacity (Broughton HS, Craigroyston HS St Augustine's RC HS)	2023	CB-1, CB-2, CB-3
2 RC Primary School classes (St David's RC PS)	2021	CB-1, CB-2
New 14 class Primary School and 80 nursery (Granton Waterfront)	2024	CB-1

Sub-area	Type	Housing output	Primary School Contribution		Full Contribution	
			Infrastructure	Land	Infrastructure	Land
CB-1	Flat	3832	£2,598	£19	£3,579	£19
	House	732	£11,135	£81	£17,671	£81
CB-2	Flat	0				
	House	0				
CB-3	Flat	387			£980	
	House	1			£6,536	



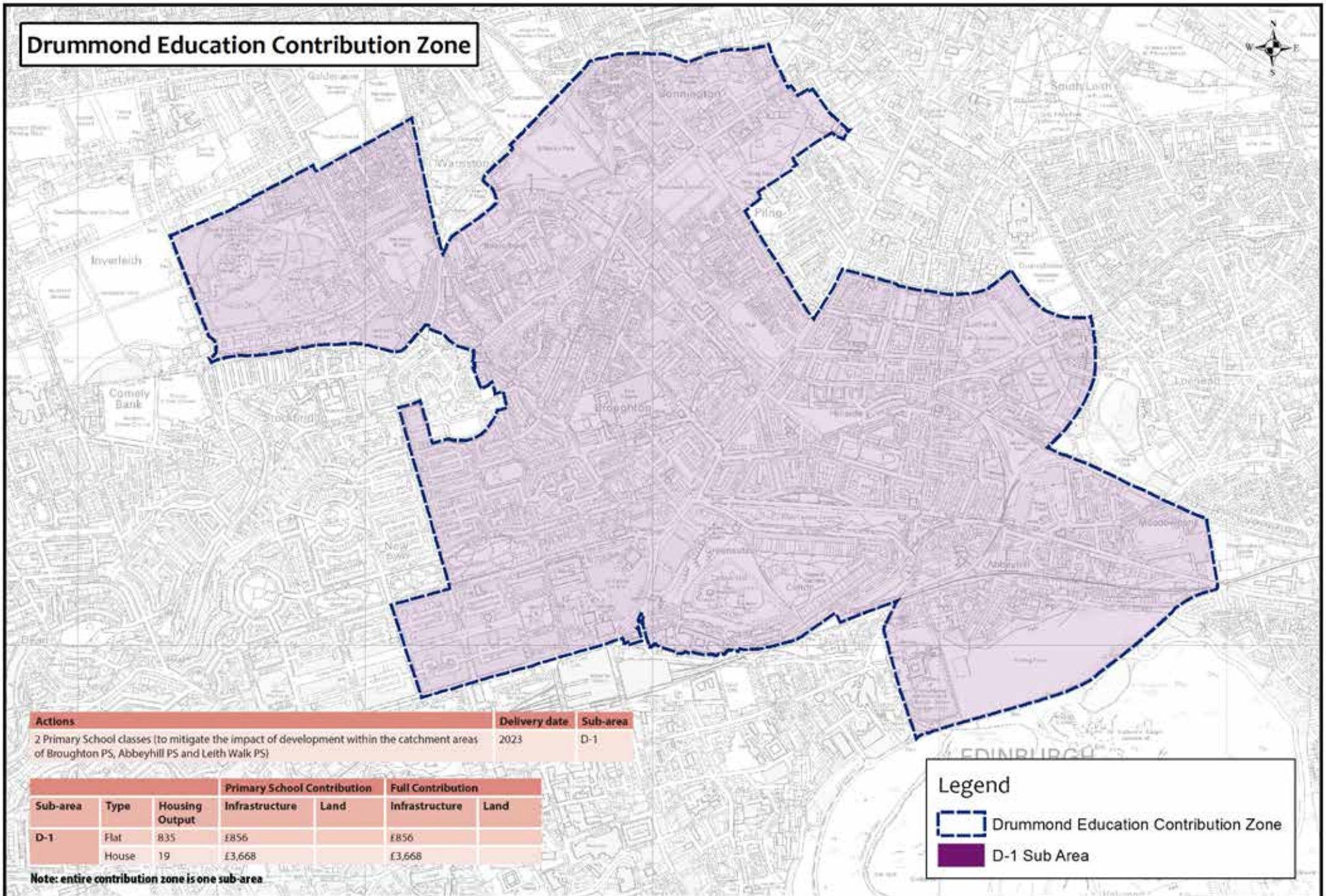
**Legend**

- Craigroyston/Broughton Education Contribution Zone
- Secondary School Actions
- Primary School Actions
- CB-1 Sub Area
- CB-2 Sub Area
- CB-3 Sub Area



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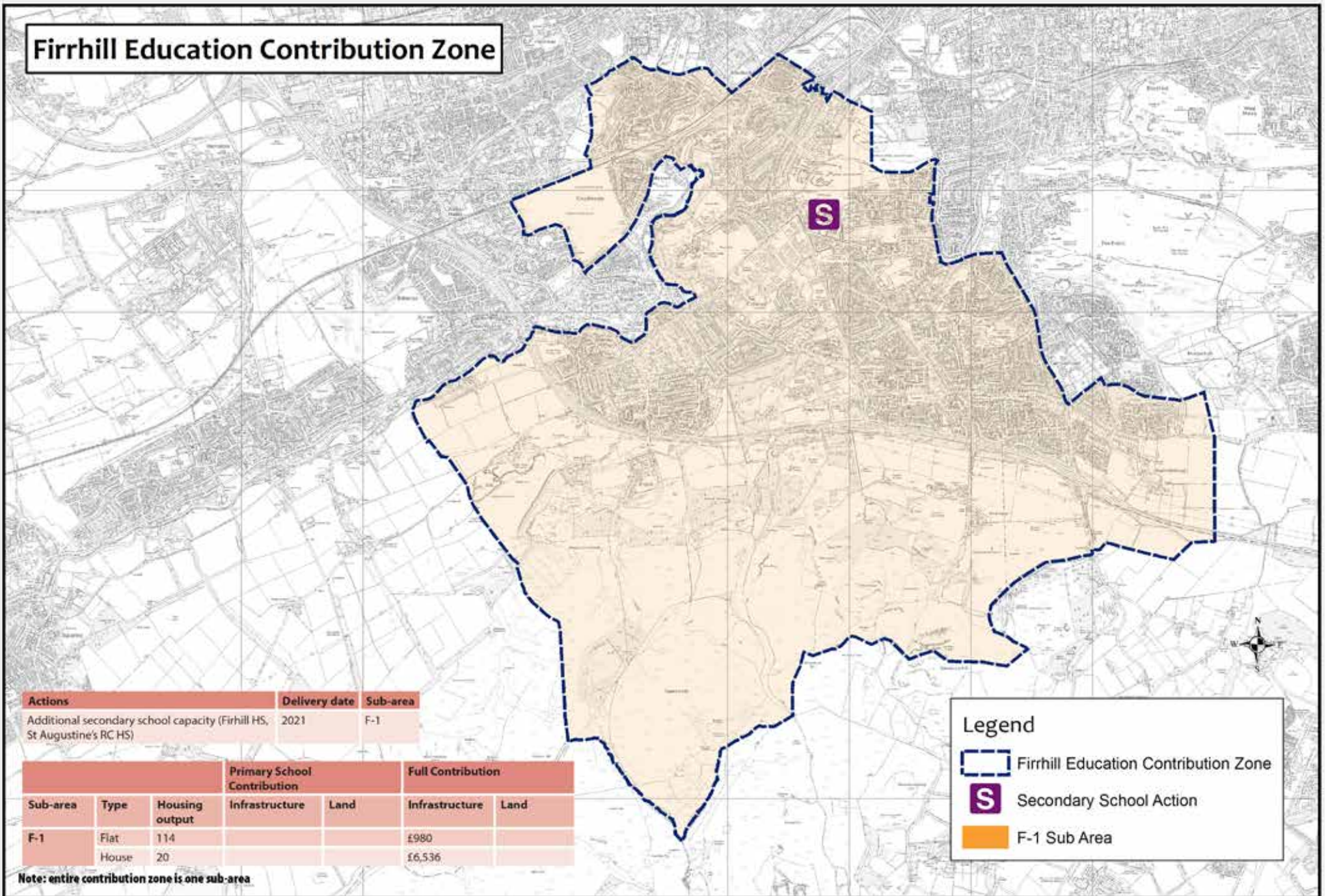




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# Firrhill Education Contribution Zone






Actions	Delivery date	Sub-area
Additional secondary school capacity (Firhill HS, St Augustine's RC HS)	2021	F-1

Sub-area	Type	Housing output	Primary School Contribution		Full Contribution	
			Infrastructure	Land	Infrastructure	Land
F-1	Flat	114			£980	
	House	20			£6,536	

Note: entire contribution zone is one sub-area






**Legend**

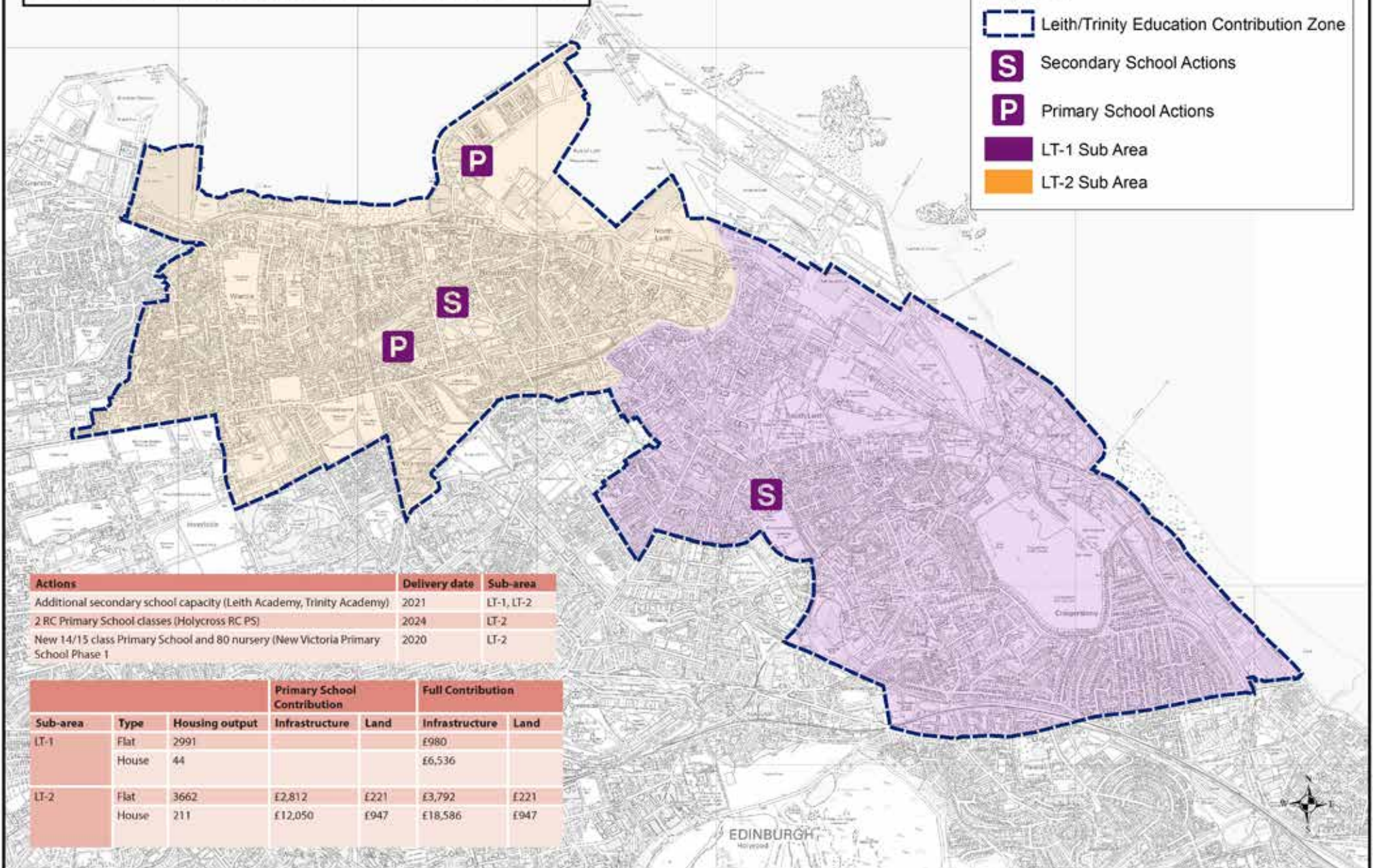
-  Firrhill Education Contribution Zone
-  Secondary School Action
-  F-1 Sub Area



# Leith/Trinity Education Contribution Zone

## Legend

-  Leith/Trinity Education Contribution Zone
-  Secondary School Actions
-  Primary School Actions
-  LT-1 Sub Area
-  LT-2 Sub Area

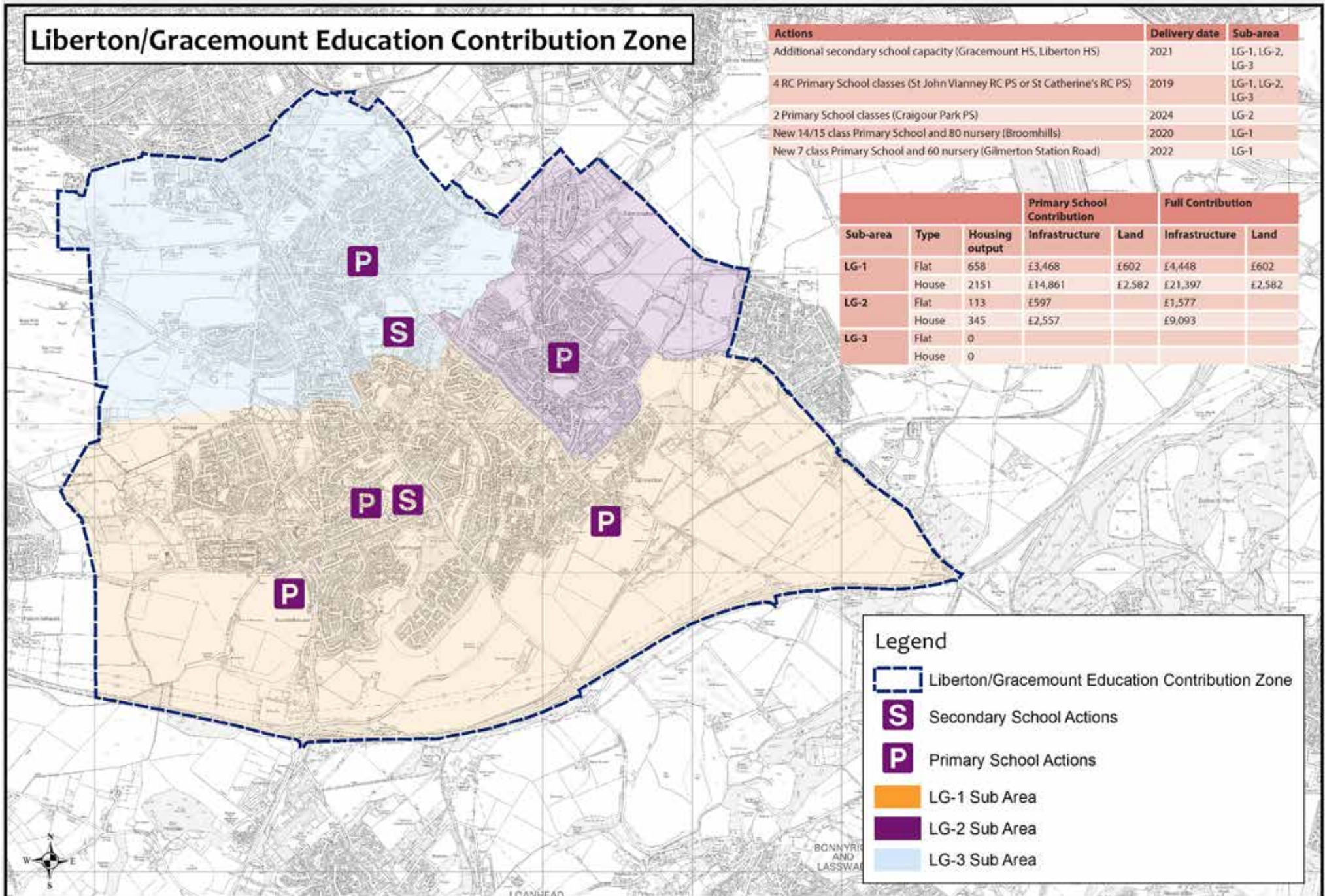


Actions	Delivery date	Sub-area
Additional secondary school capacity (Leith Academy, Trinity Academy)	2021	LT-1, LT-2
2 RC Primary School classes (Holycross RC PS)	2024	LT-2
New 14/15 class Primary School and 80 nursery (New Victoria Primary School Phase 1)	2020	LT-2

Sub-area	Type	Housing output	Primary School Contribution		Full Contribution	
			Infrastructure	Land	Infrastructure	Land
LT-1	Flat	2991			£980	
	House	44			£6,536	
LT-2	Flat	3662	£2,812	£221	£3,792	£221
	House	211	£12,050	£947	£18,586	£947

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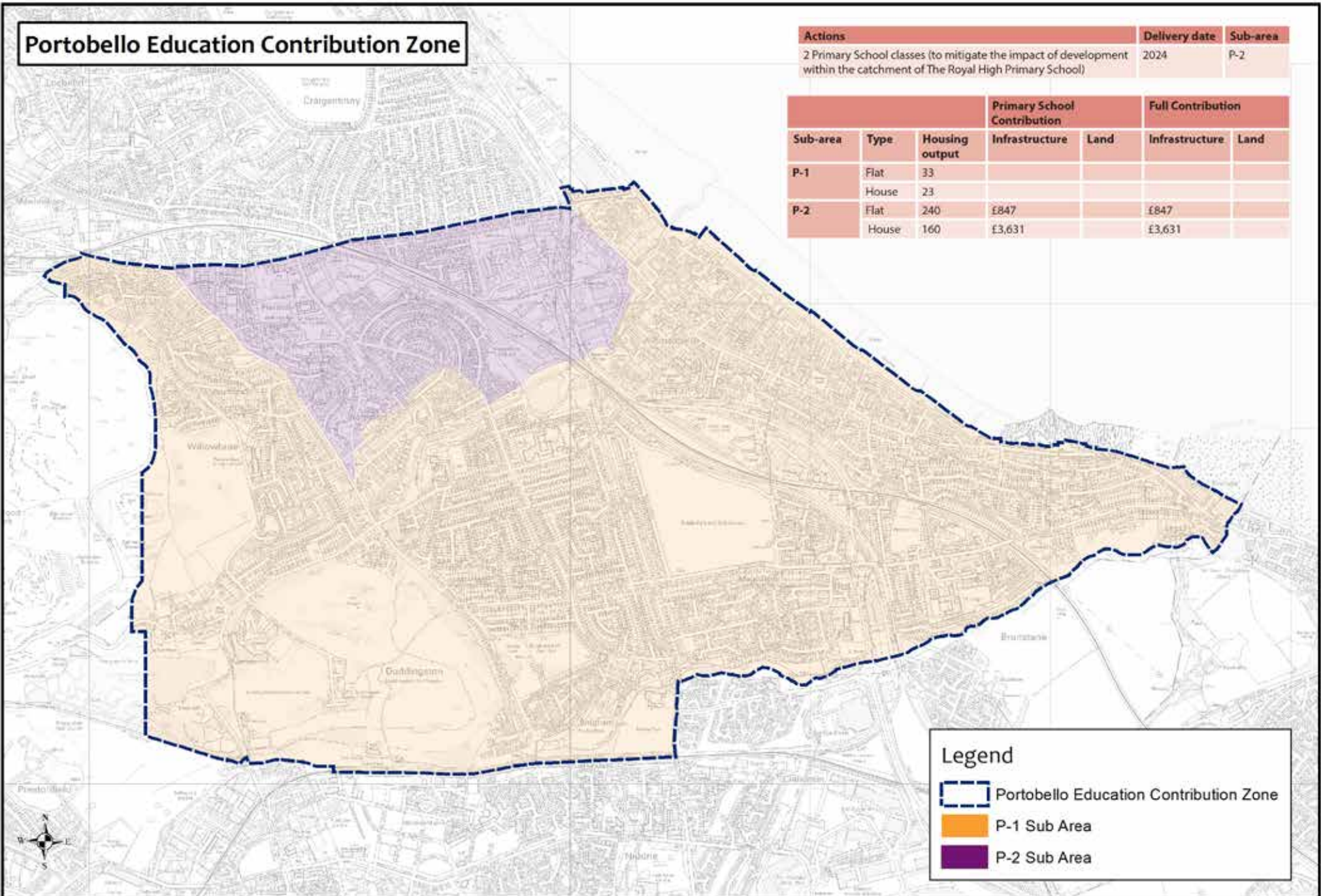
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# Portobello Education Contribution Zone

Actions	Delivery date	Sub-area
2 Primary School classes (to mitigate the impact of development within the catchment of The Royal High Primary School)	2024	P-2

Sub-area	Type	Housing output	Primary School Contribution		Full Contribution	
			Infrastructure	Land	Infrastructure	Land
P-1	Flat	33				
	House	23				
P-2	Flat	240	£847		£847	
	House	160	£3,631		£3,631	



**Legend**

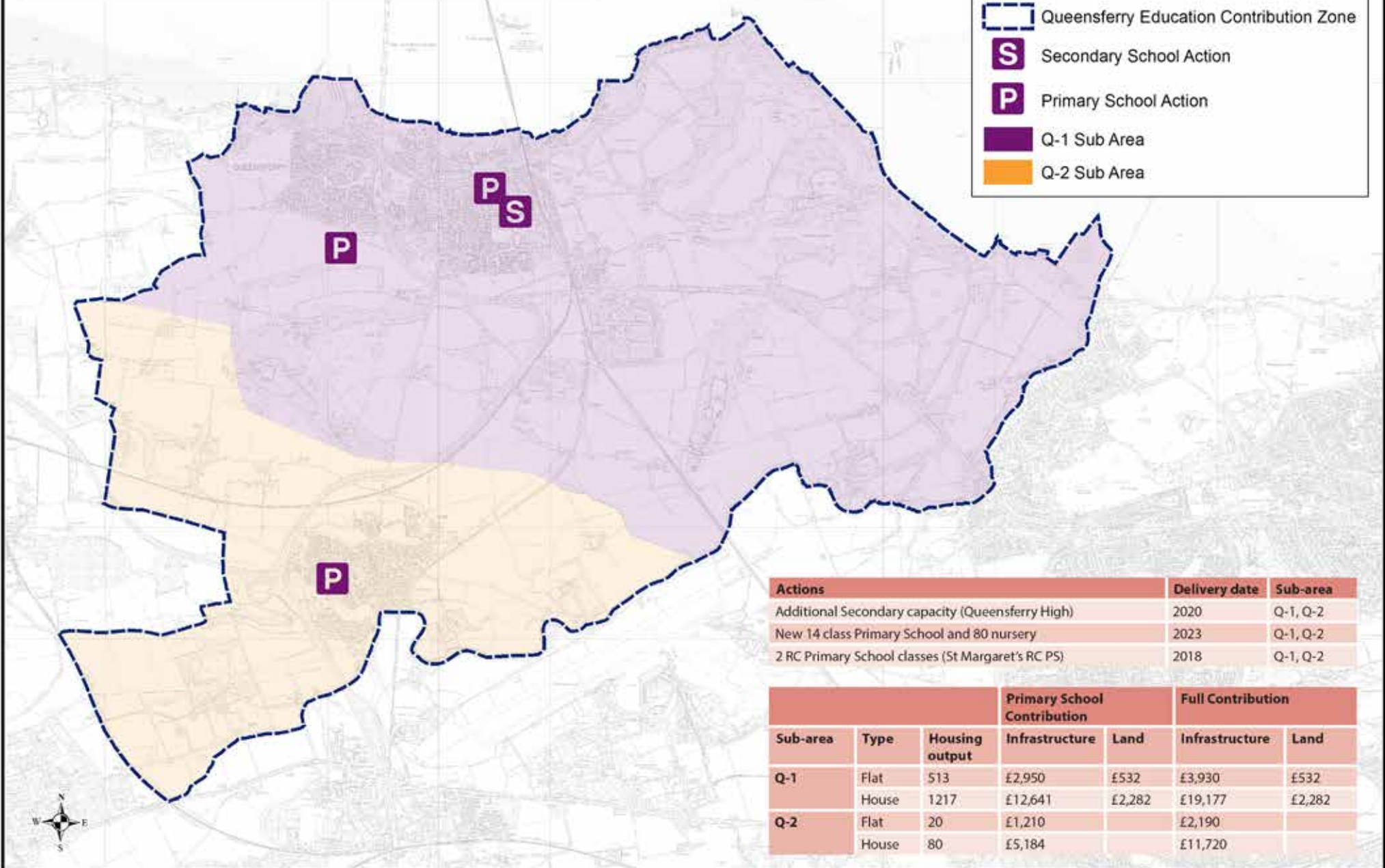
- Portobello Education Contribution Zone
- P-1 Sub Area
- P-2 Sub Area

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# Queensferry Education Contribution Zone

## Legend

- Queensferry Education Contribution Zone
- Secondary School Action
- Primary School Action
- Q-1 Sub Area
- Q-2 Sub Area



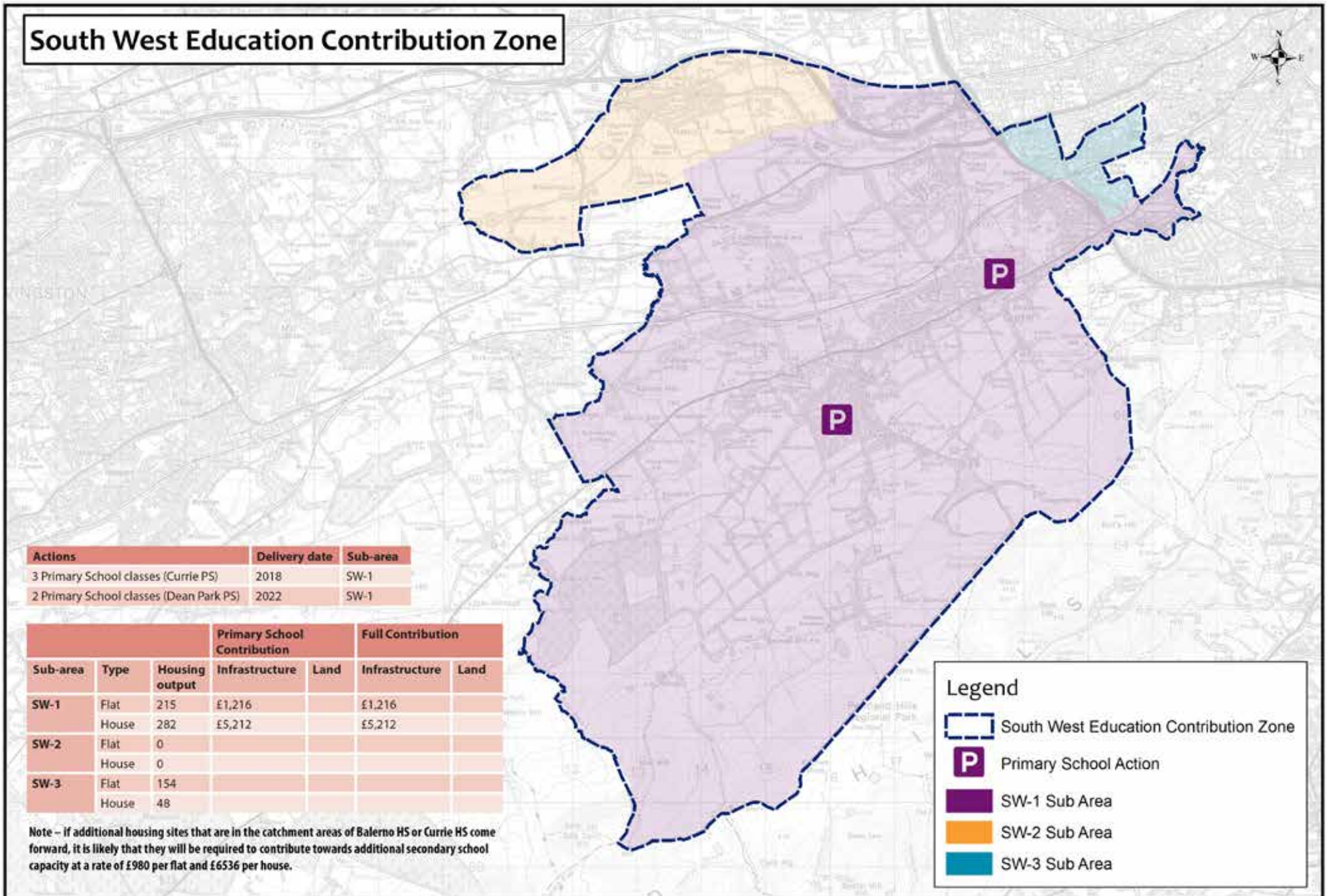
Actions	Delivery date	Sub-area
Additional Secondary capacity (Queensferry High)	2020	Q-1, Q-2
New 14 class Primary School and 80 nursery	2023	Q-1, Q-2
2 RC Primary School classes (St Margaret's RC PS)	2018	Q-1, Q-2

Sub-area	Type	Housing output	Primary School Contribution		Full Contribution	
			Infrastructure	Land	Infrastructure	Land
Q-1	Flat	513	£2,950	£532	£3,930	£532
	House	1217	£12,641	£2,282	£19,177	£2,282
Q-2	Flat	20	£1,210		£2,190	
	House	80	£5,184		£11,720	

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# South West Education Contribution Zone



Actions	Delivery date	Sub-area
3 Primary School classes (Currie PS)	2018	SW-1
2 Primary School classes (Dean Park PS)	2022	SW-1

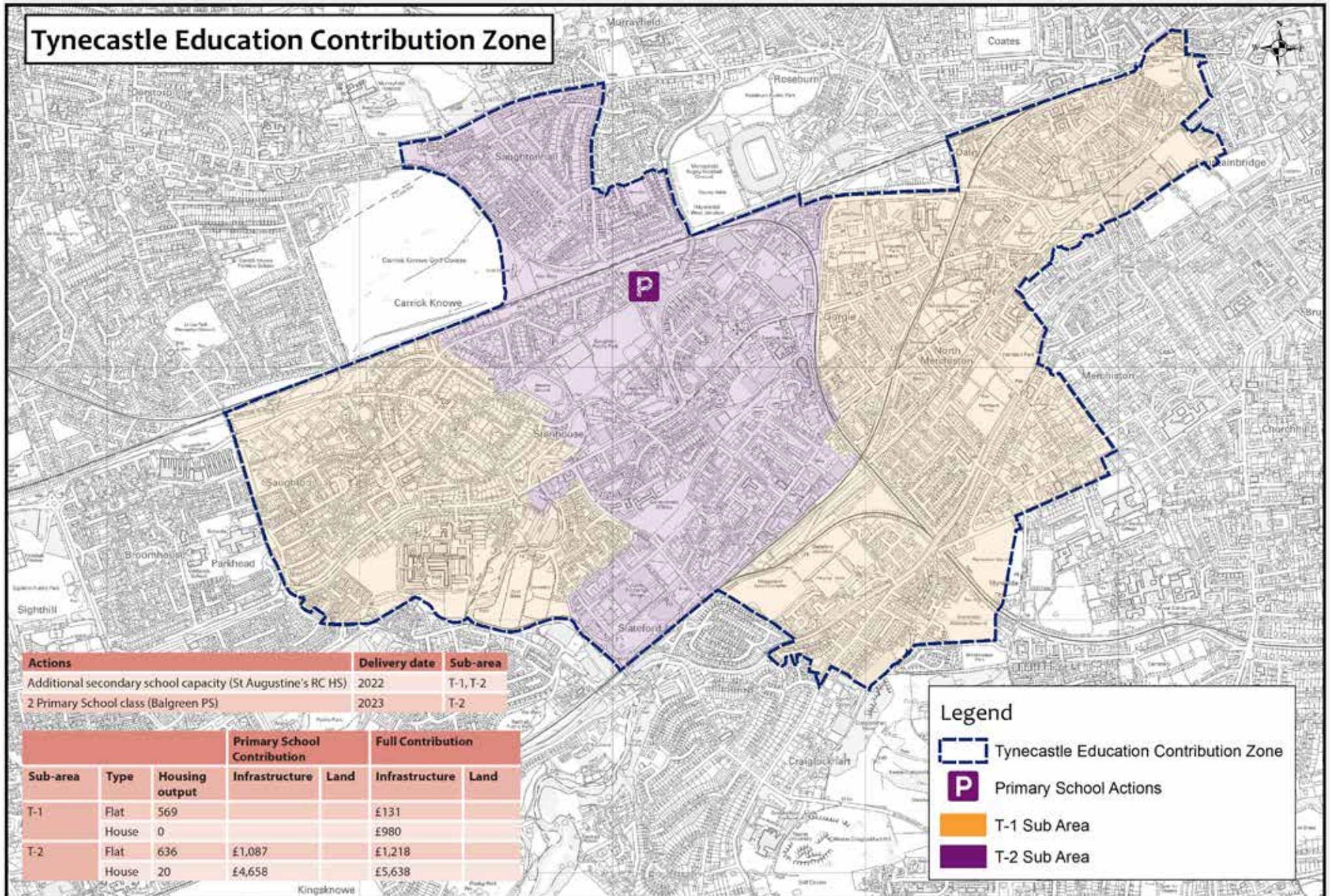
Sub-area	Type	Housing output	Primary School Contribution		Full Contribution	
			Infrastructure	Land	Infrastructure	Land
SW-1	Flat	215	£1,216		£1,216	
	House	282	£5,212		£5,212	
SW-2	Flat	0				
	House	0				
SW-3	Flat	154				
	House	48				

Note – If additional housing sites that are in the catchment areas of Balerno HS or Currie HS come forward, it is likely that they will be required to contribute towards additional secondary school capacity at a rate of £980 per flat and £6536 per house.

**Legend**

- South West Education Contribution Zone
- Primary School Action
- SW-1 Sub Area
- SW-2 Sub Area
- SW-3 Sub Area





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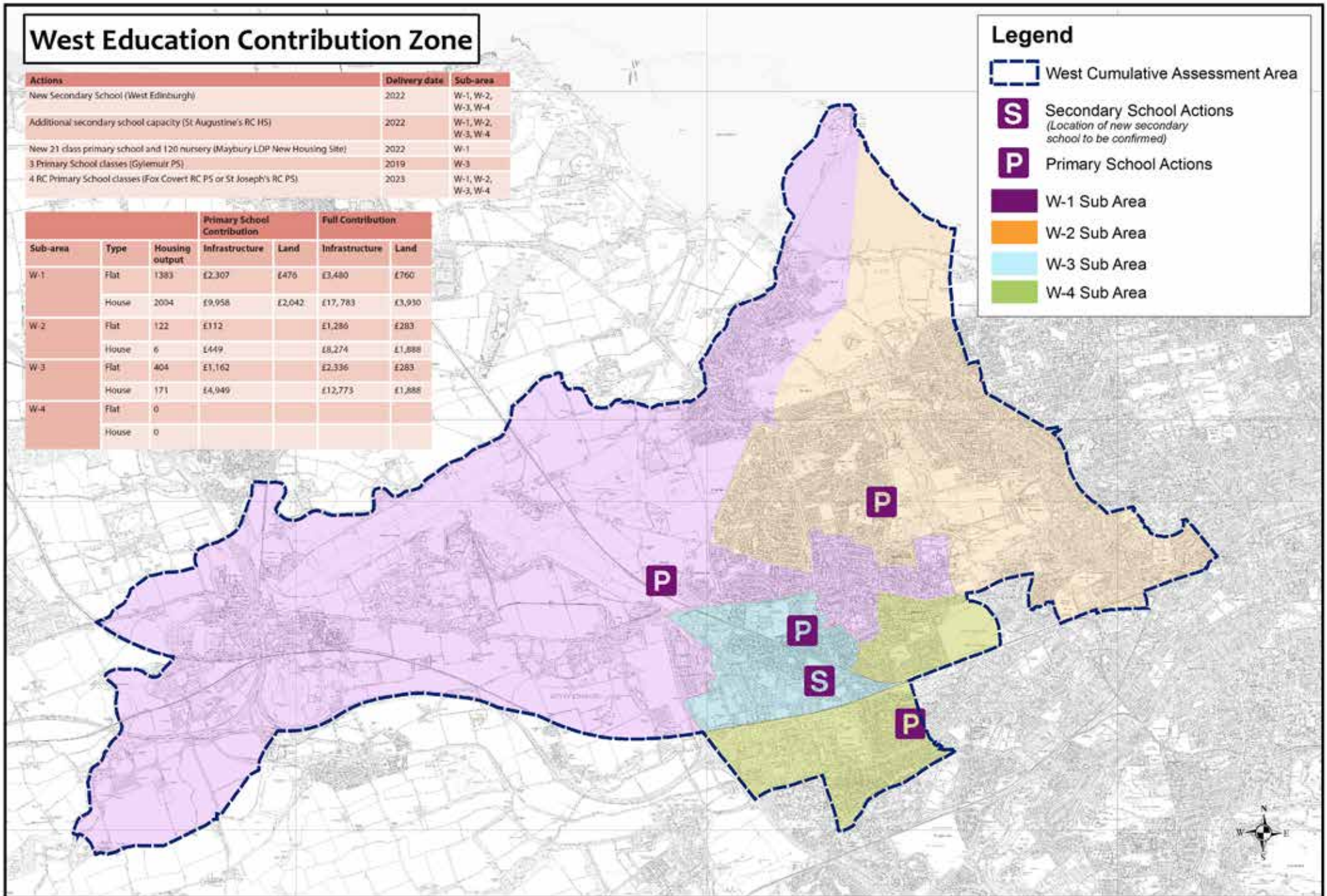
# West Education Contribution Zone

Actions	Delivery date	Sub-area
New Secondary School (West Edinburgh)	2022	W-1, W-2, W-3, W-4
Additional secondary school capacity (St Augustine's RC HS)	2022	W-1, W-2, W-3, W-4
New 21 class primary school and 120 nursery (Maybury LDP New Housing Site)	2022	W-1
3 Primary School classes (Gylemuir PS)	2019	W-3
4 RC Primary School classes (Fox Covert RC PS or St Joseph's RC PS)	2023	W-1, W-2, W-3, W-4

Sub-area	Type	Housing output	Primary School Contribution		Full Contribution	
			Infrastructure	Land	Infrastructure	Land
W-1	Flat	1383	£2,307	£476	£3,480	£760
	House	2004	£9,958	£2,042	£17,783	£3,930
W-2	Flat	122	£112		£1,286	£283
	House	6	£449		£8,274	£1,888
W-3	Flat	404	£1,162		£2,336	£283
	House	171	£4,949		£12,773	£1,888
W-4	Flat	0				
	House	0				

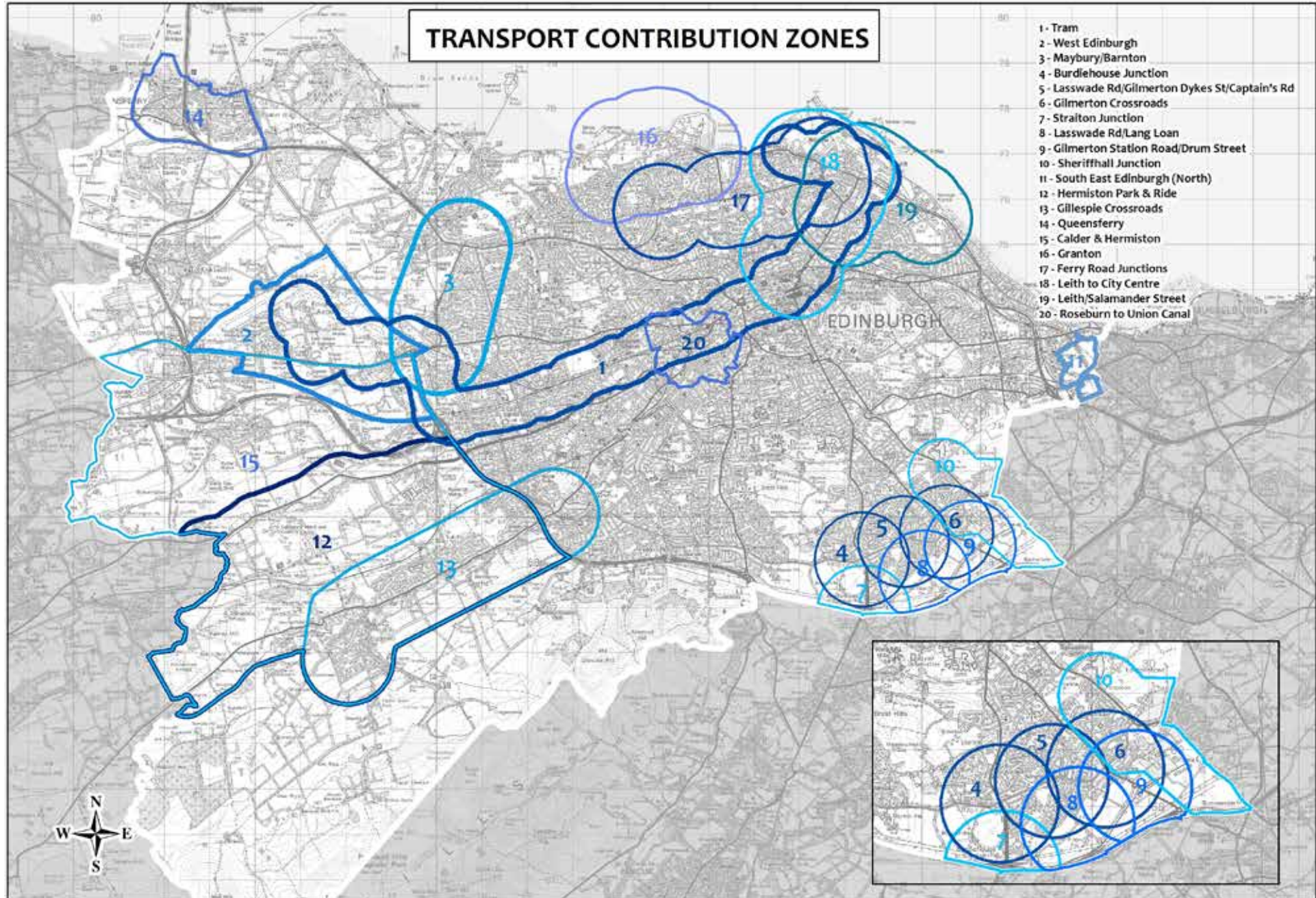
## Legend

-  West Cumulative Assessment Area
-  Secondary School Actions  
*(Location of new secondary school to be confirmed)*
-  Primary School Actions
-  W-1 Sub Area
-  W-2 Sub Area
-  W-3 Sub Area
-  W-4 Sub Area



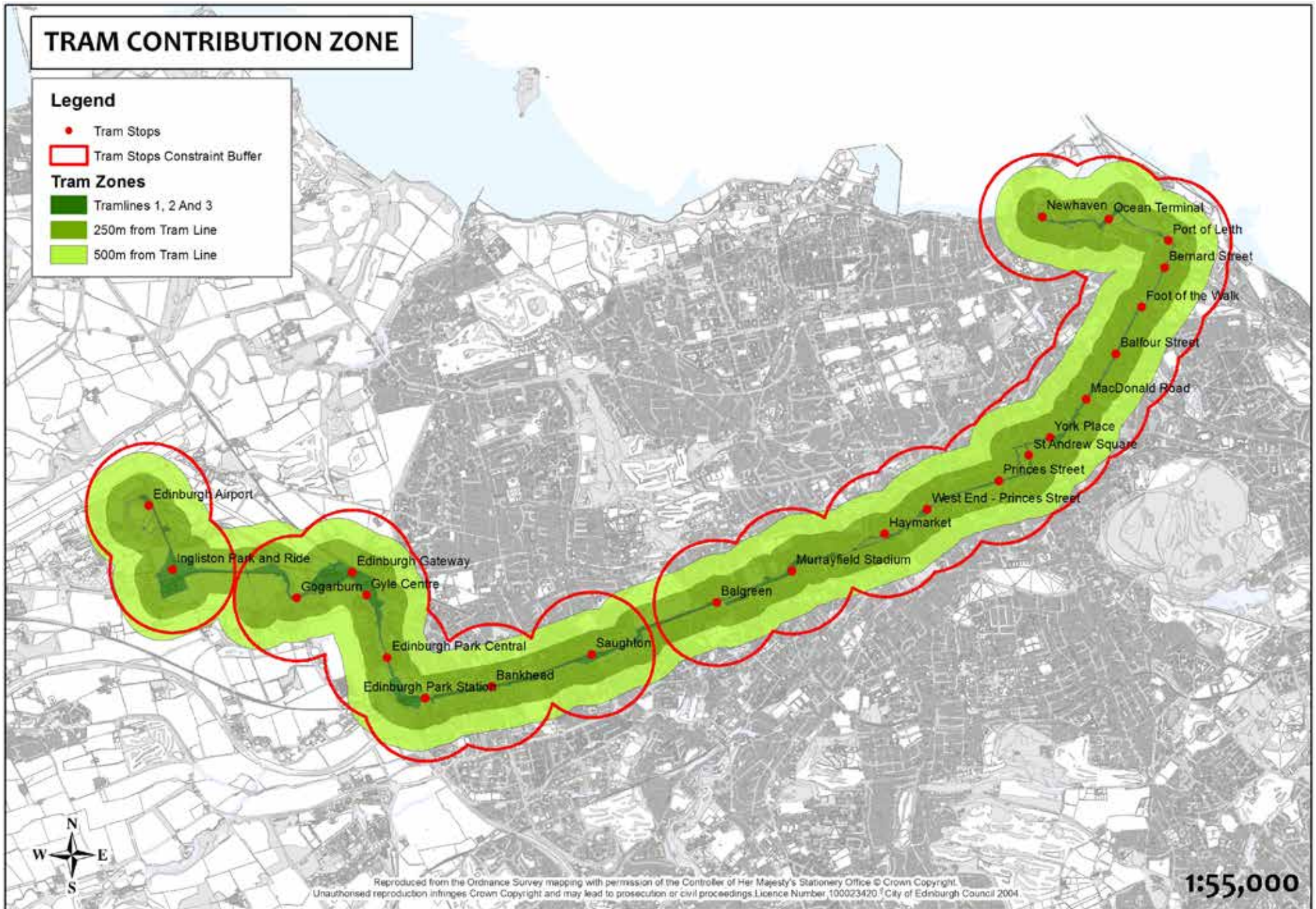


# Annex 2 Transport Infrastructure



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**TABLE 1 - IDENTIFICATION OF SCALE FACTOR**

**PROPOSALS BY LAND USE (Gross External Floor Area)**

scale factor	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
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	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+
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	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+
Residential (units)	5-19	20-34	35-69	70-104	105-139	140-174	175-209	210-244	245-279	280-314	315-349	350-384	385-419	420-459	460+
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	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+
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	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+
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	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+
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	24,000-26,999	27,000-29,999	30,000-32,999	33,000-35,999	36,000-38,999	39,000-41,999	42,000+
Hotels (bedrooms)	5-9	10-24	25-40	41-60	61-75	76-90	91-105	106-120	121-135	136-150	151-165	166-180	181-195	196-210	211+
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	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+
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	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+
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	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+
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	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+
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	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+

Larger Developments will be negotiated separately (The application of these tables on a pro rata basis, will be used as a starting point.)

**TABLE 2 - AMOUNT OF CONTRIBUTION IN £000s**

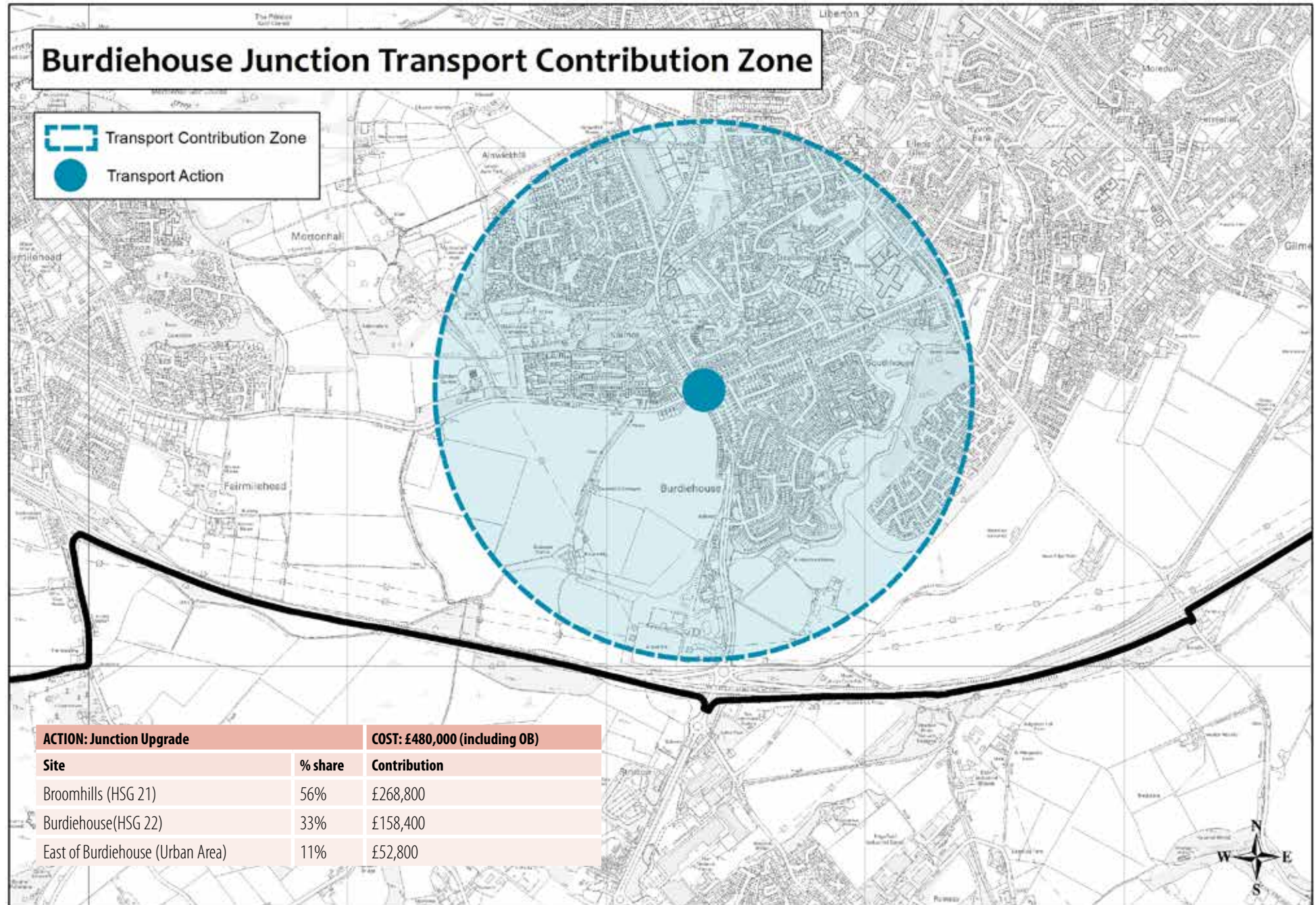
scale factors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Zone 1 (up to 250m)	17-45	46-91	92-137	138-183	184-230	231-274	275-322	323-368	369-414	415-461	462-507	508-553	554-599	600-645	646+
Zone 2 (up to 500m)	12-33	34-68	69-102	103-137	138-172	173-206	207-231	232-276	277-310	311-345	346-380	381-414	415-449	450-484	485+
Zone 3 (up to 750m)	7-22	20-34	46-68	69-91	92-114	115-137	138-160	161-183	184-206	207-230	231-253	254-276	277-299	300-322	323+

\*Zones refer to those on appendix 1 plan

Notes: The amount of contribution attributable to any development will depend on the exact size of the development (sqm/number of units, etc). This table provides the range of financial contribution in each scale factor, which relates to the range of development sizes in each scale factor shown in the map in Annex 1. This table is provided to assist in calculating the level of contribution that will be sought. The exact amount will be confirmed during the planning application process.



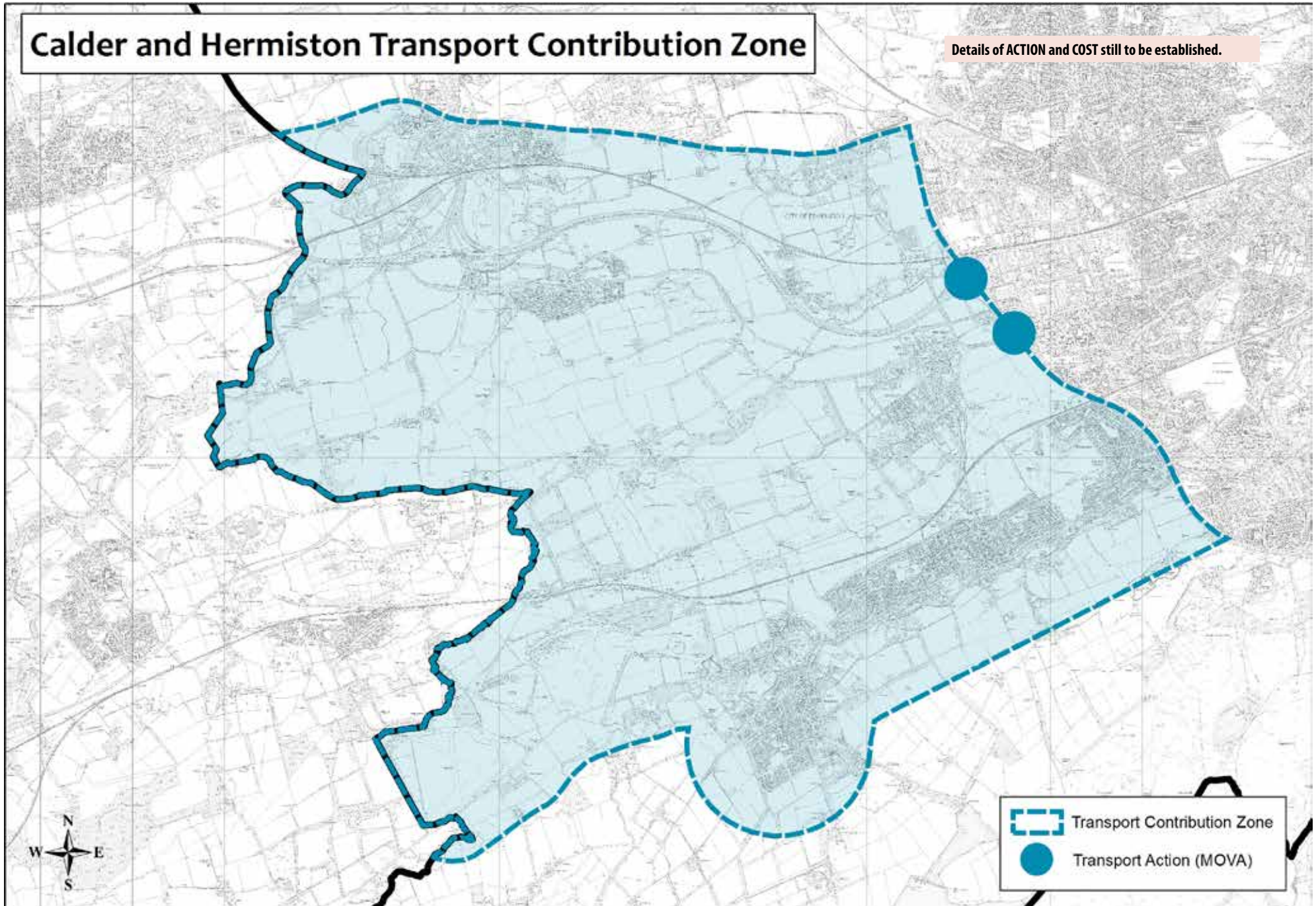
Transport actions are currently being costed. The most recent update to costs was in Q3 2016 (October 2016). Indexation will be applied from the point that an action was costed, as set out in the Action Programme.





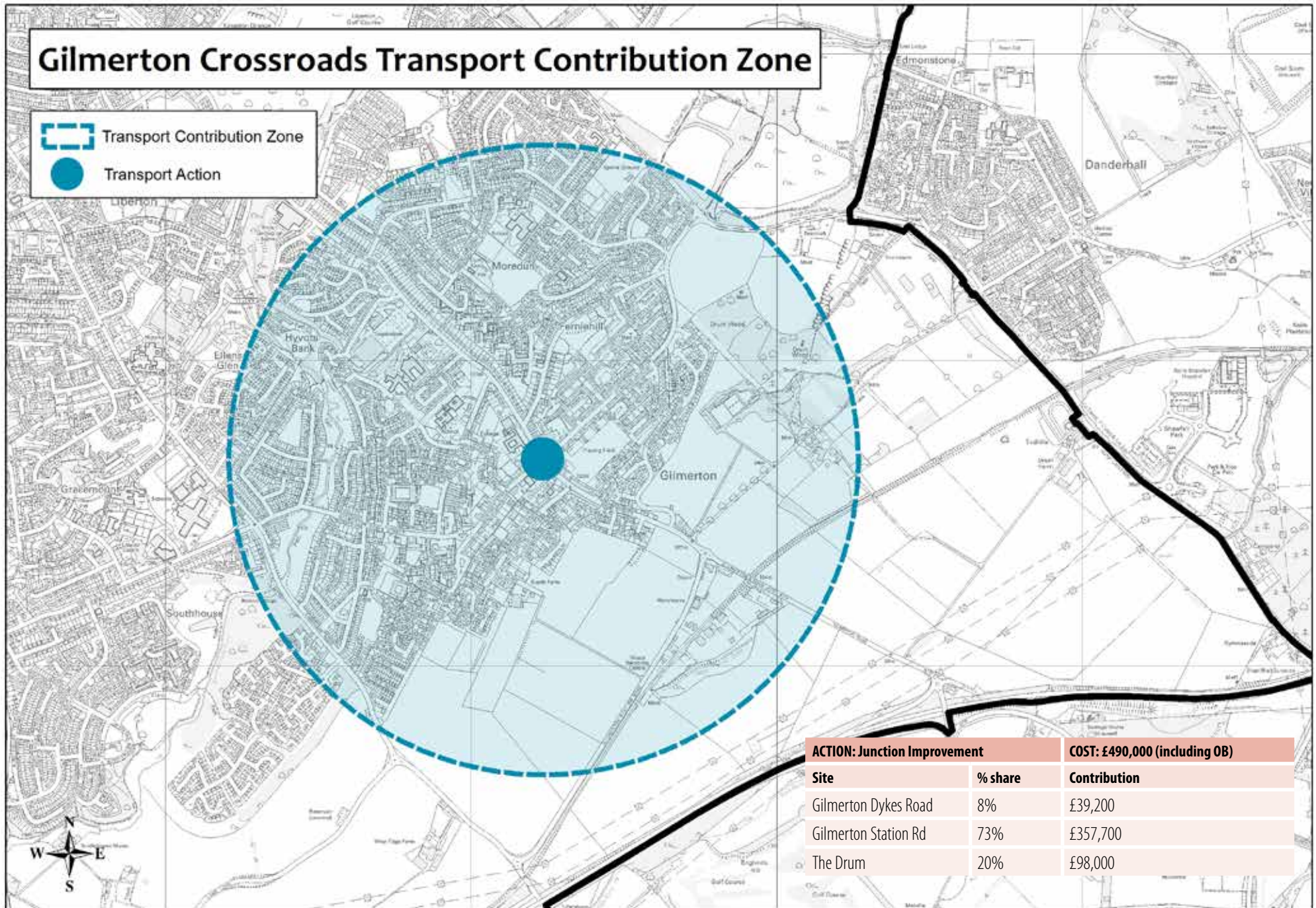
# Calder and Hermiston Transport Contribution Zone

Details of ACTION and COST still to be established.



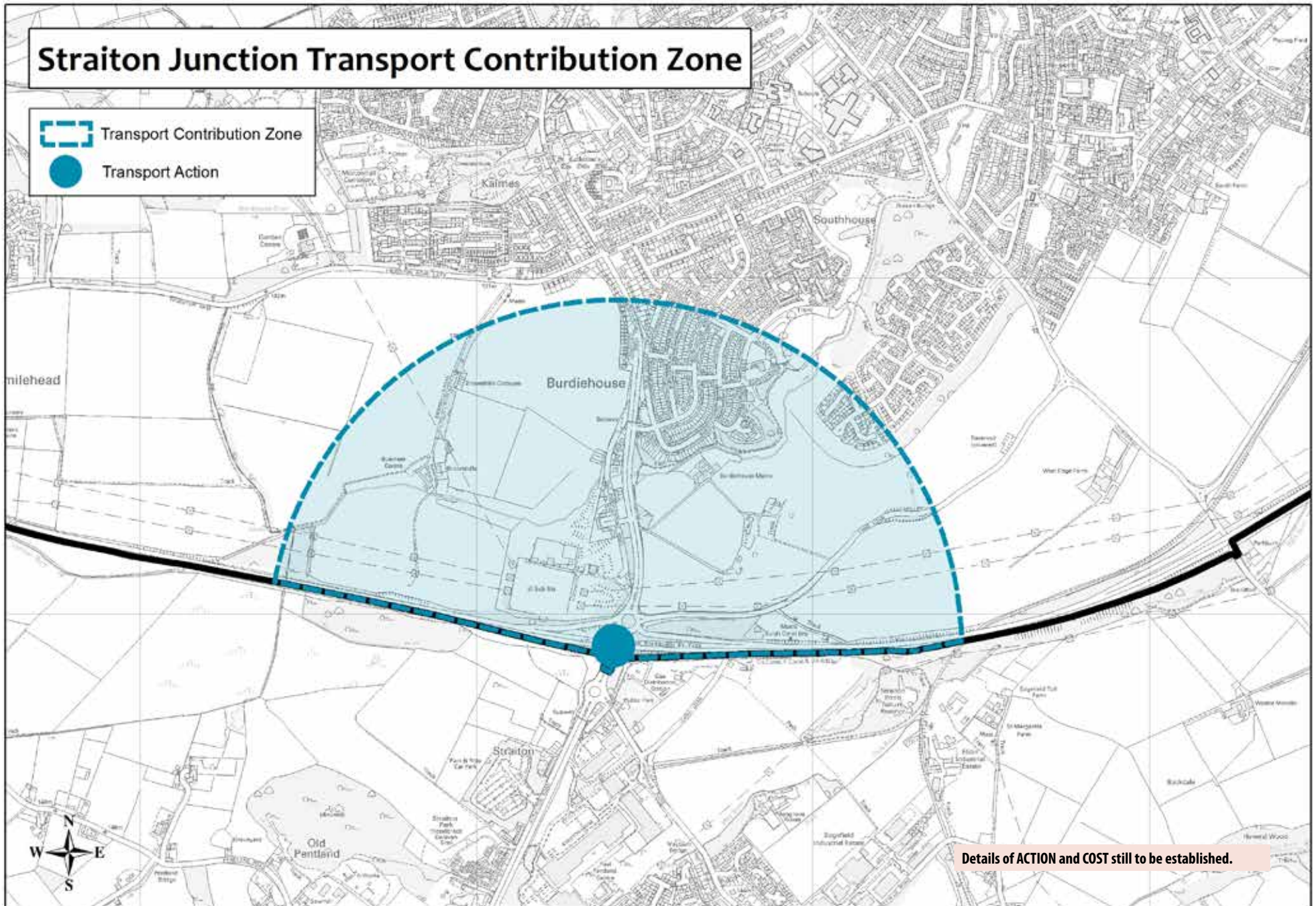
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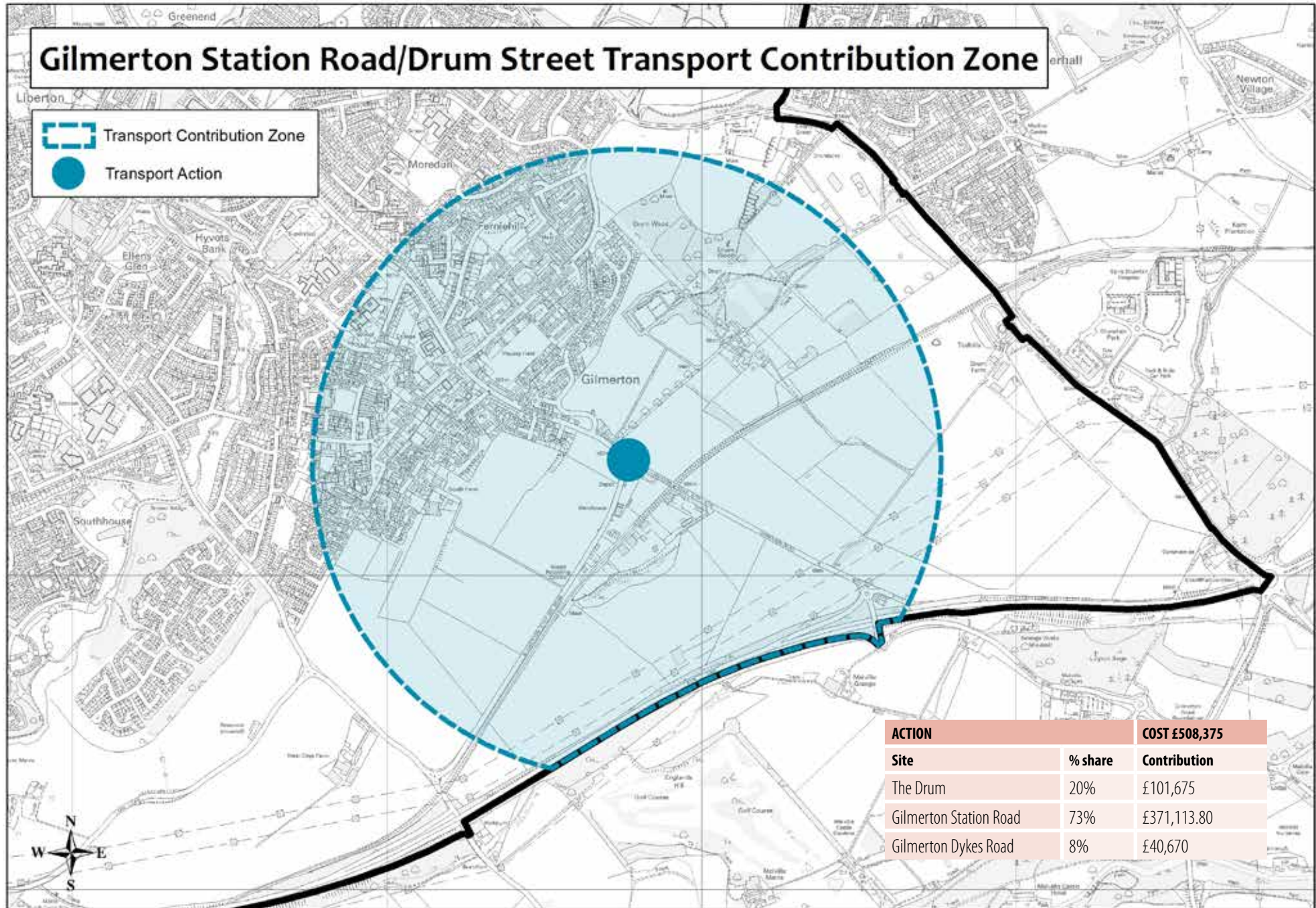




Details of ACTION and COST still to be established.

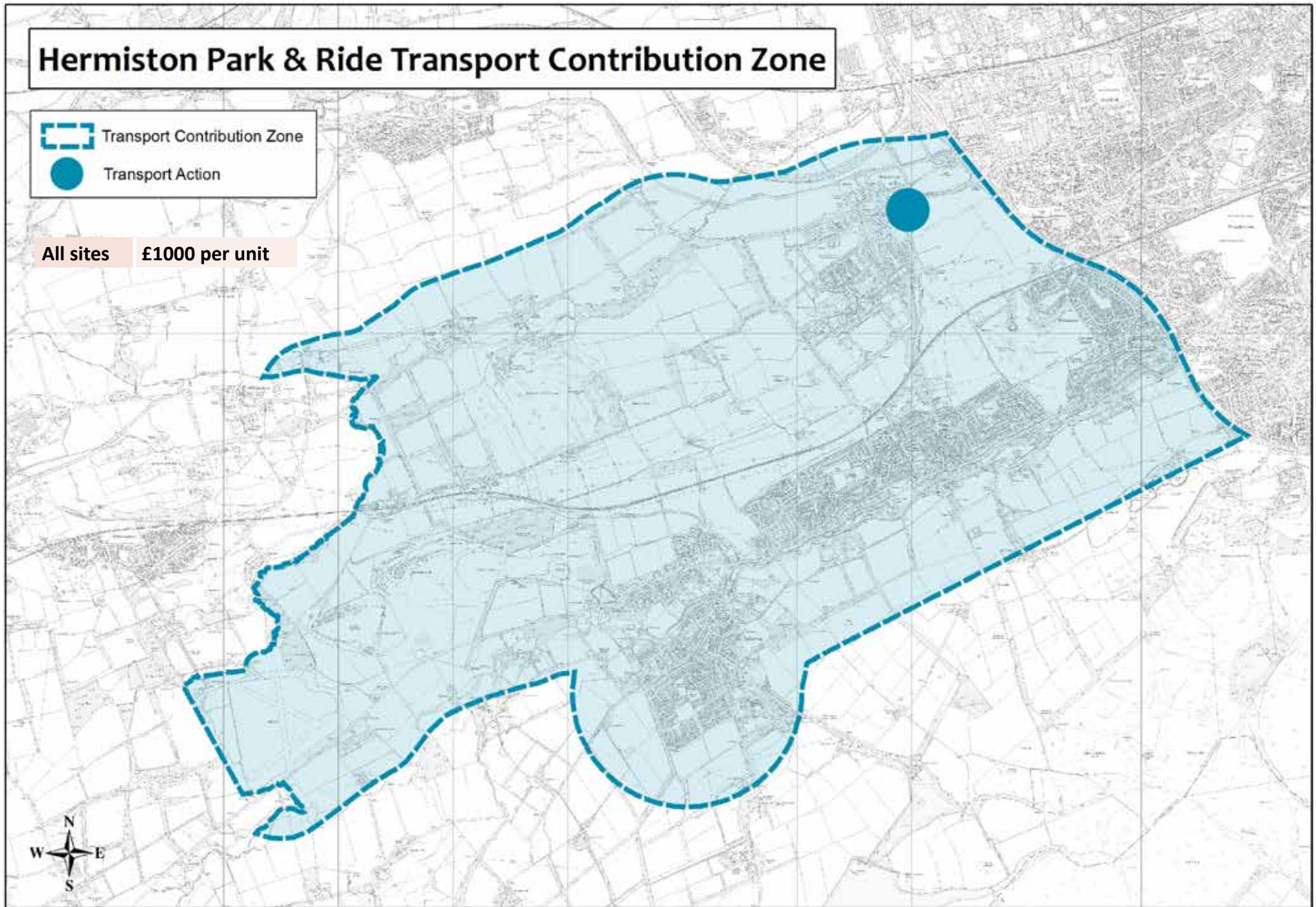
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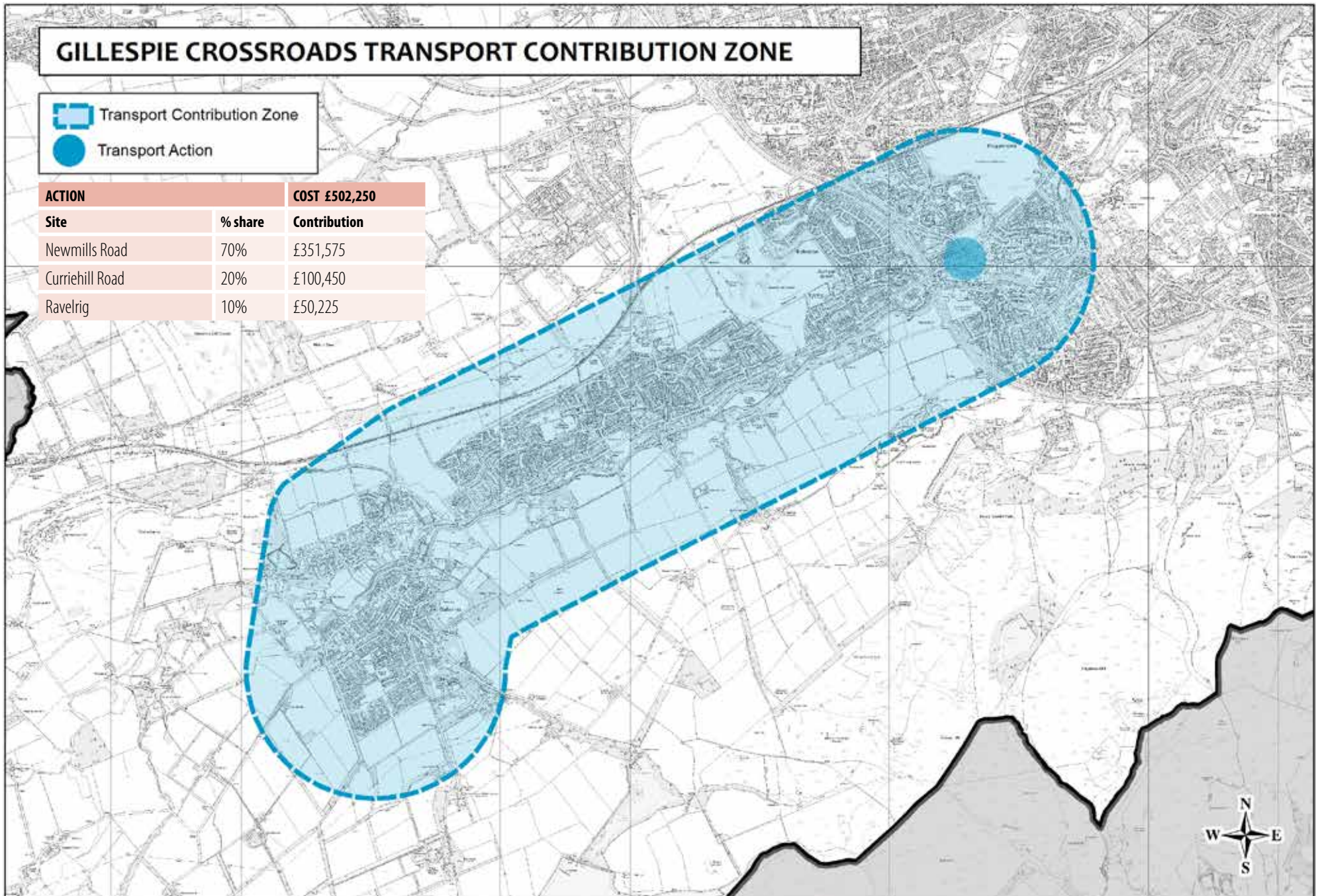


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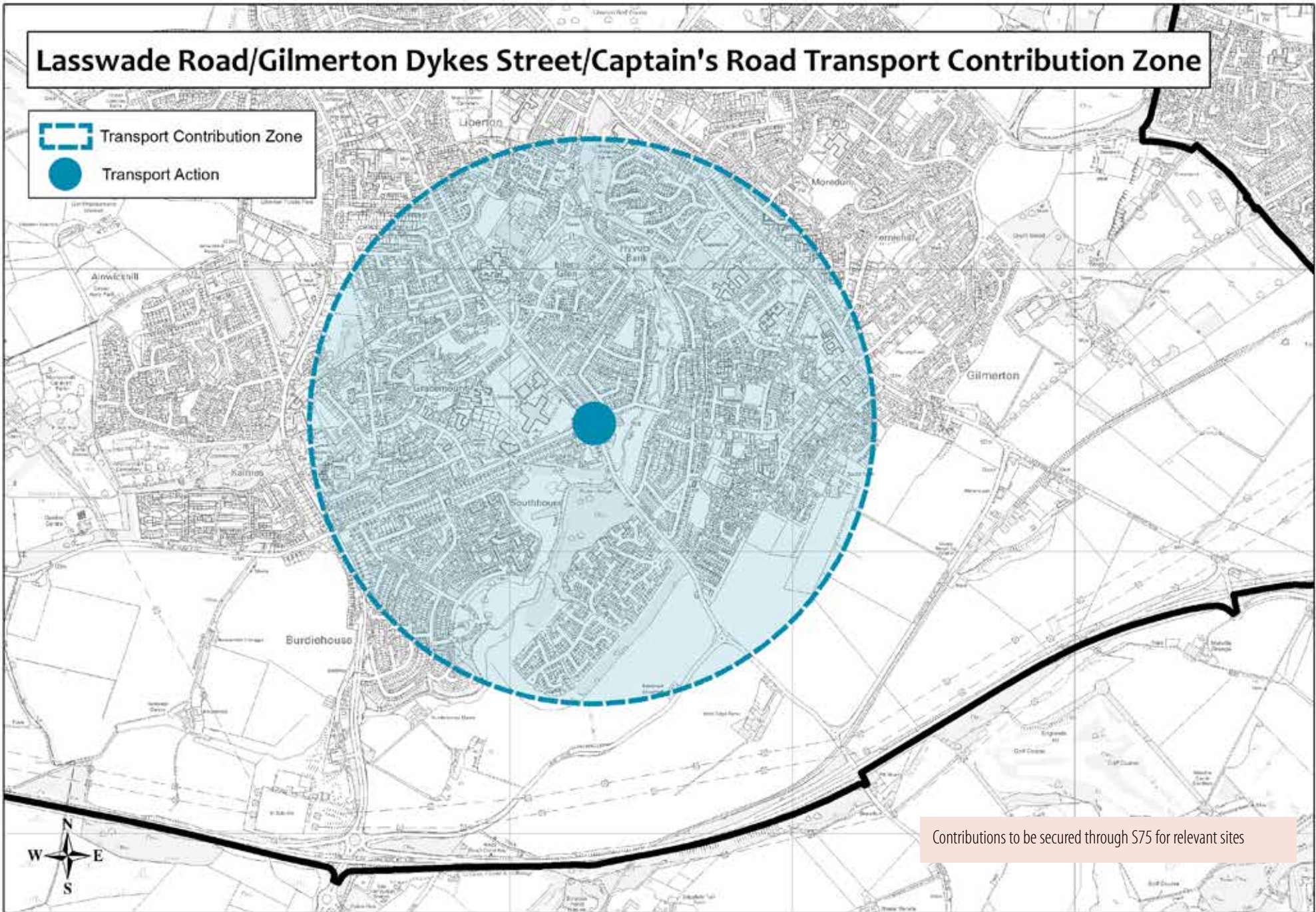


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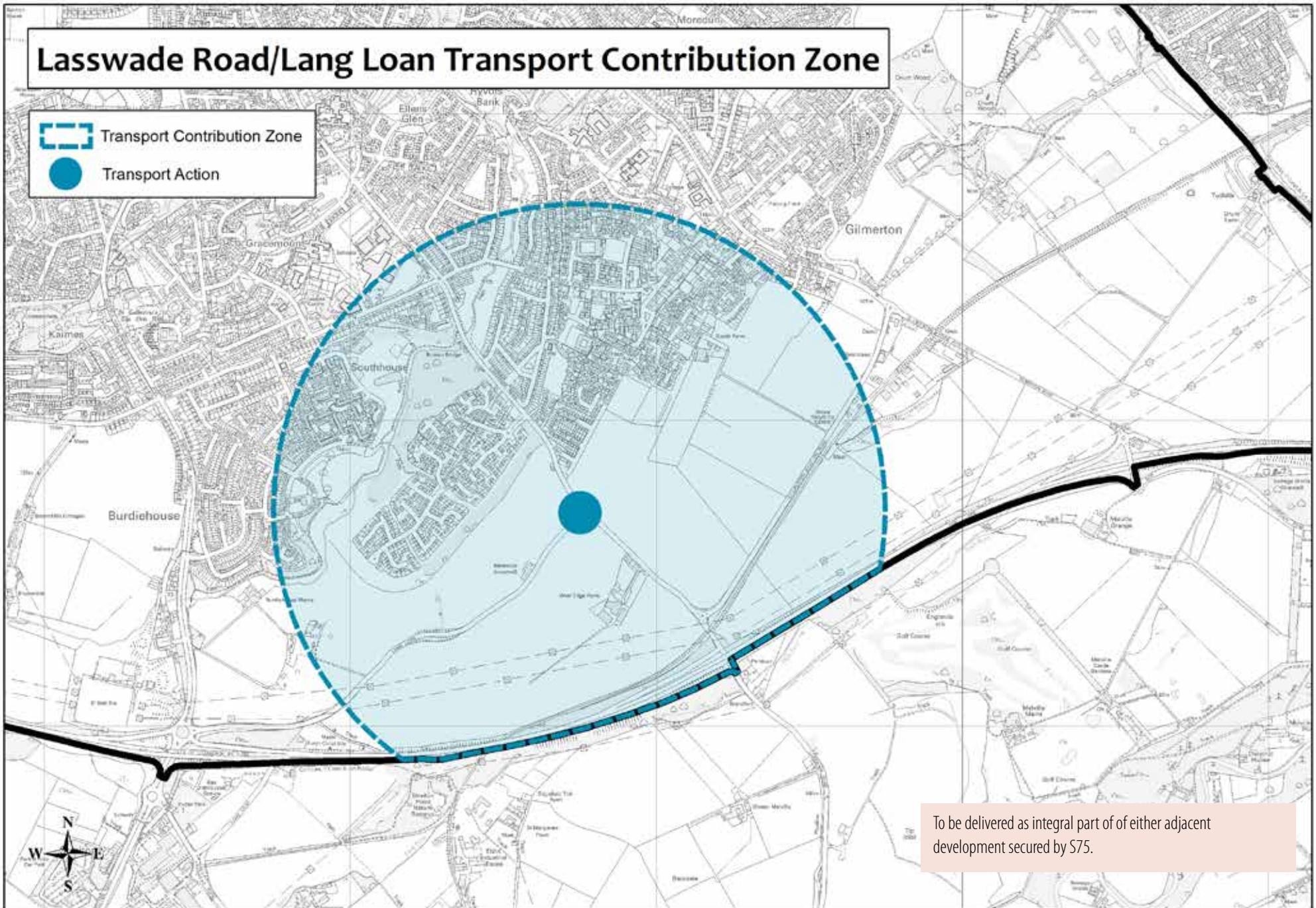
# Lasswade Road/Gilmerton Dykes Street/Captain's Road Transport Contribution Zone

-  Transport Contribution Zone
-  Transport Action



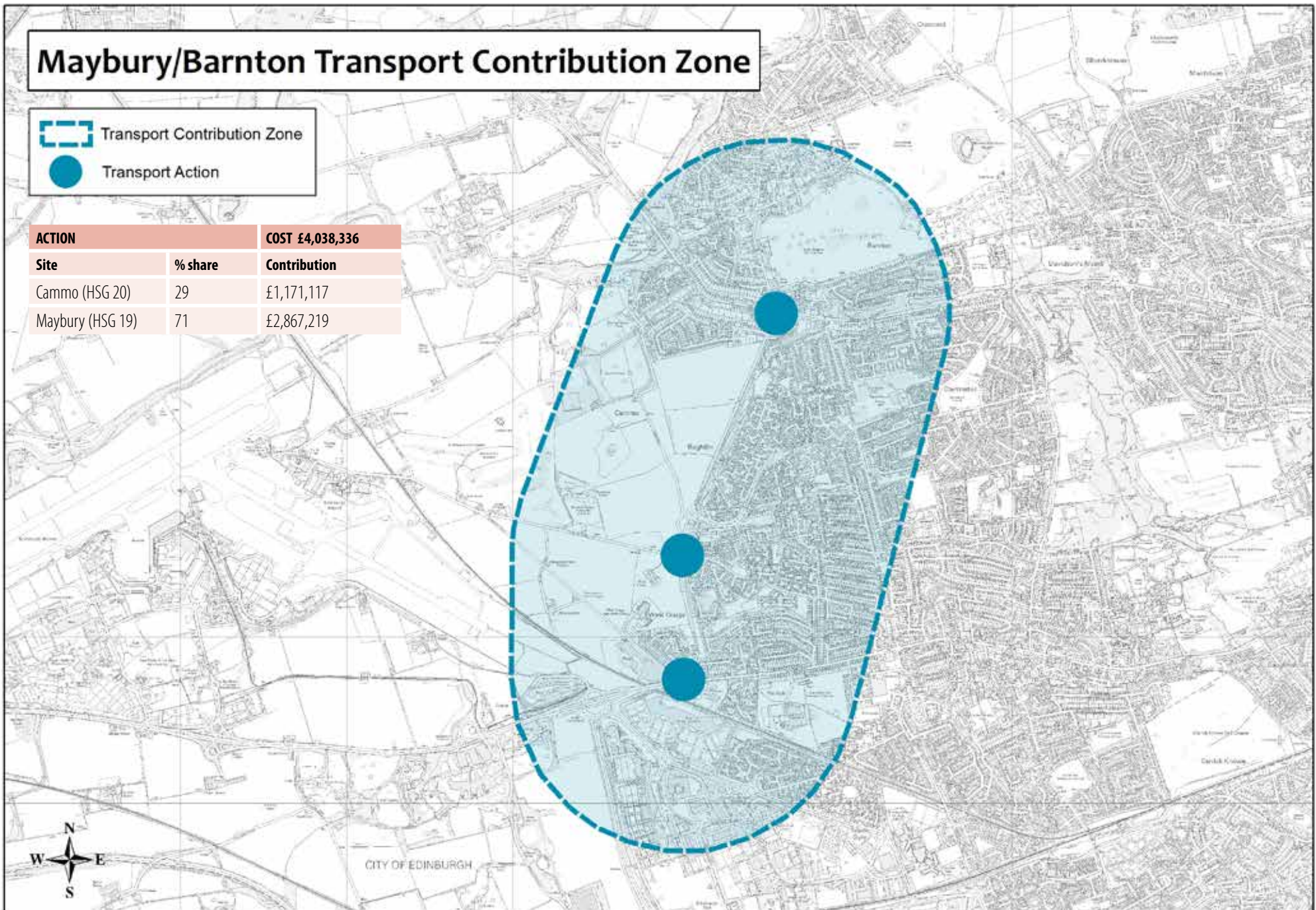
Contributions to be secured through S75 for relevant sites





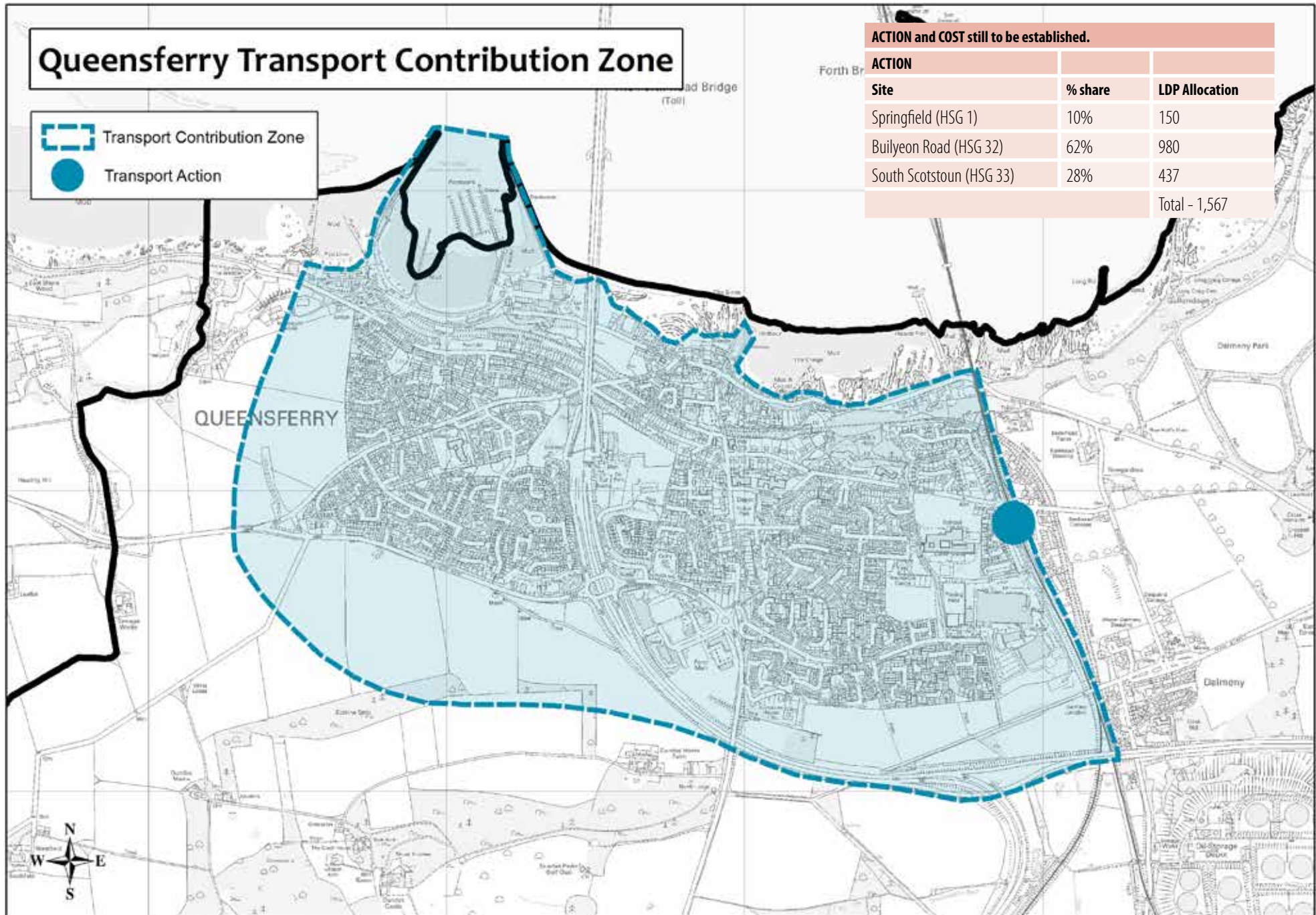
To be delivered as integral part of either adjacent development secured by S75.





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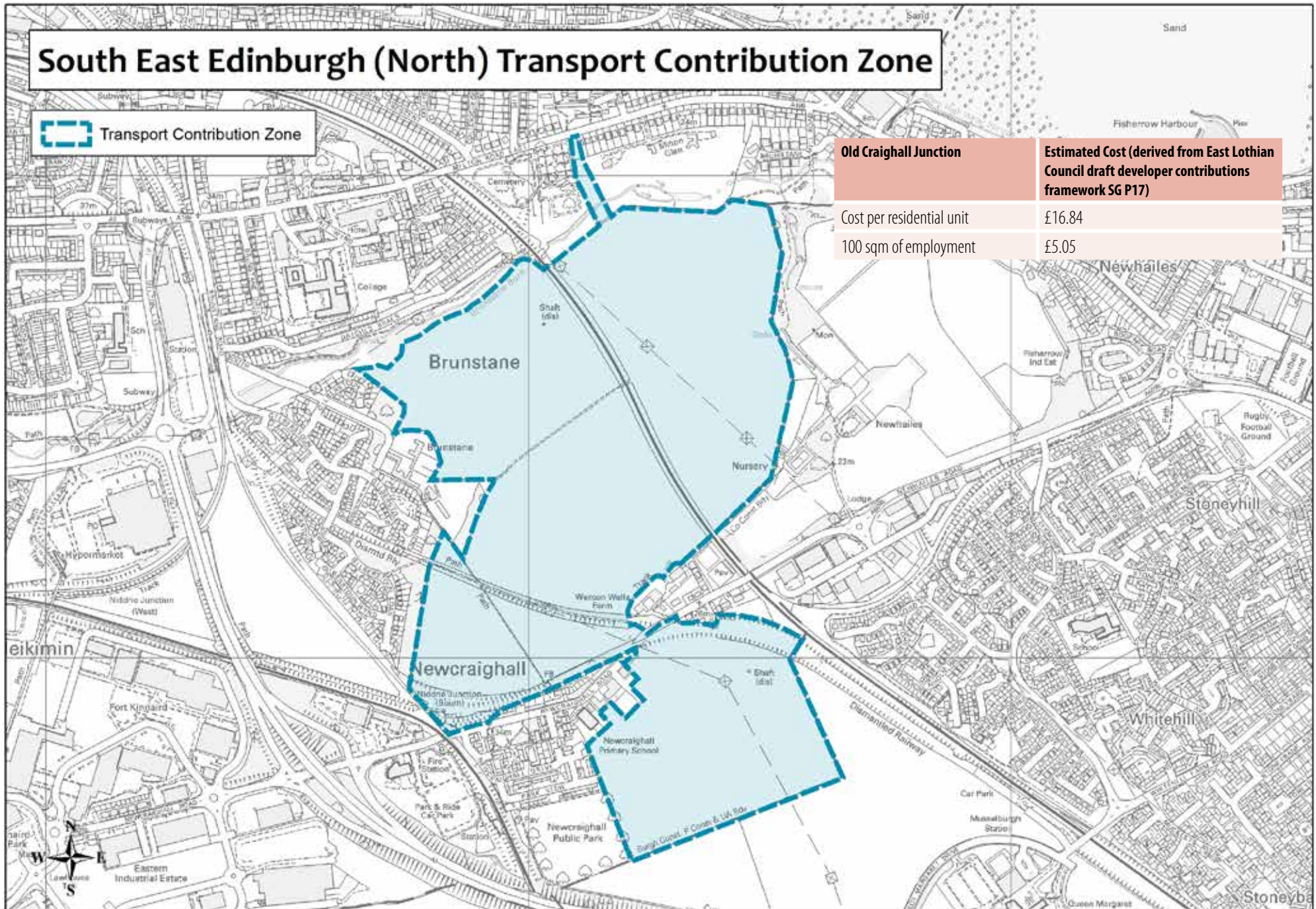
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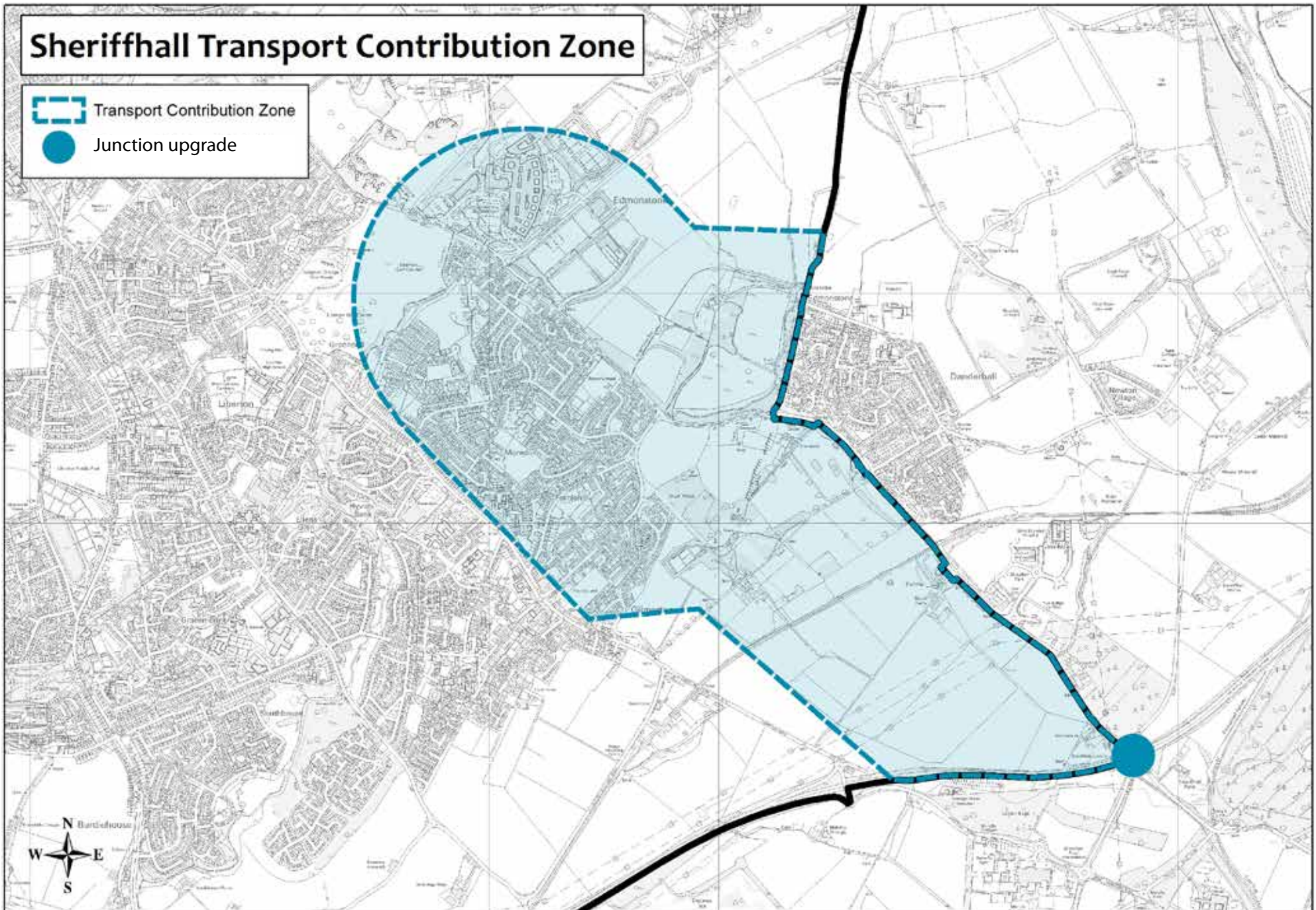
# South East Edinburgh (North) Transport Contribution Zone

 Transport Contribution Zone

Old Craighall Junction	Estimated Cost (derived from East Lothian Council draft developer contributions framework SG P17)
Cost per residential unit	£16.84
100 sqm of employment	£5.05







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# West Edinburgh Transport Contribution Zone

 Transport Contribution Zone

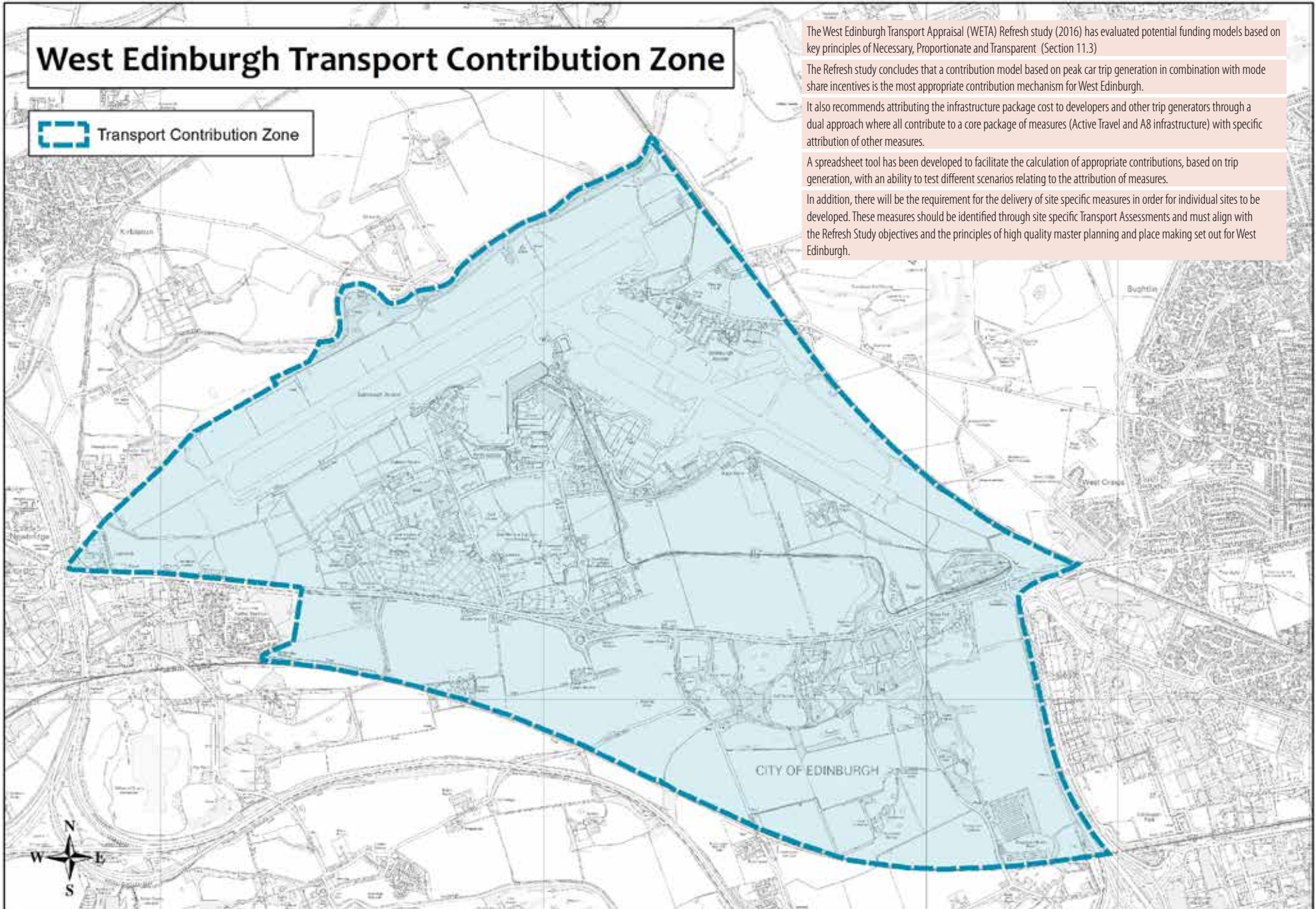
The West Edinburgh Transport Appraisal (WETA) Refresh study (2016) has evaluated potential funding models based on key principles of Necessary, Proportionate and Transparent (Section 11.3)

The Refresh study concludes that a contribution model based on peak car trip generation in combination with mode share incentives is the most appropriate contribution mechanism for West Edinburgh.

It also recommends attributing the infrastructure package cost to developers and other trip generators through a dual approach where all contribute to a core package of measures (Active Travel and A8 infrastructure) with specific attribution of other measures.

A spreadsheet tool has been developed to facilitate the calculation of appropriate contributions, based on trip generation, with an ability to test different scenarios relating to the attribution of measures.


In addition, there will be the requirement for the delivery of site specific measures in order for individual sites to be developed. These measures should be identified through site specific Transport Assessments and must align with the Refresh Study objectives and the principles of high quality master planning and place making set out for West Edinburgh.

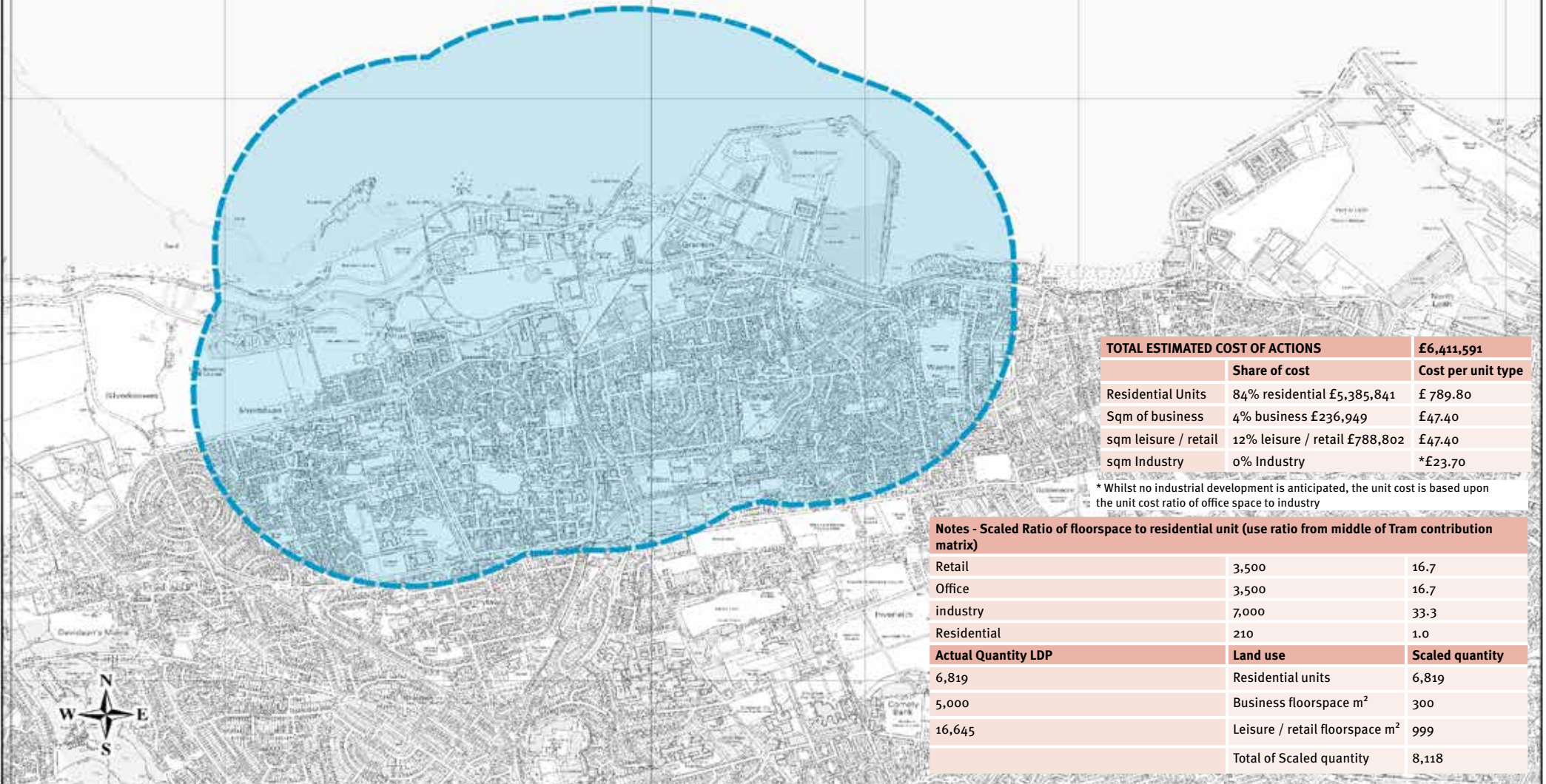


WEST EDINBURGH TRANSPORT ACTIONS		Cost
CYCLE	A8 North side missing link	£773,900
	Improvements to Gravel path (old railway line) from A8/M9 interchange north to Kirkliston	£457,300
	Cycle Connection from A8 along Eastfield Road into Airport Option A	£693,300
	Improved access between Ratho Station and A8 along station road	£659,800
	Improved Station Road/A8 bridge access for cyclists.	£634,800
PUBLIC TRANSPORT	Broxburn to Newbridge Roundabout	£2,249,800
	Station Road to Newbridge Interchange	£1,602,300
	A8 eastbound bus lane from Dumbbells to Maybury Junction	£3,697,400
	Bus Lane Under Gogar Roundabout	£92,300
	Improved bus priority linking SW Edinburgh with Gyle/IBG/Airport (inc ped/cycle facilities where appropriate)	£3,225,750
	Upgraded Bus interchange facility at Ingliston P+R	£4,320,000
	Kilpunt Park and Ride	£792,000
	New Tram Stop	£1,440,000
ROAD	Link Road Part 1 Dual Carriageway	£9,073,400
	Link Road Part 2 Single Carriageway	£4,052,000
	Segregated Link Road cycle route	£1,605,600
	Development Link Road main street carriageway	£8,114,300
	Dumbbells to IBG - Phase 1	£2,596,100
	IBG new access into Airport to include priority bus - Phase 2	£1,645,900
	Dumbbells Roundabout improvement	£1,732,400
	Dumbbells westbound offslip signals	£1,245,900
	MOVA improvements at Newbridge/Dumbbells Gogar/Maybury	£2,174,400
	Newbridge additional lane from M9 onto A8	£837,100
	A) A8 Gogar Roundabout – 4 Lane Northern Circulatory Improvements	£2,446,800
	B) Gogar to Maybury additional eastbound traffic lane	£30,000,000
Sum (Development Contribution)		£86,162,550



# GRANTON TRANSPORT CONTRIBUTION ZONE

 Transport Contribution Zone



TOTAL ESTIMATED COST OF ACTIONS		£6,411,591
	Share of cost	Cost per unit type
Residential Units	84% residential £5,385,841	£ 789.80
Sqm of business	4% business £236,949	£47.40
sqm leisure / retail	12% leisure / retail £788,802	£47.40
sqm Industry	0% Industry	*£23.70

\* Whilst no industrial development is anticipated, the unit cost is based upon the unit cost ratio of office space to industry

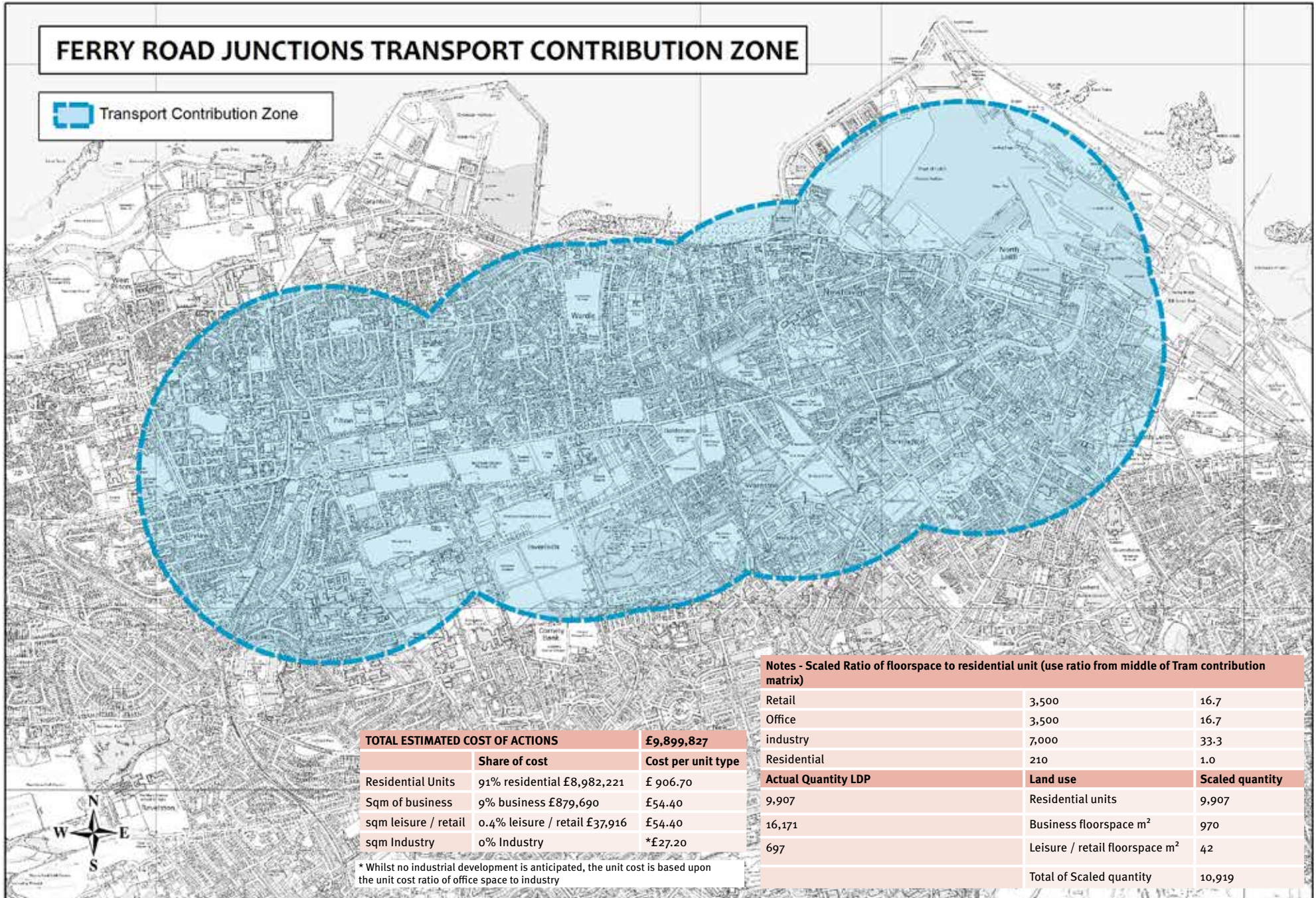
Notes - Scaled Ratio of floorspace to residential unit (use ratio from middle of Tram contribution matrix)

Retail	3,500	16.7
Office	3,500	16.7
industry	7,000	33.3
Residential	210	1.0
Actual Quantity LDP	Land use	Scaled quantity
6,819	Residential units	6,819
5,000	Business floorspace m <sup>2</sup>	300
16,645	Leisure / retail floorspace m <sup>2</sup>	999
	Total of Scaled quantity	8,118



# FERRY ROAD JUNCTIONS TRANSPORT CONTRIBUTION ZONE

 Transport Contribution Zone



TOTAL ESTIMATED COST OF ACTIONS		£9,899,827
	Share of cost	Cost per unit type
Residential Units	91% residential £8,982,221	£ 906.70
Sqm of business	9% business £879,690	£54.40
sqm leisure / retail	0.4% leisure / retail £37,916	£54.40
sqm Industry	0% Industry	*£27.20

\* Whilst no industrial development is anticipated, the unit cost is based upon the unit cost ratio of office space to industry

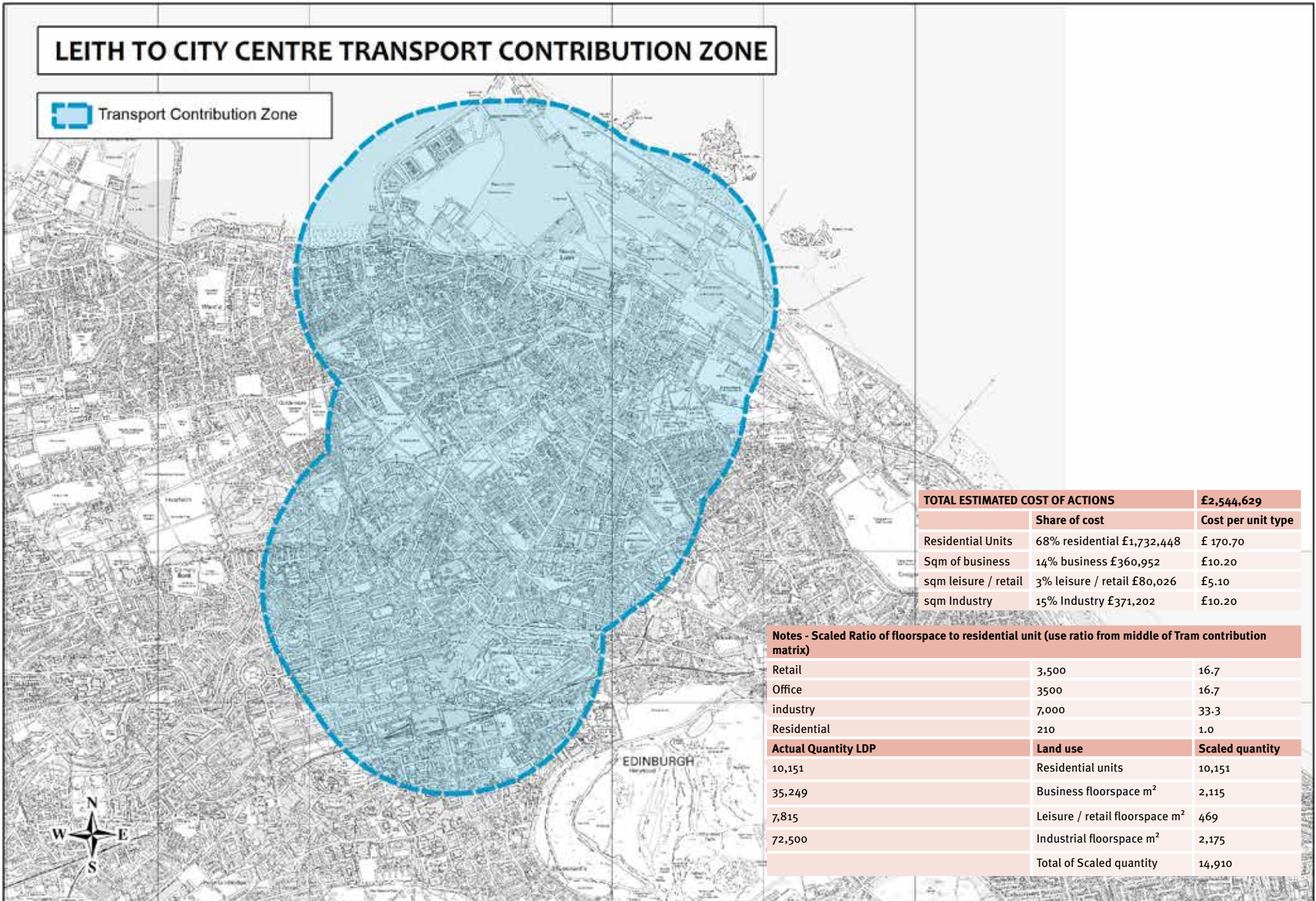
Notes - Scaled Ratio of floorspace to residential unit (use ratio from middle of Tram contribution matrix)

Retail	3,500	16.7
Office	3,500	16.7
industry	7,000	33.3
Residential	210	1.0
Actual Quantity LDP	Land use	Scaled quantity
9,907	Residential units	9,907
16,171	Business floorspace m <sup>2</sup>	970
697	Leisure / retail floorspace m <sup>2</sup>	42
	Total of Scaled quantity	10,919



# LEITH TO CITY CENTRE TRANSPORT CONTRIBUTION ZONE

 Transport Contribution Zone



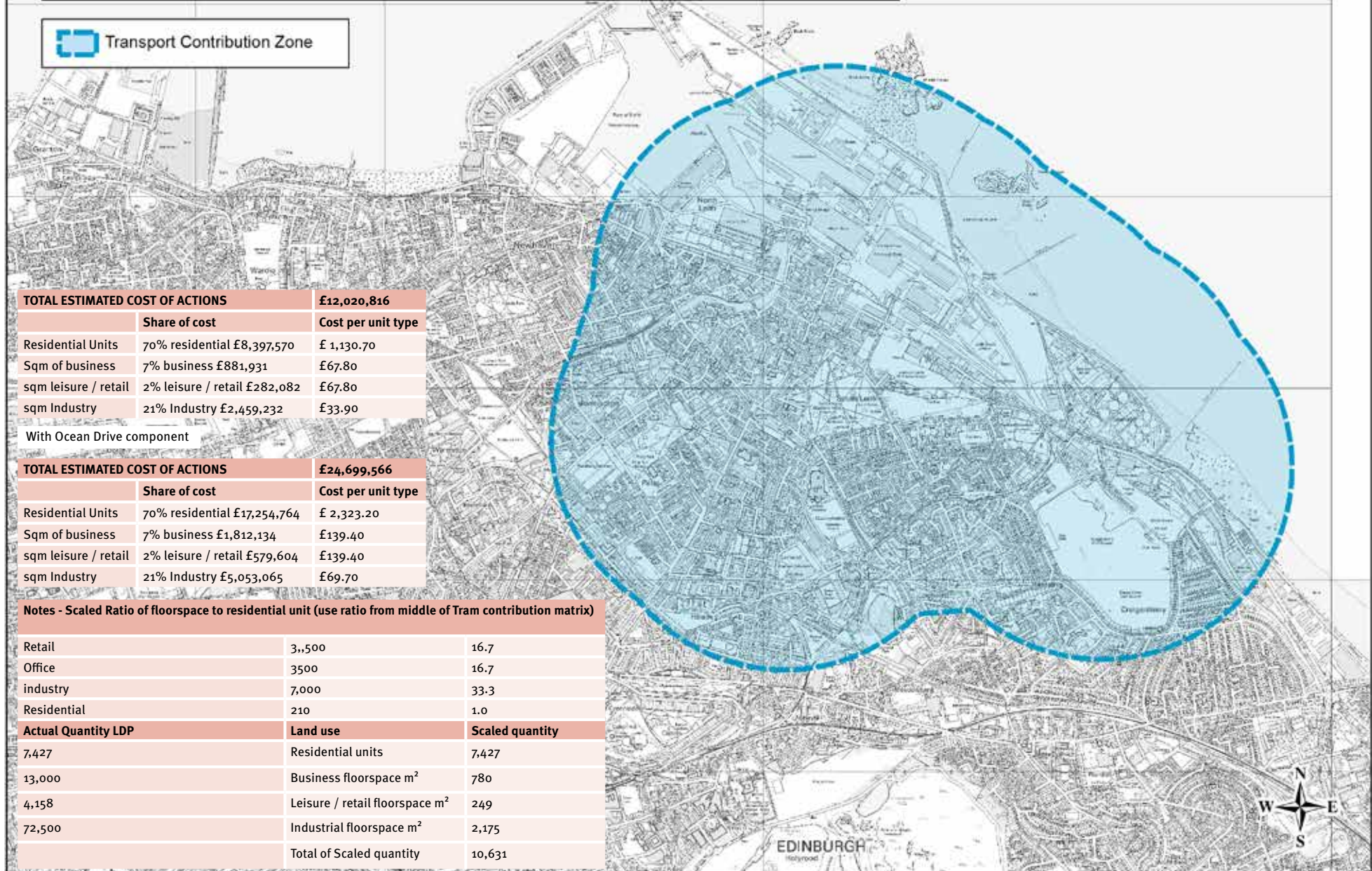
<b>TOTAL ESTIMATED COST OF ACTIONS</b>	<b>£2,544,629</b>	
	<b>Share of cost</b>	<b>Cost per unit type</b>
Residential Units	68% residential £1,732,448	£ 170.70
Sqm of business	14% business £360,952	£10.20
sqm leisure / retail	3% leisure / retail £80,026	£5.10
sqm Industry	15% Industry £371,202	£10.20

Notes - Scaled Ratio of floorspace to residential unit (use ratio from middle of Tram contribution matrix)		
Retail	3,500	16.7
Office	3500	16.7
industry	7,000	33.3
Residential	210	1.0
Actual Quantity LDP	Land use	Scaled quantity
10,151	Residential units	10,151
35,249	Business floorspace m <sup>2</sup>	2,115
7,815	Leisure / retail floorspace m <sup>2</sup>	469
72,500	Industrial floorspace m <sup>2</sup>	2,175
	Total of Scaled quantity	14,910

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# LEITH/SALAMANDER STREET TRANSPORT CONTRIBUTION ZONE



<b>TOTAL ESTIMATED COST OF ACTIONS</b>	<b>£12,020,816</b>
	<b>Share of cost</b>
Residential Units	70% residential £8,397,570
Sqm of business	7% business £881,931
sqm leisure / retail	2% leisure / retail £282,082
sqm Industry	21% Industry £2,459,232
With Ocean Drive component	

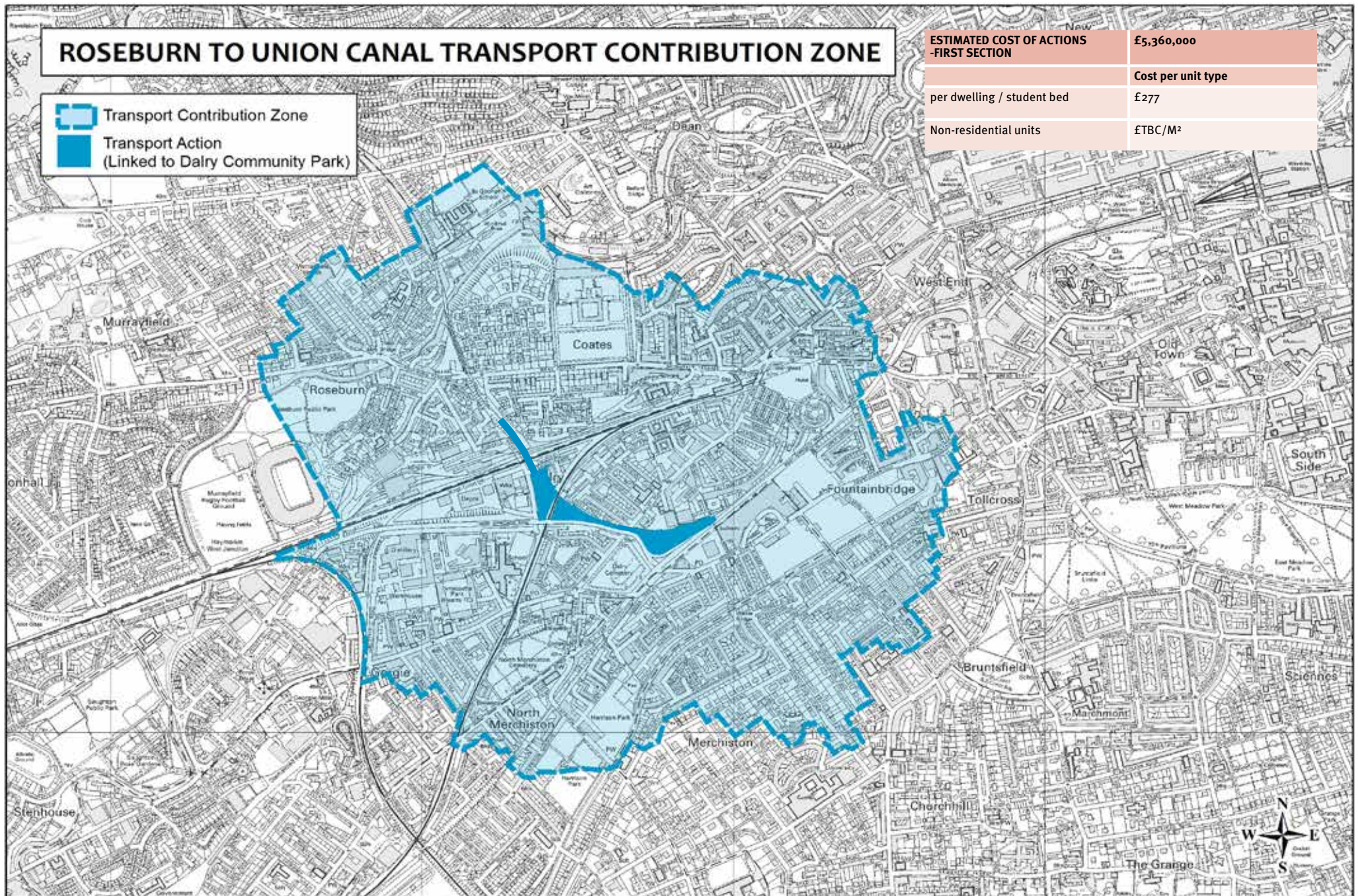
<b>TOTAL ESTIMATED COST OF ACTIONS</b>	<b>£24,699,566</b>
	<b>Share of cost</b>
Residential Units	70% residential £17,254,764
Sqm of business	7% business £1,812,134
sqm leisure / retail	2% leisure / retail £579,604
sqm Industry	21% Industry £5,053,065

**Notes - Scaled Ratio of floorspace to residential unit (use ratio from middle of Tram contribution matrix)**

Retail	3,500	16.7
Office	3500	16.7
industry	7,000	33.3
Residential	210	1.0
<b>Actual Quantity LDP</b>	<b>Land use</b>	<b>Scaled quantity</b>
7,427	Residential units	7,427
13,000	Business floorspace m <sup>2</sup>	780
4,158	Leisure / retail floorspace m <sup>2</sup>	249
72,500	Industrial floorspace m <sup>2</sup>	2,175
	Total of Scaled quantity	10,631

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<b>OTHER TRANSPORT REQUIREMENTS</b>	
<b>Infrastructure Requirement</b>	<b>Cost</b>
Car Sharing Scheme	For 3-7 Units £7000 and one parking space on road (prospectively adopted). For 8-15 Units £12,500 and two parking spaces on road (prospectively adopted). For 16-50 Units £18,000 and three parking spaces on road (prospectively adopted). Over 50 units will be individually assessed. City Car Club contributions will entitle the first purchaser of every residential unit to one year's free membership. Office and other commercial development will be individually assessed.
Traffic Regulation Orders/Stopping-up Orders	Approximately £2,000 per Order required.



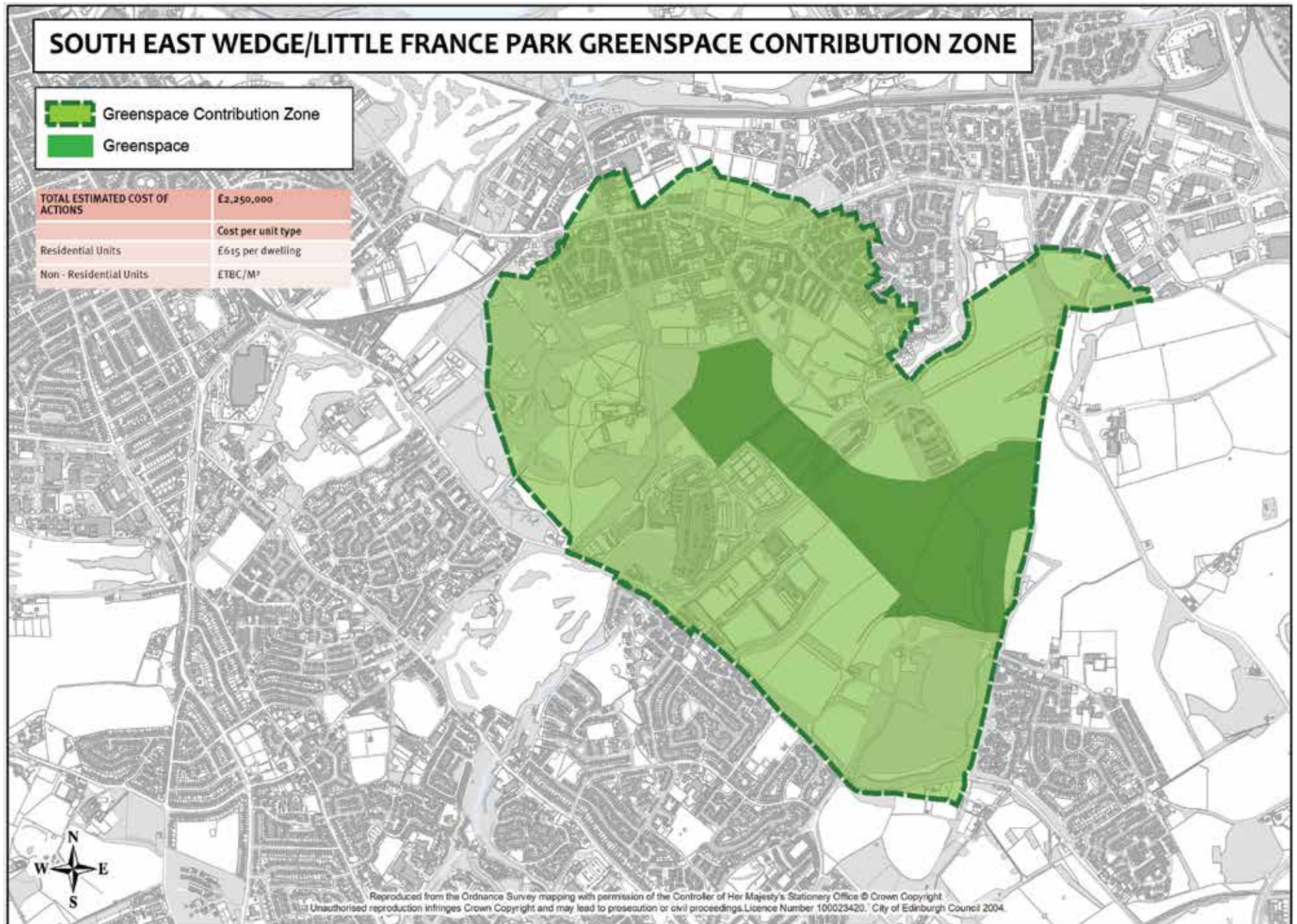
## Annex 3 Greenspace Infrastructure Actions

ACTION	COST
Dalry Community Park (GS1)	£726,000 (see also Roseburn to Union Canal Transport Contribution Zone)
Leith Western Harbour Central Park (GS2)	n/a - to be secured through planning applications and conditions
Leith Links Seaward Extension (GS3)	n/a - to be secured through planning applications and conditions
South East Wedge Parkland (GS4)	£2.25m (see also Greenspace Contribution Zone)
Niddrie Burn Parkland (GS5)	£1m
IBG Open Space (GS6)	n/a - to be secured through planning applications and conditions
Gogar Burn (GS7)	n/a - to be secured through planning applications and conditions
Inverleith Depot (GS8)	n/a - to be secured through planning applications and conditions
Broomhills Park (GS9)	n/a - to be secured through planning applications and conditions
Clovenstone Drive (GS10)	£400k
Newmills Park (GS11)	n/a - to be secured through planning applications and conditions

### Maintenance Costs

Based on the maintenance costs of a 2ha publicly-accessible park which meets the Council's Large Greenspace Standard, a one-off contribution to meet the transitional costs of the Council adopting such a space can be calculated. This exact figure will depend on the specific nature of the greenspace in question, but will be calculated with reference to the following range (based on recent examples from English boroughs):

- £151,600 at £7.58/sq.m. (Scarborough)
- £195,800 at £9.79/ sq.m. (Wigan)
- £267,000 at £13.35/ sq.m. (Winchester)





## Annex 4 Healthcare Actions

ACTION	REQUIREMENT / DETAILS	TIMESCALE	ESTIMATED COST	FUNDING	STATUS
<b>New medical practices</b>					
<b>Granton Waterfront</b>	<ul style="list-style-type: none"> <li>New Practice to mitigate impact of new residential development in Granton Waterfront.</li> <li>Co-located with new waterfront primary school.</li> </ul>	TBC	£4.5M	H&SC Partnership / Developer	Exploring Options
<b>Leith Waterfront</b>	<ul style="list-style-type: none"> <li>New Practice to mitigate impact of new residential development in Leith Waterfront.</li> </ul>	TBC	£4.5m	H&SC Partnership / Developer	Exploring Options
<b>West Edinburgh</b>	<ul style="list-style-type: none"> <li>New Practice to mitigate impact of new residential development in West Edinburgh (Maybury, South Gyle, Edinburgh Park, IBG)</li> <li>Co-located with new Maybury Primary School</li> </ul>	TBC	£4M	H&SC Partnership / Developer	Exploring Options
<b>Gilmerton</b>	<ul style="list-style-type: none"> <li>New Practice to mitigate impact of new residential development in South East Edinburgh (HSG 21-40). Location to be confirmed.</li> </ul>	TBC	£3m (£8m for combined development; £3m for LDP/HLA sites)	H&SC Partnership / Developer	Strategic Assessment completed
<b>NWEPC</b>	<ul style="list-style-type: none"> <li>New Practice to mitigate impact of development at Pennywell, Muirhouse, City Park, Telford Nth + Granton waterfront (early)</li> </ul>	Complete	£12.1m for Partnership Centre Sunk cost	NHSL	Services move December 2017

ACTION	REQUIREMENT / DETAILS	TIMESCALE	ESTIMATED COST	FUNDING	STATUS
<b>Expansions</b>					
<b>Brunstane</b>	<ul style="list-style-type: none"> <li>Agreement with four local practices to accommodate additional growth – 2 practices will require small schemes to increase capacity</li> </ul>	2018	£0.1m	H&SC Partnership / Developer	Small schemes in progress
<b>Parkgrove</b>	<ul style="list-style-type: none"> <li>Expansion to medical practice to mitigate impact of HSG 20 Cammo.</li> </ul>	TBC	£0.1m	H&SC Partnership / Developer	Exploring Options
<b>Pentlands</b>	<ul style="list-style-type: none"> <li>Expansion to medical practice to mitigate impact of development in South West Edinburgh</li> </ul>	TBC	£0.5m	H&SC Partnership / Developer	Exploring Options
<b>Ratho</b>	<ul style="list-style-type: none"> <li>Re-provision to medical practice to mitigate impact of development in Ratho</li> </ul>	Complete	£1.2m Sunk Cost	H&SC Partnership / Developer	Move date tbc
<b>Niddrie</b>	<ul style="list-style-type: none"> <li>Expansion to medical practice to mitigate the impact of new residential development in Craigmillar.</li> </ul>	TBC	£4.5M	H&SC Partnership / Developer	Exploring Options
<b>Leith Links</b>	<ul style="list-style-type: none"> <li>Re-provision of medical services to mitigate impact of HSG 12 Lochend Butterfly</li> </ul>	TBC	£4.5m (£0.9m – 20% for LDP/HLA sites)	H&SC Partnership / Developer	Exploring Options
<b>Polwarth</b>	<ul style="list-style-type: none"> <li>Expansion to medical practice to mitigate impact of CC3 Fountainbridge</li> </ul>	2018	£0.170m	H&SC Partnership / Developer	Refurbishment at Tollcross Health Centre
<b>Meadows</b>	<ul style="list-style-type: none"> <li>Expansion to medical practice to mitigate impact of CC3 Quartermile</li> </ul>	TBC	£3m (£0.51m – 17% for LDP/HLA sites)	H&SC Partnership / Developer	Exploring Options
<b>Brunton</b>	<ul style="list-style-type: none"> <li>Re-provision of medical services to mitigate impact of Meadowbank</li> </ul>	TBC	£4.5m (£0.9m – 20% for LDP/HLA sites)	H&SC Partnership / Developer	Exploring Options
<b>Allermuir</b>	<ul style="list-style-type: none"> <li>Expansion to medical practice to mitigate Craighouse.</li> </ul>	Complete	£7.3m (Sunk Cost)	NHSL Bundle	Opened October 2017
<b>South Queensferry</b>	<ul style="list-style-type: none"> <li>Expansion to medical practice to mitigate impact of development in Queensferry</li> </ul>	2014 – 24	£0.3m (Sunk Cost)	H&SC Partnership	Underway

## Developer Contribution Rates

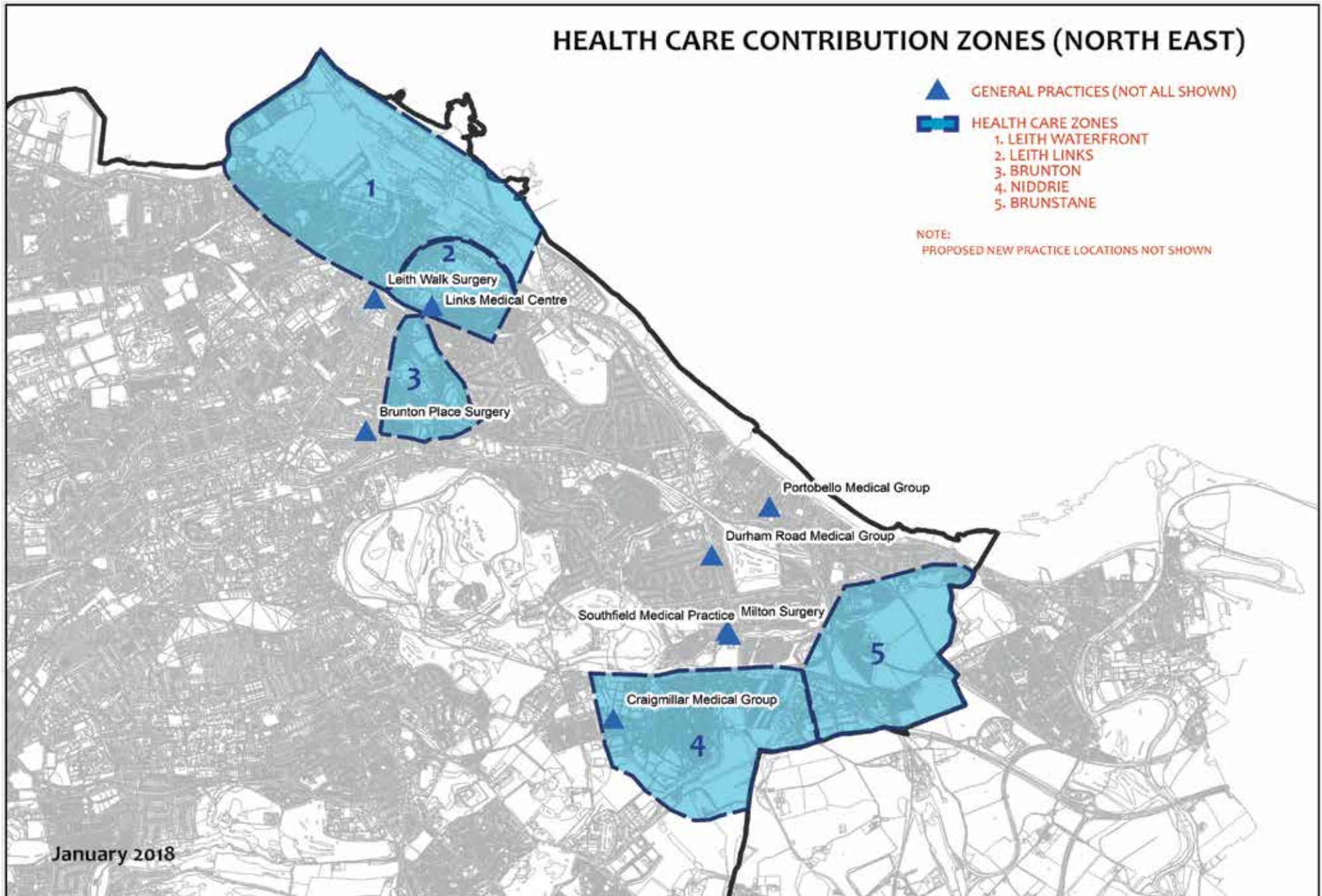
Contribution Zone/Name	Solution Required	Total No. of patients	No. of patients from LDP development	Cost of action £m	% of total cost for LDP development	Contribution		Calculation
						per dwelling <sup>1</sup>	per student <sup>2</sup>	
1: Leith Waterfront	New practice	10,000	10,000	£4.5m	100%	£945	£150	$£4.5m/10,000 = £450$ per patient = <b>£945 per dwelling</b>
2: Leith Links	New practice	10,000	2,000	£4.5m	20%	£945	£150	$20\% \times £4.5m = £0.9m$ . $£0.9/2,000 = £450$ per patient = <b>£945 per dwelling</b>
3: Brunton	New practice	10,000	2,000	£4.5m	20%	£945	£150	$20\% \times £4.5m = £0.9m$ . $£0.9m/2,000 = £450$ per patient = <b>£945 per dwelling</b>
4: Niddrie	New practice	10,000	2,000	£4.5m	20%	£945	£150	$20\% \times £4.5m = £0.9m$ . $£0.9m/2,000 = £450$ per patient = <b>£945 per dwelling</b>
5: Brunstane	Small scheme at two existing practices	3,500	3,500	£0.1	100%	£60	£10	$£0.1m/3,500 = £29$ per patient = <b>£60 per dwelling</b>
6: Meadows	Re-provision of existing premises	6,000	1,000	£3m	17%	£1,071	£170	$17\% \times £3m = £0.51m$ . $£0.51/1,000 = £510$ per patient = <b>£1071 per dwelling</b>
7: Gilmerton	New practice	6,000	6,000	£3m	100%	£1,050	£167	$£3m/6,000 = £500$ per patient = <b>£1050 per dwelling</b>
8: Polwarth	Relocation and expansion	5,000	1,000	£0.17m	20%	£71.40	£11.34	$20\% \times £0.17m = £0.034m$ . $£0.034m/1,000 = £34$ per patient = <b>£71.40 per dwelling</b>



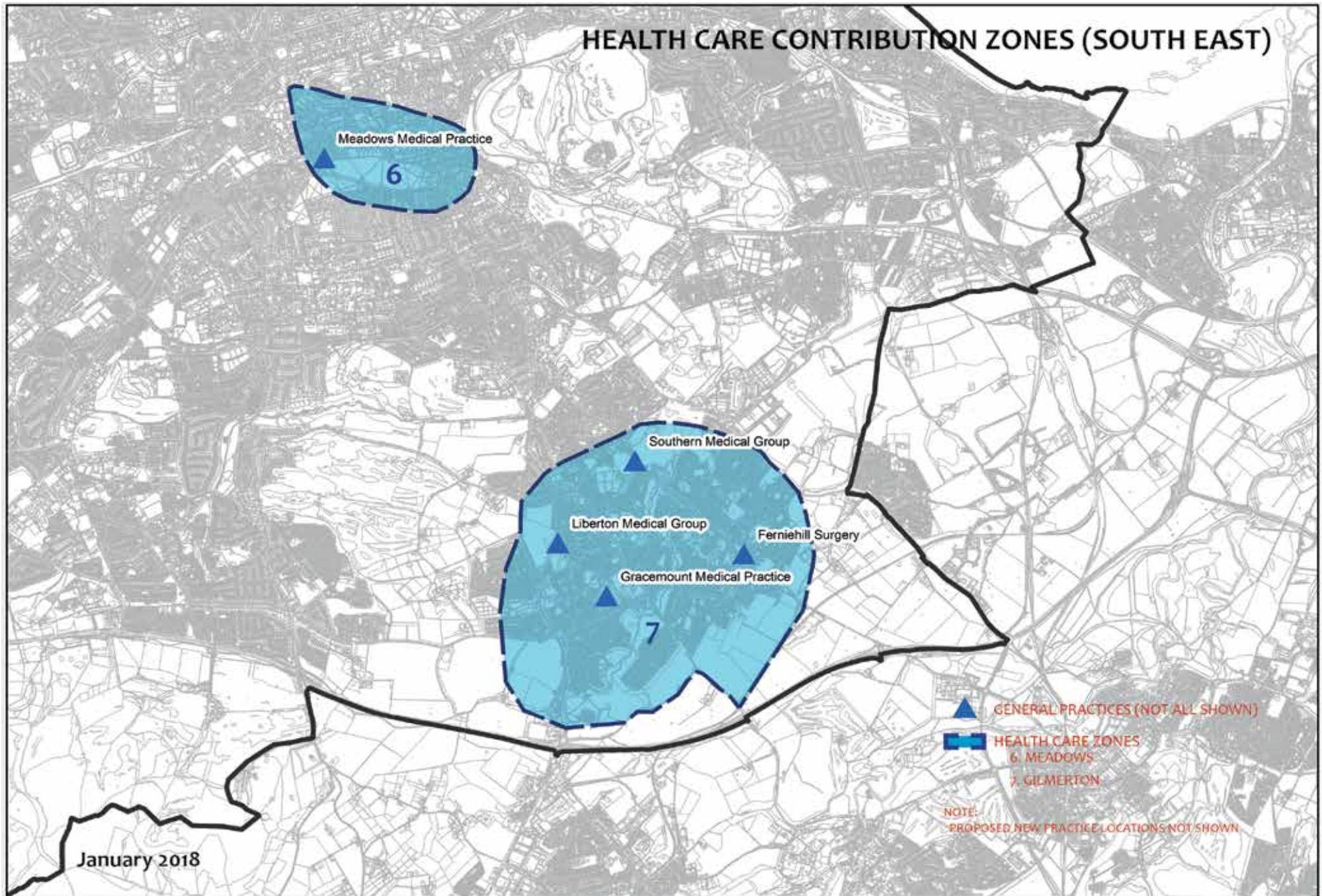
Contribution Zone/Name	Solution Required	Total No. of patients	No. of patients from LDP development	Cost of action £m	% of total cost for LDP development	Contribution		Calculation
						per dwelling <sup>1</sup>	per student <sup>2</sup>	
9: Pentlands	Expansion of existing premises	1,500	1,500	£0.5m	100%	£702	£111	$£0.5m/1,500 = £334$ per patient = <b>£702 per dwelling</b>
10: Allermuir	New practice accommodation as part of health centre	14,500	2,000	£7.3m for centre/ £3.58m for practice	14% of practice cost	£526.26	£83.54	$14\% \times £3.58m = £0.5014m$ . $£0.5014/2,000 = £250.60$ per patient = <b>£526.26 per dwelling</b>
11: South Queensferry	Internal refurbishment of existing building	3,000	3,000	£0.3m	100%	£210	£34	$£0.3m/3,000 = £100$ per patient = <b>£210 per household</b>
12: West Edinburgh	New practice accommodation as part of health centre	8,000	8,000	£4.0m	100%	£1,050	£167	$£4m/8,000 = £500$ per patient = <b>£1,050 per dwelling</b>
13: Parkgrove	Expansion of existing premises	2,000	2,000	£0.1m	100%	£105	£17	$£0.1m/2,000 = £50$ per patient = <b>£105 per dwelling</b>
14: NWEPC	New practice accommodation as part of health centre	5,000	5,000	£12.1m for centre/ £1.33m for practice	100% of practice cost	£559	£89	$£1.33m/5,000 = £226$ per patient = <b>£559 per dwelling</b>
15: Granton Waterfront	New practice	10,000	10,000	£4.5m	100%	£945	£150	$£4.5m/10,000 = £450$ per patient = <b>£945 per dwelling</b>

1 Dwelling figure based on average 2.1 persons per household (Source: NRS Population estimates and projections)

2 Student contribution circa one third of cost per patient

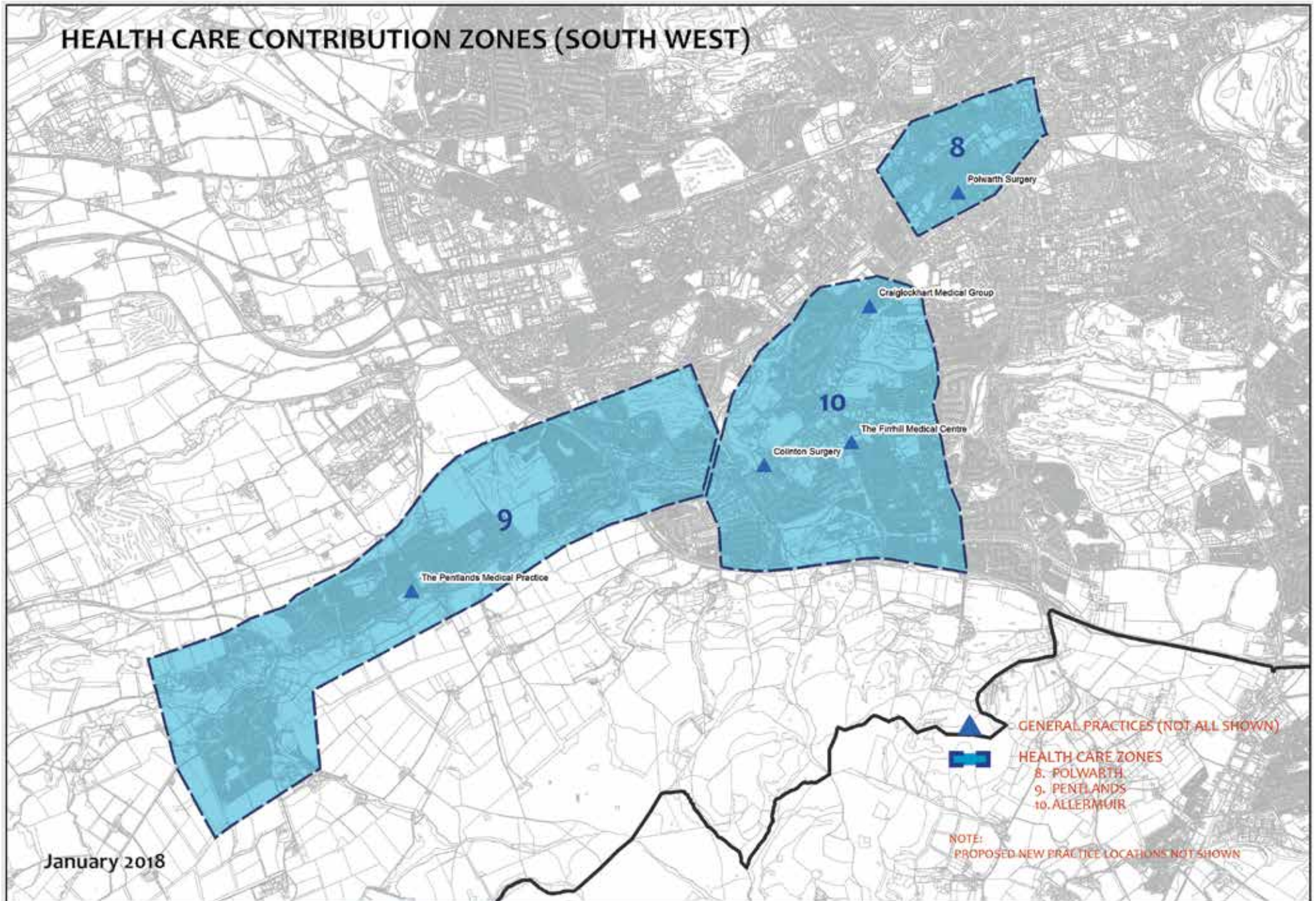






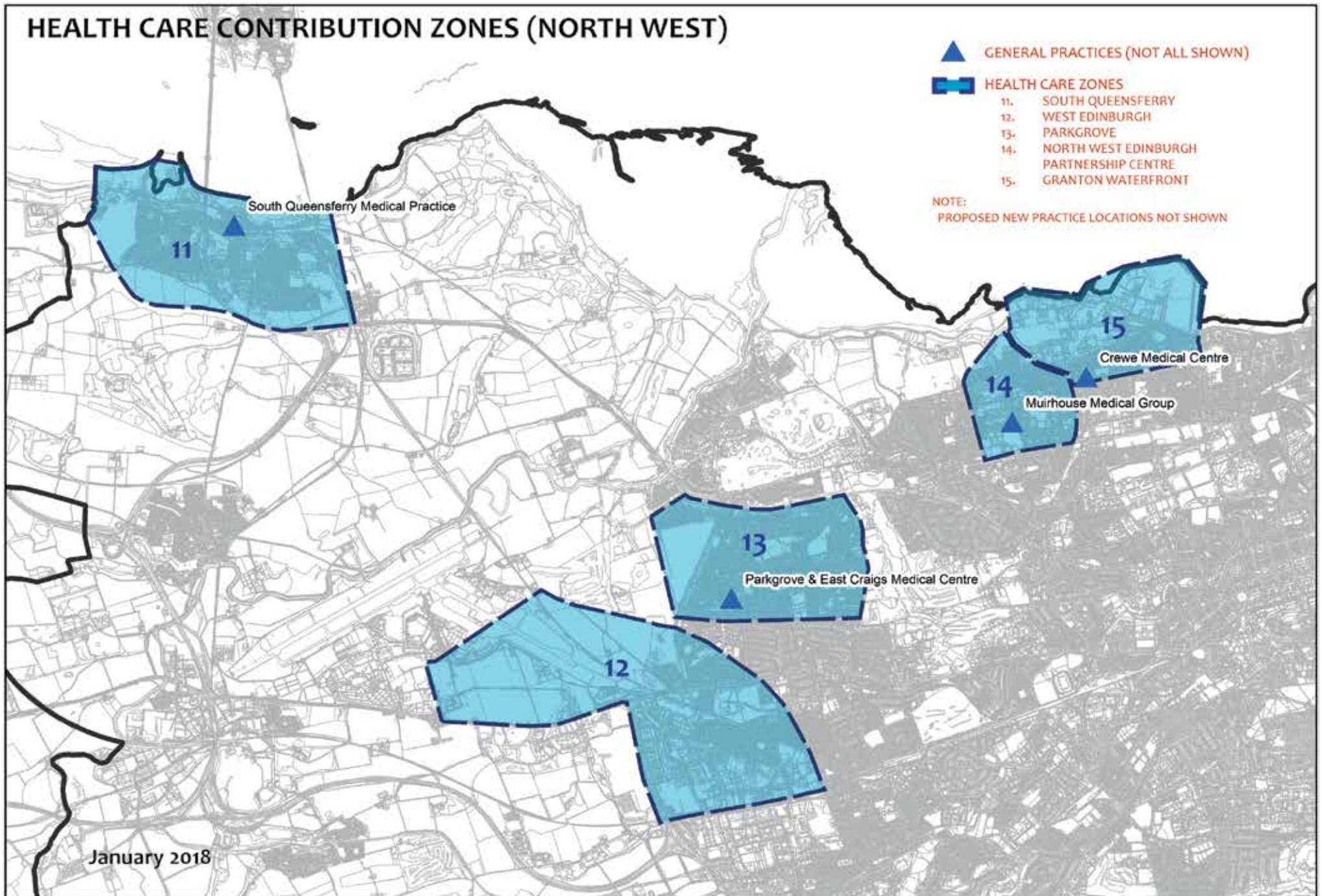


# HEALTH CARE CONTRIBUTION ZONES (SOUTH WEST)



January 2018







**HAPPY TO TRANSLATE**

আমাদের সঙ্গে অনুবাদ করব ترجمہ کے لئے حاضر

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ MOŻEMY PRZETŁUMACZYĆ 很樂意翻譯

You can get this document on tape, in Braille, large print and various computer formats if you ask us. Please contact ITS on 0131 242 8181. ITS can also give information on community language translations.

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