

Planning Committee

10.00am, Thursday, 8 December 2016

Supplementary Guidance: Developer Contributions and Infrastructure Delivery - draft for consultation

Item number	6.3
Report number	
Executive/routine	Executive
Wards	All

Executive Summary

The Edinburgh Local Development Plan (LDP) was adopted on 24 November 2016. The Plan requires statutory Supplementary Guidance on Developer Contributions and Infrastructure Delivery to be prepared to support the LDPs policies on infrastructure and developer contributions, and to deliver the infrastructure actions set out in the Action Programme. The Supplementary Guidance is to be submitted to Ministers within one year from the date of adoption of the Plan.

Links

Coalition Pledges	P4 , P8 , P15 , P17 , P18
Council Priorities	CP2 , CP4 , CP5 , CP8 , CP10 , CP11 , CP12
Single Outcome Agreement	SO1 , SO2 , SO3 , SO4

Supplementary Guidance: Developer Contributions and Infrastructure Delivery - draft for consultation

1. Recommendations

- 1.1 It is recommended that the Committee approves draft Supplementary Guidance on Developer Contributions and Infrastructure Delivery (Appendix 1) for consultation and for use in determining planning applications.

2. Background

- 2.1 The Edinburgh Local Development Plan (LDP) has now been adopted. The Plan requires statutory Supplementary Guidance (SG) on Developer Contributions and Infrastructure Delivery to be submitted to Ministers within one year from the date of adoption of the Plan.
- 2.2 Statutory Supplementary Guidance is prepared under Section 22 of the Planning etc (Scotland) Act 2006 and aims to deliver the policies and principles as set out in the Plan. This draft Supplementary Guidance has been prepared to support the LDPs policies on infrastructure and developer contributions and the deliver the infrastructure actions, as set out in the LDP's Action Programme.
- 2.3 Councils are required to adopt and publish an Action Programme within three months of formally adopting a LDP and publish an updated Action Programme at least every two years. An Action Programme sets out how a LDP will be implemented. The adoption of the Action Programme is the subject of a separate report to Committee.

3. Main report

Introduction

- 3.1 The Edinburgh Local Development Plan aims to:
- support the growth of the city economy;
 - help increase the number, and improve the quality, of new homes being built;
 - help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services;
 - look after and improve our environment for future generations in a changing climate; and

- help create strong, sustainable and healthier communities, enabling all residents to enjoy a high quality of life.
- 3.2 Infrastructure is key to the delivery of the aims and strategy of the Plan. The Plan recognises that the growth of the city, through increased population and housing, business and other development, will require new and improved infrastructure. Therefore, to ensure the city grows in a sustainable way the infrastructure provision, and enhancements associated with new development, must be delivered.
- 3.3 As part of the plan preparation, the Council assessed the infrastructure and other requirements to support the planned growth as set out in the Plan. Infrastructure actions such as schools, changes to the transport network, access to good quality greenspace, and suitable primary healthcare facilities are set out in the accompanying Action Programme. The Action Programme is a statutory document, which is submitted to Scottish Ministers for approval on at least a two yearly basis. The Action Programme is the subject of a separate report.
- 3.4 Policy Del 1 of the Plan requires development to contribute to the infrastructure provision, where relevant and necessary, to mitigate any negative additional impact (either on an individual or cumulative basis) commensurate to the scale of the proposed development. In addition, 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. To support policy Del 1, the Council has prepared draft Supplementary Guidance on Developer Contributions and Infrastructure provision for consultation.
- 3.5 The draft Supplementary Guidance now:
- Sets out the Council's approach to infrastructure provision and improvements associated with development;
 - Sets out how the required infrastructure has been assessed;
 - Aims to address community concerns about the timeous delivery of the required infrastructure;
 - Ensures that developers make a fair and realistic contribution to the delivery of necessary infrastructure provision and improvement associated with development;
 - Provides details of cumulative contribution zones relative to specific transport, education, public realm and green space actions;
 - Sets out the arrangements for the efficient conclusion of Section 75 legal agreements; and
 - Sets out the council's approach should the required contributions raise demonstrable commercial viability constraints, and/or where forward or gap funding may be required.
- 3.6 A refinement has also been made to the Tram Contribution Zone to accurately reflect the extent of the Zone boundary around the proposed tram depot in Leith.

- 3.7 The draft guidance supersedes earlier, non-statutory guidance on developer contributions. The draft guidance will be used as a material consideration until it is adopted following finalisation and statutory submission to Scottish Ministers.
- 3.8 The Council's non-statutory policy on Affordable Housing is not being superseded by this guidance, and will remain as a standalone requirement until it is reviewed as part of the Council's wider review of guidance in 2017.

4. Measures of success

- 4.1 The measure of success is an efficient and effective approach to land use planning which ensures that new developments are suitably served by supporting infrastructure.

5. Financial impact

There is no direct financial impact arising from the approval of this report. The revised developer contribution guidance aims to provide clarity to all parties as to the Council's requirements for developer contributions towards infrastructure provision.

- 5.1 Although the revised developer guidance will provide more clarity for Section 75 agreements, it is unlikely to lead to full cost recovery from developers. There is a risk both on the timing and achievement of developer contributions which could create a short-term or overall funding pressure.
- 5.2 It should be noted that the education and transport infrastructure actions required to support the Local Development Plan are significant. The LDP Action Programme has been updated to take account of the modifications and is the subject of a separate report to this Committee. A further report on the financial implications of the LDP Action Programme will be reported to the Finance and Resources Committee in January 2017.
- 5.3 Members should note that no allowance for this infrastructure cost is provided within the current Capital Investment Programme 2015-2020 or indicative five year plan 2019/20 – 2023/24. Therefore, there remains a real risk to the Council that required infrastructure cannot be delivered as required within the Local Development Plan proposals without identification of additional resources required to fund this.
- 5.4 Funding of £905,000 was identified in the Council Budget 2015/16 to be used for feasibility studies required in relation to this project.

6. Risk, policy, compliance and governance impact

- 6.1 The risks associated with this area of work are significant in terms of finance, reputation, and performance in relation to the statutory duties of the Council as Planning Authority, Roads Authority and Education Authority. The proposed guidance will help to minimise all of these risks and ensure compliance. The approval of this report and its recommendations has a positive impact in terms of risk, policy, compliance and governance.

7. Equalities impact

- 7.1 No equalities or rights issues have been identified in relation to this report.

8. Sustainability impact

- 8.1 There are no direct sustainability impacts arising from this report although the ability of the Council to mitigate successfully the impacts arising from the growth of the city is critical to achieving sustainable development. The draft supplementary guidance is means of managing impact on sustainability.

9. Consultation and engagement

- 9.1 The principle of preparing Supplementary Guidance for Developer Contributions and Infrastructure Delivery was established through the LDP process.
- 9.2 Consultation on the draft Supplementary Guidance will take place prior to its finalisation. The following groups and organisations will be consulted: community councils, citywide amenity bodies, property investors, commercial property letting agents, traders associations and the local residents and businesses.
- 9.3 The draft Supplementary Guidance will be available on the Council's Consultation Hub for a minimum of six weeks.

10. Background reading/external references

- 10.1 [Edinburgh Local Development Plan - Adoption](#), Report to Full Council 24 November 2016
- 10.2 [LDP as Modified](#), published and notified on 16 September 2016
- 10.3 Edinburgh Local Development Plan – Post-Examination Modifications, [Report to Planning Committee](#) 5 September 2015
- 10.4 Developer Contributions and Affordable Housing Guidance - Finalised Version, [Report to Planning Committee, 3 December 2015](#)
- 10.5 Local Development Plan - Action programme: Financial Assessment and Next Steps - [Report to Finance and Resources Committee 29 October 2015](#)

- 10.6 Local Development Plan: Action Programme Update - [Report to Planning Committee 15 May 2016](#)
- 10.7 Local Development Plan: Action Programme Update – [Report to Planning Committee 2 October 2014.](#)
- 10.8 Second Proposed Local Development Plan – [Report to Planning Committee 19 June 2014](#) (www.edinburgh.gov.uk/localdevelopmentplan) and [Second Proposed Action Programme](#)
- 10.9 Planning Obligations and Good Neighbour Agreements - [Circular 3/2012](#)
- 10.10 LDP Education Infrastructure Appraisal update (December 2016)
- 10.11 West Edinburgh Transport Appraisal Refresh (November 2016)
- 10.12 LDP Transport Appraisal Addendum update (November 2016)

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11. Links

Coalition Pledges	<p>P4 Draw up a long-term strategic plan to tackle both over-crowding and under use in schools</p> <p>P8 Make sure the city's people are well-housed, including encouraging developers to built residential communities, starting with brownfield sites</p> <p>P15 Work with public organisations, the private sector and social enterprise to promote Edinburgh to investors</p> <p>P17 Continue efforts to develop the city's gap sites and encourage regeneration</p> <p>P18 Complete the tram project in accordance with current plans</p>
Council Priorities	<p>CP2 Improved health and wellbeing: reduced inequalities</p> <p>CP4 Safe and empowered communities</p> <p>CP5 Business growth and investment</p> <p>CP8 A vibrant, sustainable local economy</p> <p>CP9 An attractive city</p> <p>CP10 - A range of quality housing options</p> <p>CP11 An accessible compact city</p> <p>CP12 - A built environment to match our ambition</p>
Single Outcome Agreement	<p>SO1 Edinburgh's economy delivers increased investment, jobs and opportunities for all</p> <p>SO2 Edinburgh's citizens experience improved health and wellbeing, with reduced inequalities in health</p> <p>SO3 Edinburgh's children and young people enjoy their childhood and fulfil their potential</p> <p>SO4 Edinburgh's communities are safer and have improved physical and social fabric</p>
Appendices	<p>Appendix 1 - Draft Supplementary Guidance on Developer Contributions and Infrastructure Delivery</p>

Developer Contributions and Infrastructure Delivery

1 Introduction and Policies

- What does this guidance do?
- Use of this guidance
- Relevant Policies

2 Delivering the Edinburgh Local Development Plan

- Infrastructure requirements associated with new development
- General Developer Contributions Approach
 - a. Education
 - b. Transport
 - c. Green Space
 - d. Public Realm
 - e. Primary Healthcare

3 Viability Assessments and Funding Mechanisms

4 Legal Agreements and use of monies

5 Audit and Review

Appendices

- Annex 1 Education Contribution Zone Maps and Requirements
- Annex 2 Transport Contribution Zone Maps and Requirements
- Annex 3 Green space revenue costs

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 draft statutory Supplementary Guidance applies to all development in Edinburgh. This guidance will be used as a material consideration until its adopted following finalisation and statutory submission to Scottish Ministers. This guidance supersedes earlier, non-statutory guidance on developer contributions.

Relevant policies

This consultation 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	LDP Action Programme (December 2016).

documents	
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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. *(Interim usage note: the Affordable Housing section of the December 2015 guidance on Developer Contributions and Affordable Housing should continue to be referred to when using LDP Policy Hou 6 – Affordable Housing. It is intended to issue a free-standing edition of that non-statutory guidance in early 2017.)*

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 submitted to Scottish Ministers for approval 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"> • Types of development • Location & Policy
Education capacity, including new schools	<ul style="list-style-type: none"> • Residential development - houses (Use Class 9) and sui generis flatted developments of all tenures including affordable housing and/or build for rent housing. • Citywide through contribution zones. New schools within LDP Table 5 and site briefs. The Action Programme and Appendix 1 of this guidance.
Edinburgh Tram Project	<ul style="list-style-type: none"> • Local, major & national development as defined by the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations • In identified contribution zone.
Transport improvements including public transport	<ul style="list-style-type: none"> • Local, major & national developments as defined by the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations. • 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.
Public realm and other pedestrian and cycle actions	<ul style="list-style-type: none"> • Local, major & national development as defined by the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations. • 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.
Traffic management, including strategic infrastructure from the SDP, and junction improvements	<ul style="list-style-type: none"> Local, major & national development as defined by the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations. Citywide including in contribution zones and other locations if required by Policies Del 1 and Tra 8
Green space actions	<ul style="list-style-type: none"> 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. Citywide, including in contribution zones
Primary healthcare infrastructure capacity	<ul style="list-style-type: none"> 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. In identified contribution zones*

* No relevant actions identified prior to Plan's adoption.

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 Appendix 1-4 and for each individual form of infrastructure, below.

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 (Updated December 2016). 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 Appendix 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 Appendix 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 Appendix 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.

Appendix 1 (Part 1)

- 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. 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 Appendix 1.
- D. 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 Appendix 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, the Council will consider if it is appropriate to revise the action(s) and associated Contribution Zones. A contribution towards delivering the revised set of actions will then be required from the development, based on a new 'per house' and 'per flat' rate.
 - iii) In some circumstances it may be appropriate to establish a new Contribution Zone 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.
 - iv) 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.

Appendix 1 (Part 1)

- 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.

- E. 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.
- 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 Appendix 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 Appendix 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.

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.

SESplan and Transport Scotland are progressing work to establish any 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 Appendix 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 Appendix 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 (Appendix 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. (The Plan below gives an indication of these Zones).
 - 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.

Appendix 1 (Part 1)

- 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 (Appendix 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 other¹ 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 Appendix 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.

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 Appendix 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

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

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 the delivery of a transport action in the Action Programme is attributable to a number of development sites and/or requires land outwith the control of the applicant(s), the Council will collect contributions cumulative towards the action and deliver the action.

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).

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, there should be adequate arrangements for ongoing management and maintenance. These can be:

- Factoring on behalf of the private landowner(s)
- Adoption by the Council

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.

Open spaces and public realm areas within the development site that are not transferred to the Council will require to be 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.

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

The LDP recognises that facilities such as local doctor and dental surgeries, local shops, community halls and meeting rooms are necessary to foster community life.

Where an action has been identified within the Action Programme which will help address a deficiency in the healthcare or community requirements of a development, these are set out in the Action Programme. These actions included directly related extensions to healthcare practices, and new practices where cumulative impacts have been identified.

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. Where cumulative impact has been identified, work is underway to establish contribution zones within which new residential development will be required to contribute towards its construction.

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 cost of land, and servicing and remediation, as set out in the Action Programme will be credited (contribution in kind) against the site's share of the contribution zone cost once the Council has confirmed that the new school will be delivered. In these circumstances, all contributions from other development sites which were attributable to land costs will be used towards delivering the required new infrastructure.

Whilst collecting cumulative contributions the Council may apportion monies received to deliver the infrastructure needed to support the first phases of development on the ground. Within Contribution Zones, contributions will be held and be put towards 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. 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.

Model agreement

The Council is preparing a Model Legal Agreement to be published with the finalised guidance.

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

2. Education Infrastructure Actions and Delivery Programme				
FUNDING: s75 / Gap Funding				
RESPONSIBLE OFFICER: CEC: Communities and Families				
Action Required	Capital Cost	Delivery date	Status	Contribution Zone
3 Primary School classes (Currie PS)	£838,627	Aug-18	Feasibility work required.	South West
2 RC Primary School classes (St Margaret's RC PS)	£705,308	Aug-18	Feasibility work underway.	Queensferry
Additional secondary school capacity - 66 pupils (Boroughmuir HS, James Gillespie's HS)	£2,118,310	Aug-19	Feasibility work underway.	Boroughmuir James Gillespie's
3 Primary School classes (Gylemuir PS)	£838,627	Aug-19	Feasibility work underway.	West
4 RC Primary School classes (St John Vianney RC PS or St Catherine's RC PS)	£1,052,144	Aug-19	Feasibility work required.	Liberton Gracemount
Additional secondary school capacity - 275 pupils (Queensferry Community HS)	£8,826,290	Mar-20	Feasibility work underway.	Queensferry
Additional secondary school capacity - 254pupils (Broughton HS, Craigoyston Community HS)	£8,152,282	Aug-20	Feasibility work required.	Craigoyston Broughton
New 14 class Primary School and 40/40 nursery (Broomhills)	£11,328,584 S&R £4,516,165 Land £3,000,000	Aug-20	Site safeguarded. Statutory consultation proposed.	Liberton Gracemount
New 14 class primary school and 40/40 nursery (Leith Waterfront)	£11,328,584 S&R 3,073,781 Land £1,476,000	Aug-20	Site safeguarded. Statutory consultation proposed.	Leith Trinity
4 Primary School classes (to be delivered by the new South Edinburgh PS)	£1,052,144	Aug-20	Deliverable, subject to finance approval.	Boroughmuir James Gillespie's
3 Primary School classes (Hillwood PS)	£838,627	Aug-20	Feasibility work required.	West
Additional secondary school capacity - 522 pupils (Gracemount HS, Liberton HS)	£16,753,902	Aug-21	Feasibility work required.	Liberton Gracemount
Additional secondary school capacity - 251 pupils (Leith Academy, Trinity Academy)	£8,055,955	Aug-21	Feasibility work required.	Leith Trinity
Additional secondary school capacity - 6 pupils (Firhill HS)	£192,574	Aug-21	Feasibility work required.	Firhill
New 14 class Primary School and 40/40 nursery (Granton Waterfront)	£11,328,584 S&R 3,073,781 Land £525,000	Aug-21	Site safeguarded. Statutory consultation required.	Craigoyston Broughton
New 21 class primary school and 60/60 nursery (Maybury)	£14,887,301 S&R £2,858,548 Land £3,000,000	Aug-21	Site safeguarded. Statutory consultation required.	West
3 Primary School classes (Castleview PS)	£838,627	Aug-21	Feasibility work required.	Castlebrae
Extension to Castleview PS dining hall	£293,808	Aug-21	Feasibility work required.	Castlebrae
2 RC Primary School classes (St David's RC PS)	£705,308	Aug-21	Deliverable as required.	Craigoyston Broughton
Additional secondary school capacity - 261 pupils (Castlebrae Community HS)	£8,376,951	Aug-22	Feasibility work required.	Castlebrae

Additional secondary school capacity – 114 pupils (St Augustine's RC HS)	£3,658,898	Aug-22	Feasibility work required.	Multiple Zones
New 7 class Primary School and 40/40 nursery (Gilmerton Station Road)	£7,591,930 S&R £4,516,165 Land £3,000,000	Aug-22	Site safeguarded. Statutory consultation required.	Liberton Gracemount
New 11 class Primary School and 40/40 nursery (Brunstane)	£10,794,776 S&R £4,516,165 Land £3,000,000	Aug-22	Site safeguarded. Statutory consultation required.	Castlebrae
2 Primary School classes (Dean Park PS)	£705,308	Aug-22	Feasibility work required.	South West
New Secondary School (West Edinburgh)	£19,293,885 S&R £6,489,180 Land £8,300,000	Aug-23	Feasibility work / statutory consultation required.	West
New 14 class Primary School and 40/40 nursery (South Queensferry)	£11,328,584 S&R £2,047,816 Land £3,000,000	Aug-23	Site safeguarded. Statutory consultation required.	Queensferry
2 Primary School classes (to mitigate the impact of development within Drummond CZ)	£705,308	Aug-23	Feasibility work required.	Drummond
2 Primary School class (Balgreen PS)	£705,308	Aug-23	Deliverable as required.	Tynecastle
5 RC Primary School classes (Fox Covert RC PS or St Joseph's RC PS)	£1,143,549	Aug-23	Feasibility work required.	West
1 Primary School class (Kirkliston PS)	£350,000	Aug-24	Feasibility work required.	Queensferry
2 Primary School classes (to mitigate the impact of development within the catchment of The Royal High Primary School)	£705,308	Aug-24	Feasibility work required.	Portobello
2 Primary School classes (Craigour Park PS)	£705,308	Aug-24	Deliverable as required.	Liberton Gracemount
2 RC Primary School classes (Holycross RC PS)	£705,308	Aug-24	Feasibility work required.	Leith Trinity

Servicing and remediation (S&R) estimate is based on 3rd Qtr 2016 price levels

Land – Estimated School Site Remediation & Servicing Costs

Servicing and remediation (S&R) estimate is based on 3rd Qtr 2016 price levels

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.

Land Value is set at £3,000,000 per 2 ha primary school site;

Land Value is set at £1,476,00 for the primary school site at Leith Waterfront;

Land Value is set at £525,000 for the part of the primary school site at Granton Waterfront which is not currently in Council ownership;

Land Value is set at £8,300,000 for a new secondary school in West Edinburgh.

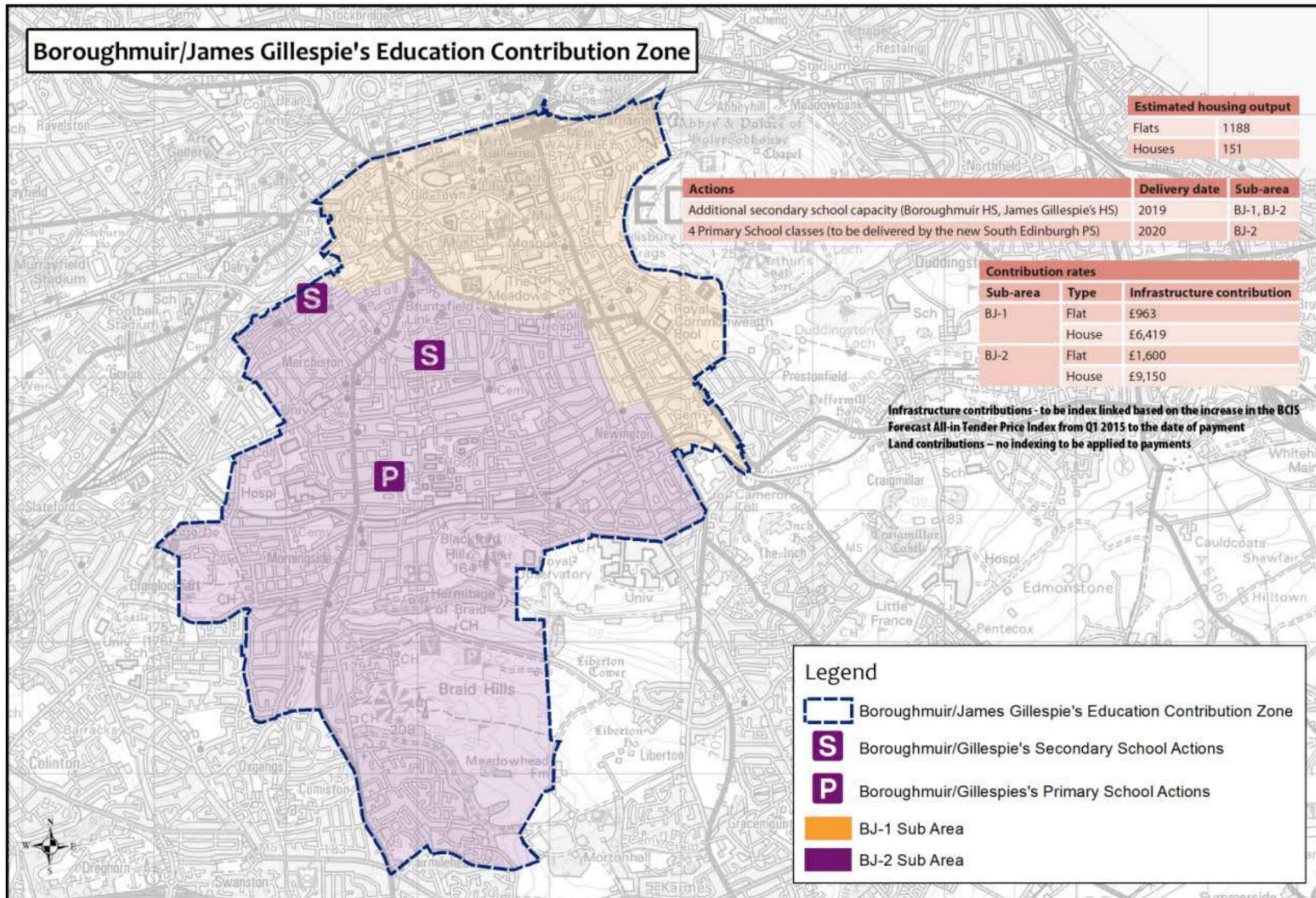
Appendix 1 – Education Infrastructure

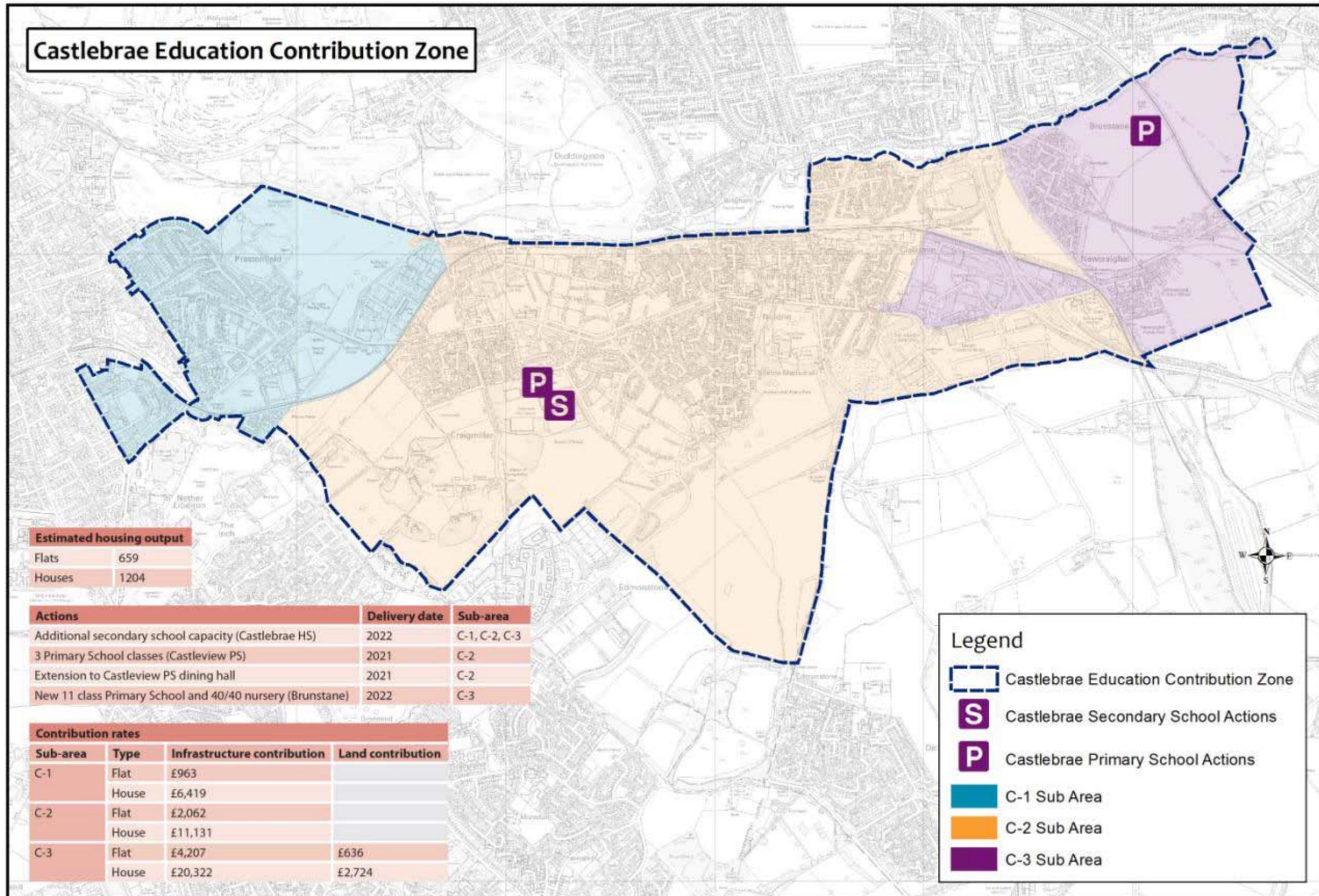
Education Infrastructure – Costing at Q1 2015																
Action Required	Base Date	Area (m2)	Additional for 2's	Area (m2)	Base Cost/m2	Base Date TPI	Q1 2015 TPI	Uplift	Current Cost/m2	Net Current Cost	Abnormal Costs	FF&E	Internal Fees	Total Current Cost	Contingency 7.5%	Total Cost
New Primary School Reference source SFT Cost Metric																
New 21 class primary school and 60/60 nursery	Q2 2012	4,900	120	5,020	£2,350	230	270	17.39%	£2,759	£13,848,652	0	0	0	£13,848,652	£1,038,648.91	£14,887,301
New 18 class primary school and 40/40 nursery	Q2 2012	4,165	120	4,285	£2,350	230	270	17.39%	£2,759	£11,821,011	0	0	0	£11,821,011	£886,575.82	£12,707,587
New 14 class Primary School and 40/40 nursery	Q2 2012	3,700	120	3,820	£2,350	230	270	17.39%	£2,759	£10,538,217	0	0	0	£10,538,217	£790,366.30	£11,328,584
New 13 class Primary School and 40/40 nursery	Q2 2012	3,640	120	3,760	£2,350	230	270	17.39%	£2,759	£10,372,696	0	0	0	£10,372,696	£777,952.17	£11,150,648
New 11 class primary school and 40/40 nursery-	Q2 2012	3,520	120	3,640	£2,350	230	270	17.39%	£2,759	£10,041,652	0	0	0	£10,041,652	£753,123.91	£10,794,776
New 10 class primary school and 40/40 nursery	Q2 2012	3,029	120	3,149	£2,350	230	270	17.39%	£2,759	£8,687,133	0	0	0	£8,687,133	£651,534.95	£9,338,668
New 9 class Primary School and 40/40 nursery	Q2 2012	2,910	120	3,030	£2,350	230	270	17.39%	£2,759	£8,358,848	0	0	0	£8,358,848	£626,913.59	£8,985,761
New 7 class Primary School and 30/30 nursery	Q2 2012	2,440	120	2,560	£2,350	230	270	17.39%	£2,759	£7,062,261	0	0	0	£7,062,261	£529,669.57	£7,591,930
Primary School Extension Reference source - Rising Rolls Phase 3																
1 Class Extension	Q1 2015		0							£325,581	0	0	0	£325,581	£24,418.58	£350,000
2 class extension	Q1 2015	213	0	213	£2,171	270	270	0.00%	£2,171	£462,505	165,742	20,000	7,853	£656,100	£49,207.50	£705,308
3 class extension	Q1 2015	276	0	276	£2,290	270	270	0.00%	£2,290	£632,001	108,856	30,000	9,261	£780,118	£58,508.88	£838,627
4 class extension	Q1 2015	412	0	412	£2,006	270	270	0.00%	£2,006	£826,447	100,702	40,000	11,589	£978,738	£73,405.37	£1,052,144
5 class extension	Q1 2015	445	0	445	£2,006	270	270	0.00%	£2,006	£892,643	108,607	50,000	12,516	£1,063,766	£79,782.47	£1,143,549
6 class extension	Q1 2015	667	0	667		270	270	0.00%				60,000	17,509	£1,478,209	£110,865.68	£1,589,074
Secondary School Extension Reference source - Cost plan for 1,160m2 extension to Liberton (Option 2b)																
Additional capacity @ 10m2 per pupil	Q3 2014	10	0	10	£2,864	259	270	4.25%	£2,986	£29,856	0	0	0	£29,856	£2,239.23	£32,095.60
New Secondary School Reference source SFT Cost Metric																
600 capacity secondary school	Q1 2015			7,800					£2,301	£17,947,800	0	0	0	£17,947,800	£1,346,085.00	£19,293,885

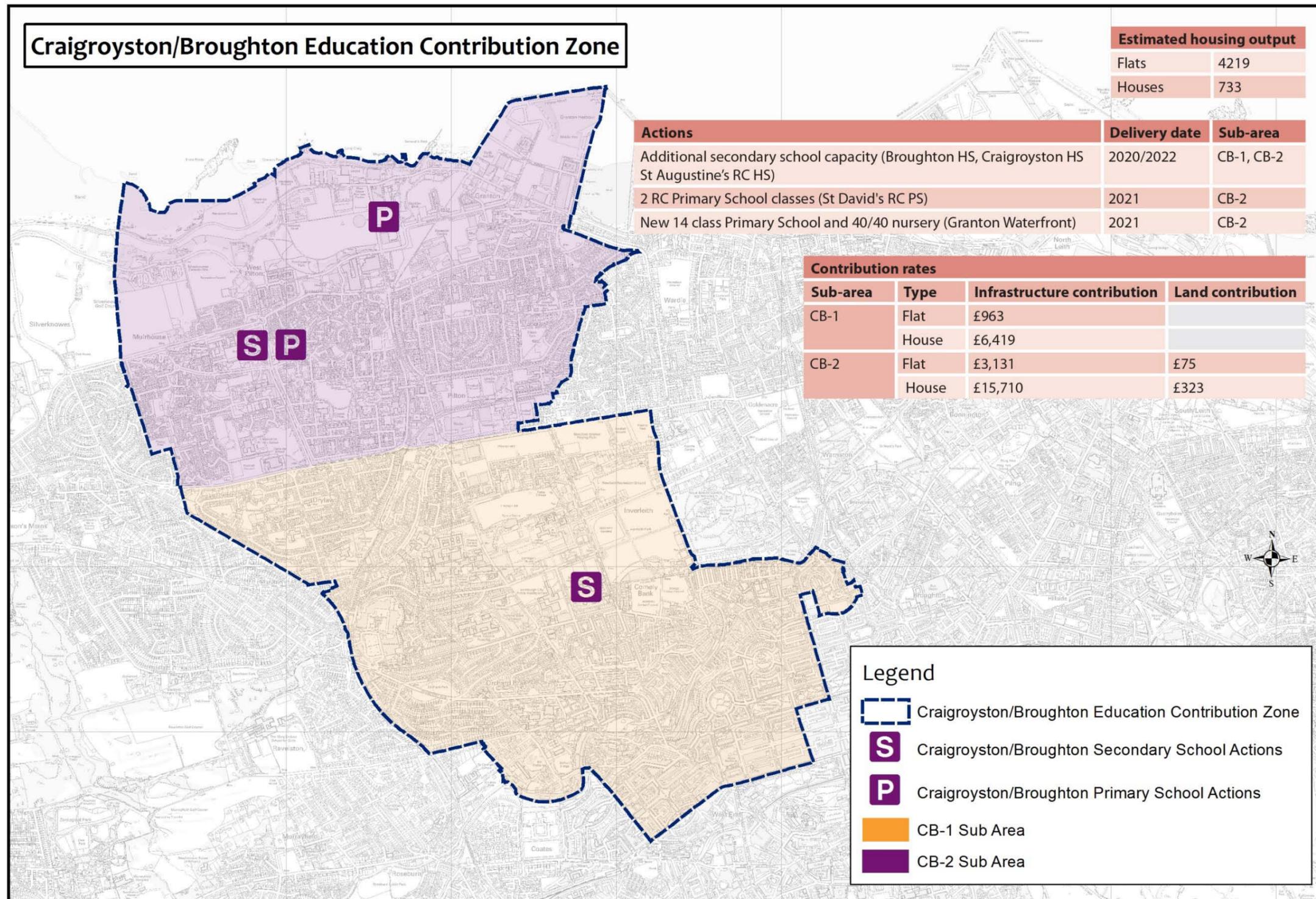
Note: The capital and land costs in the Statutory Guidance for school projects are currently estimates based on established rates for extensions and new builds. As each specific project is taken forward through the design and delivery phases and transfer of land it is recognised that the actual costs of each project could vary from the estimates currently provided. Where actual costs are available section 75 agreements will be based on these actual costs. Where section 75 agreements are concluded based on estimated costs the necessary clauses to allow payback to developers if appropriate will be included within the agreements.

EDUCATION CONTRIBUTION ZONES

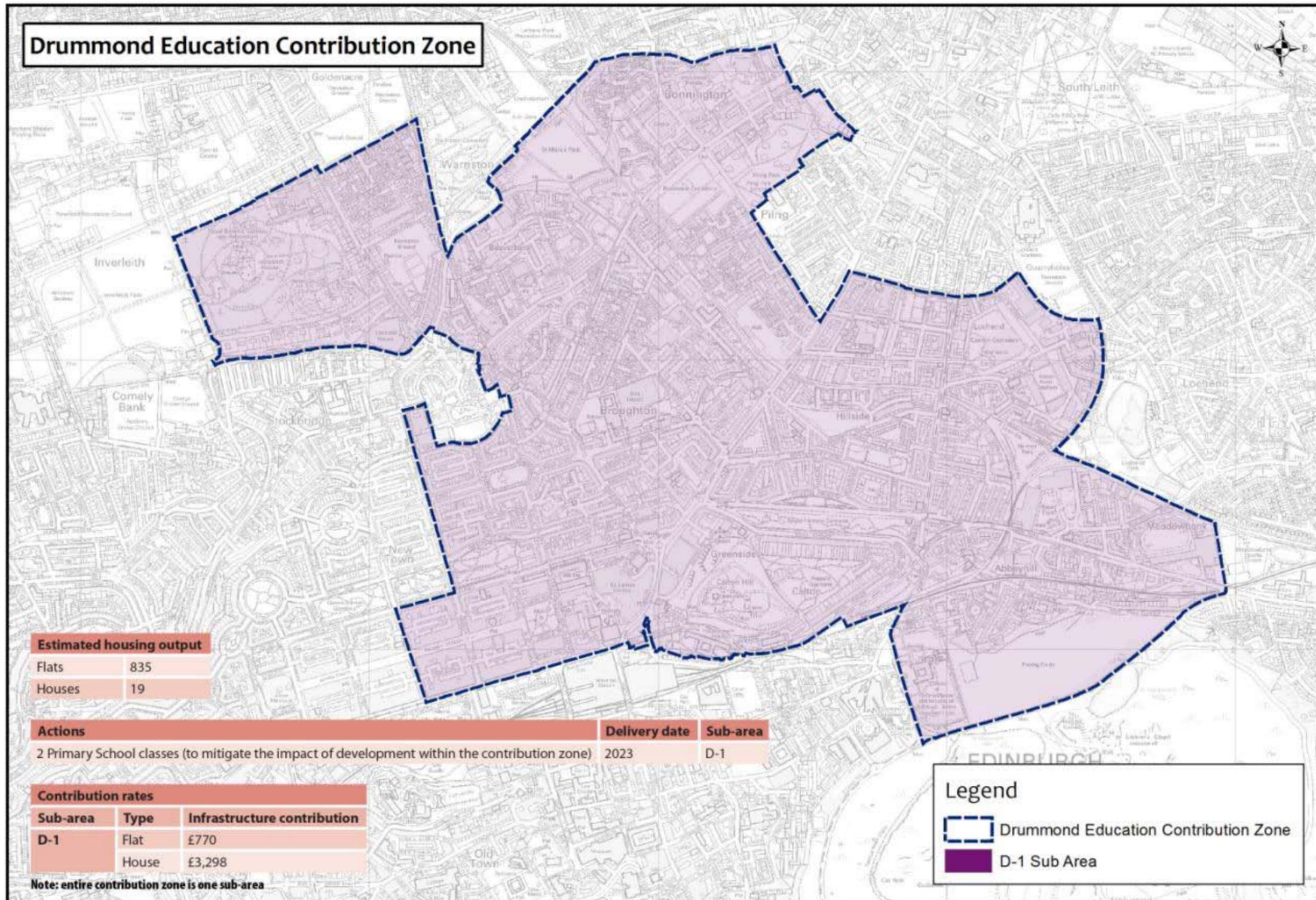
Map of all zones to be included in consultations version



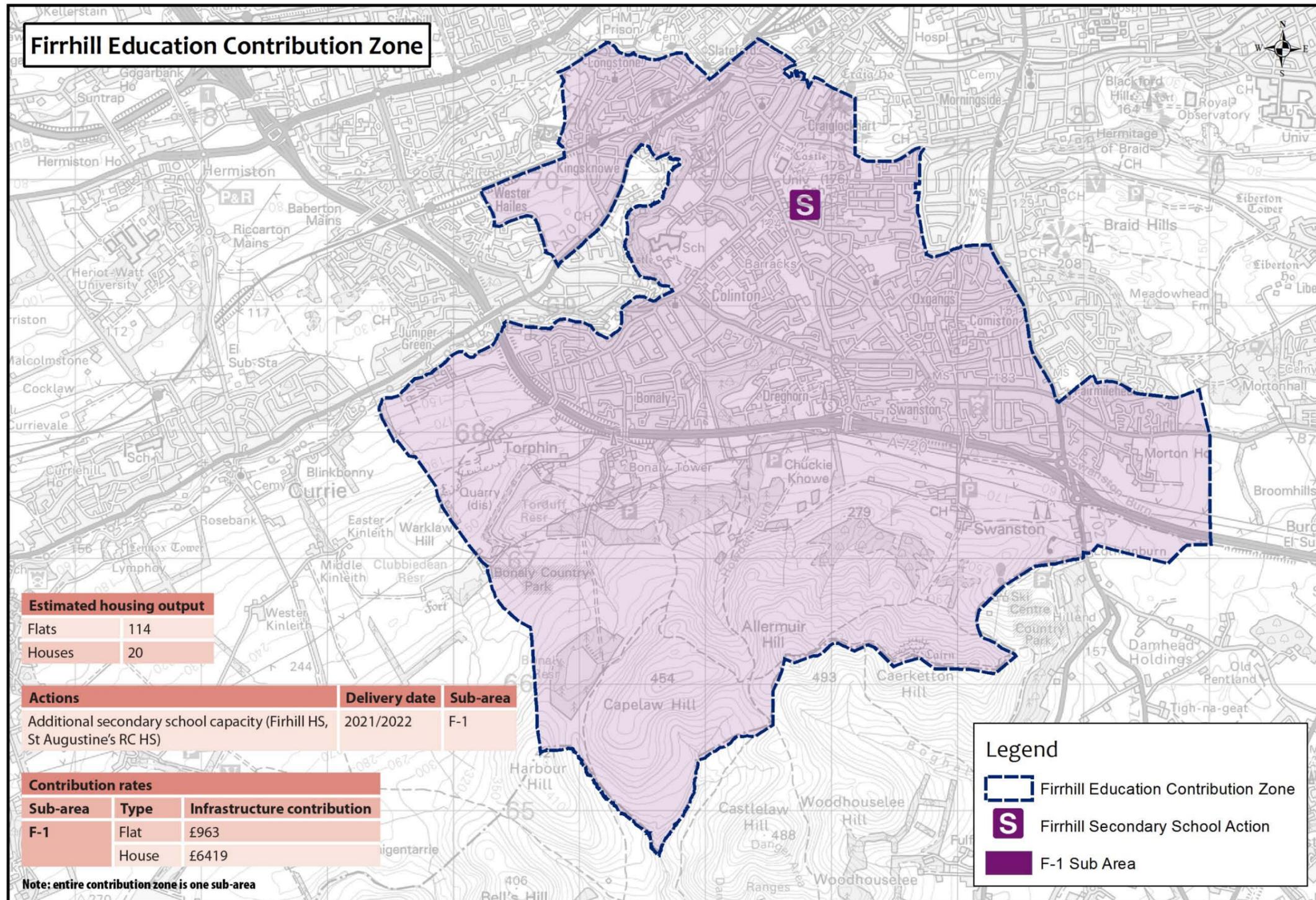




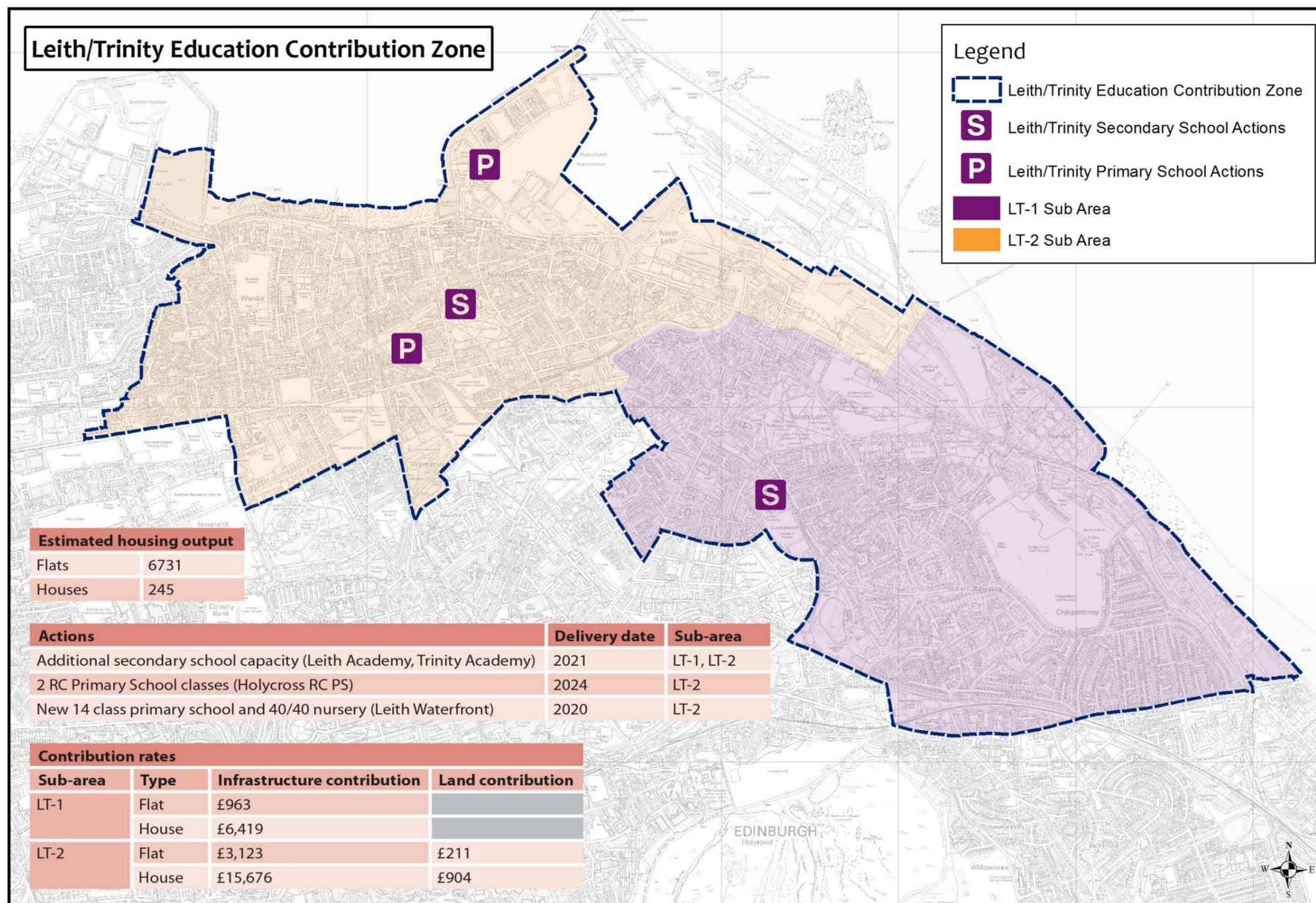
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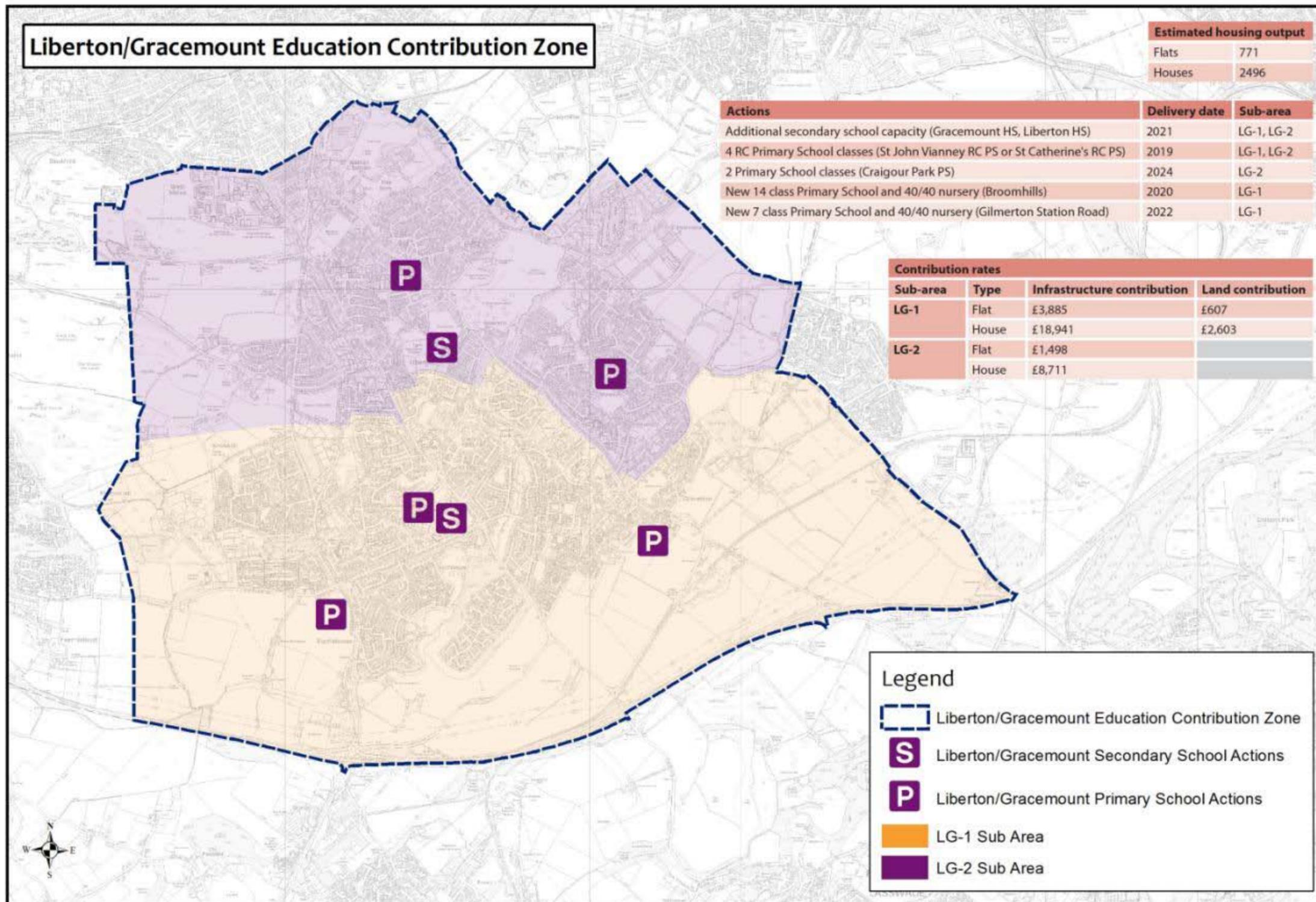
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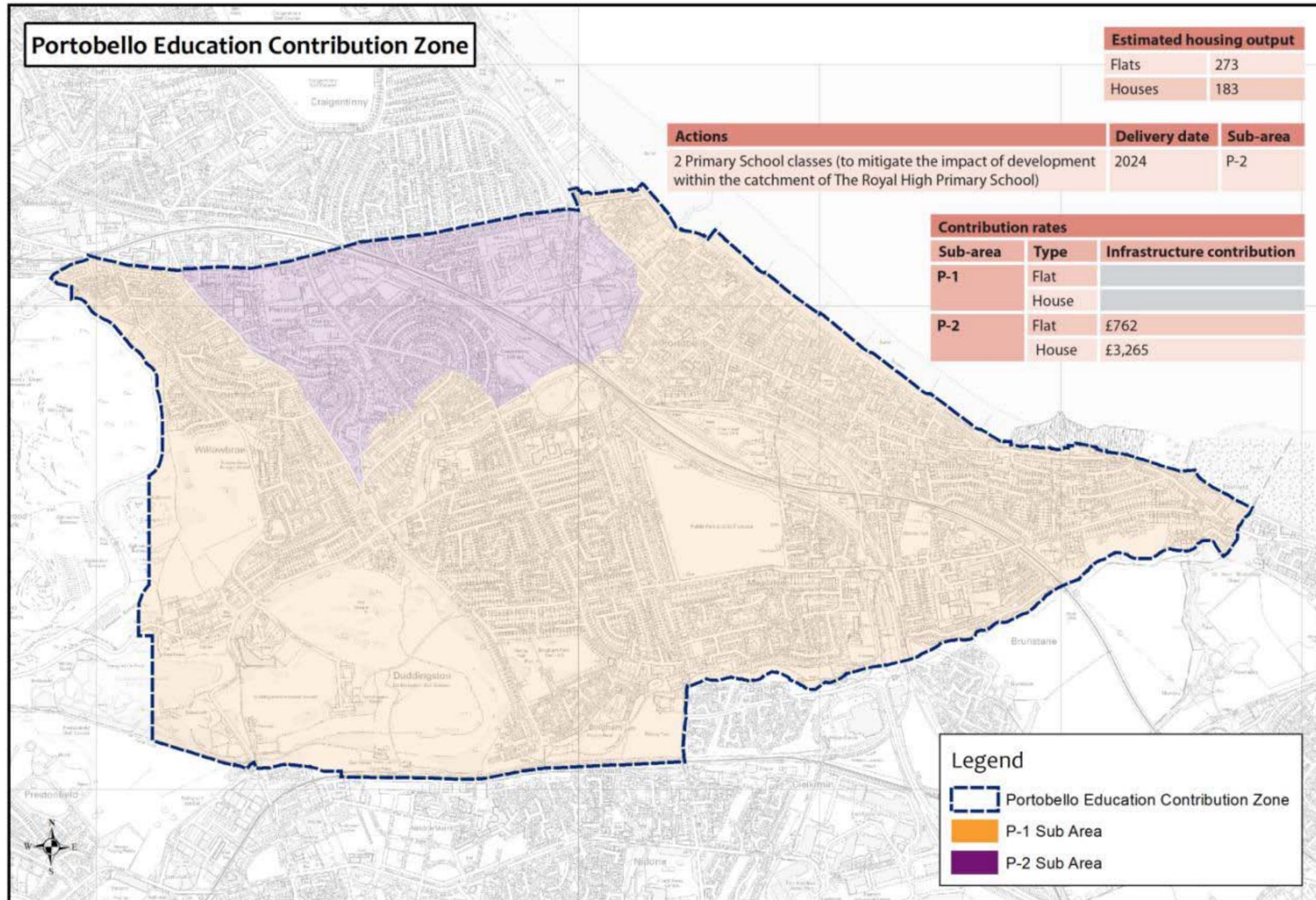
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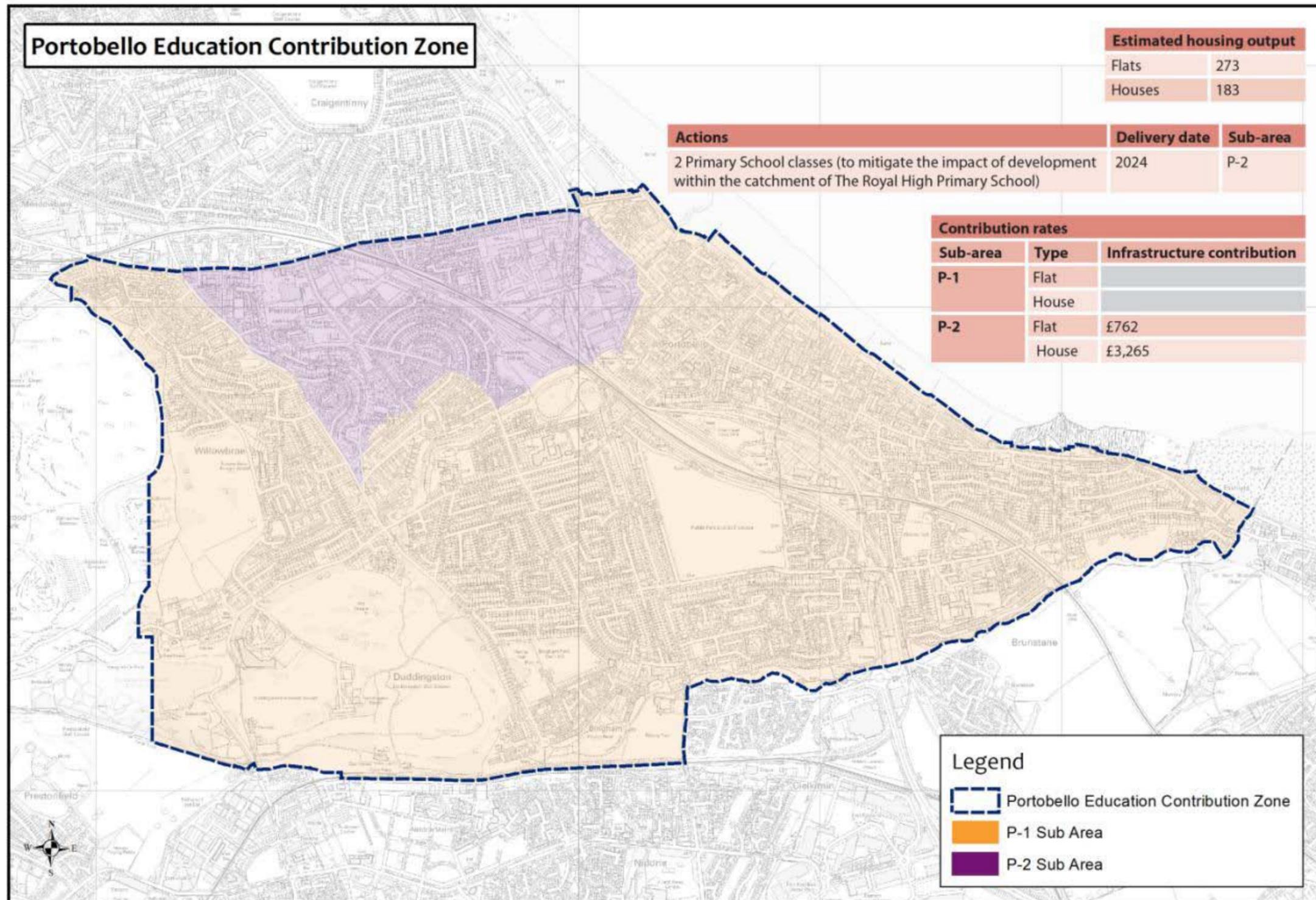
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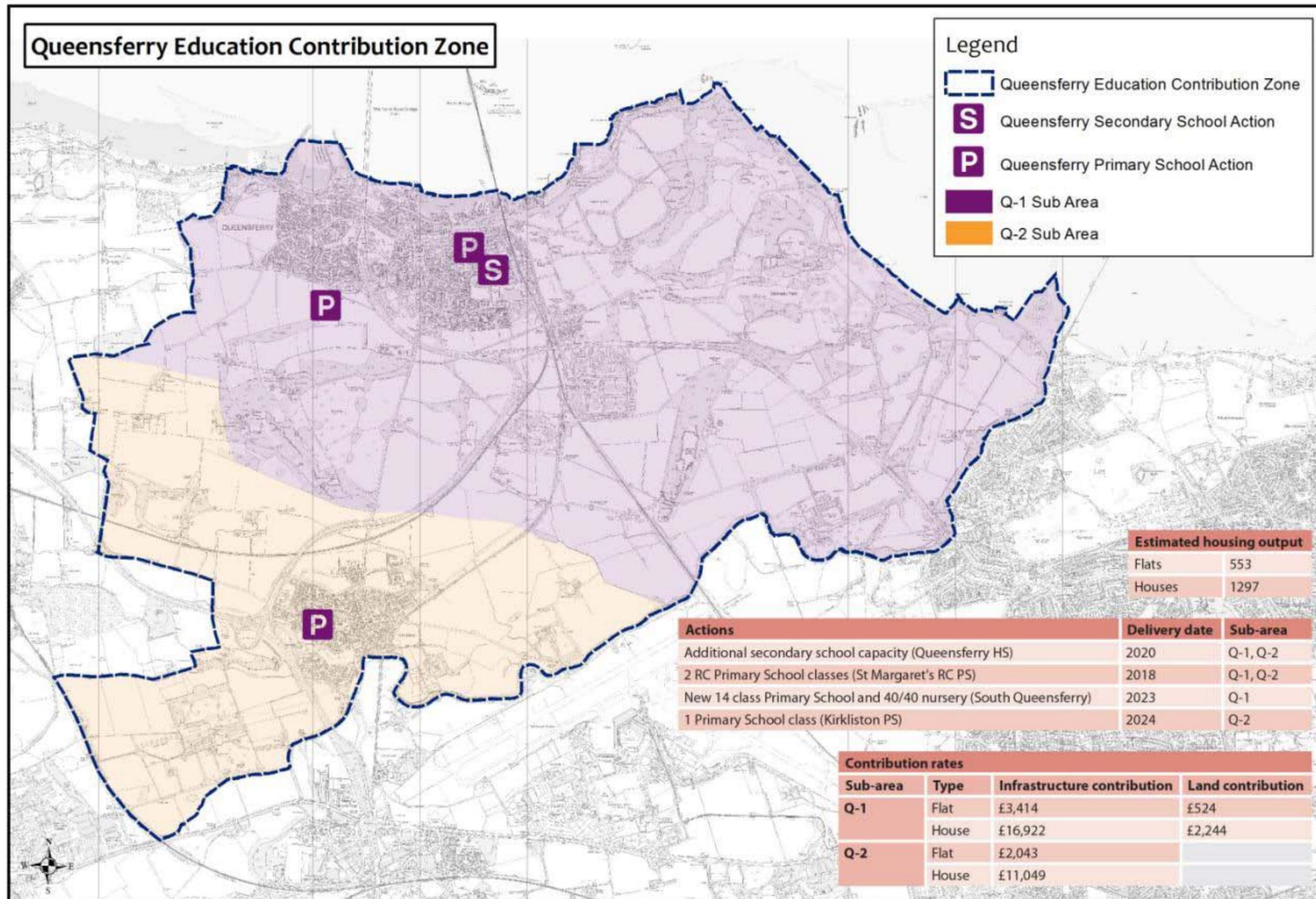
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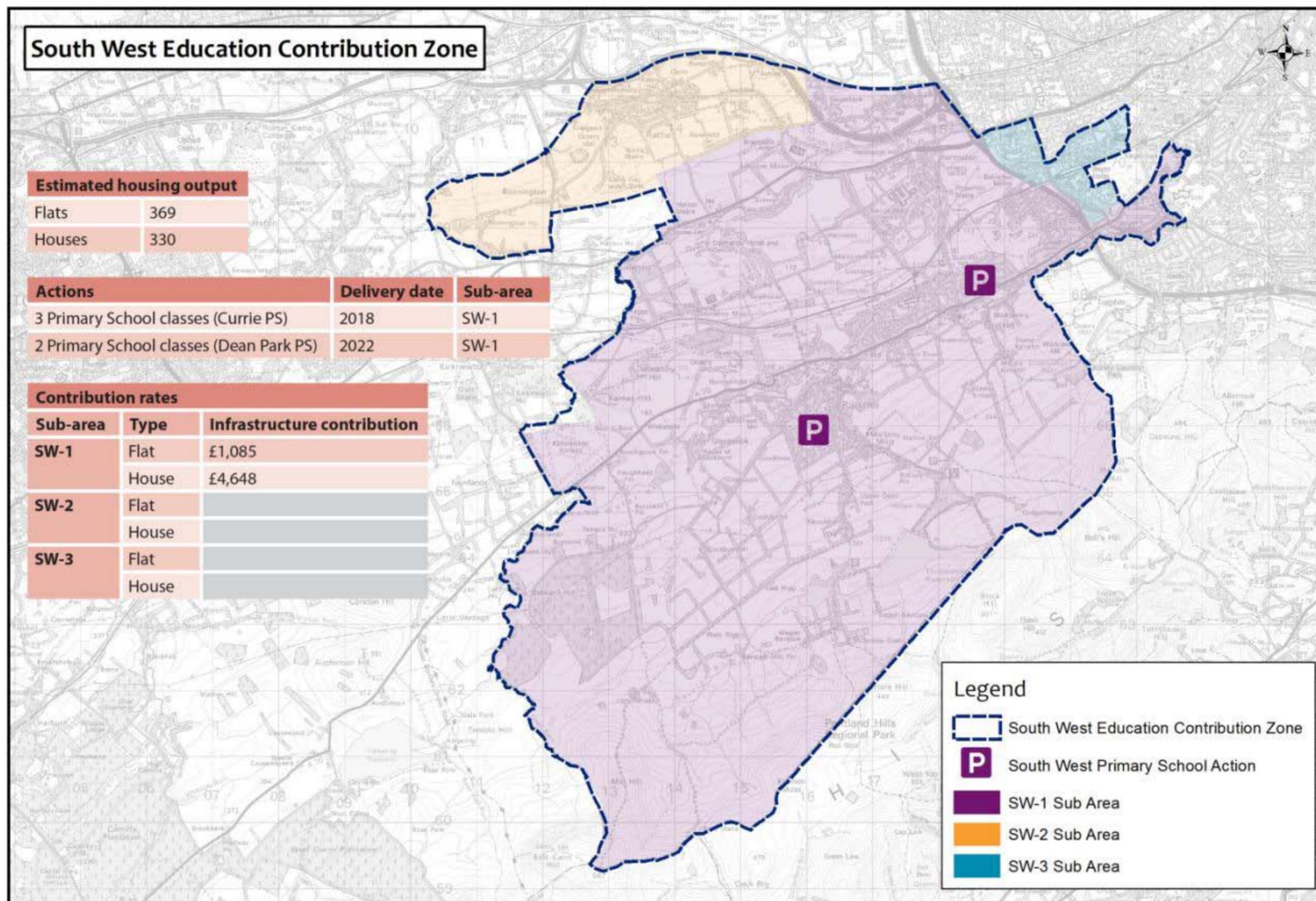
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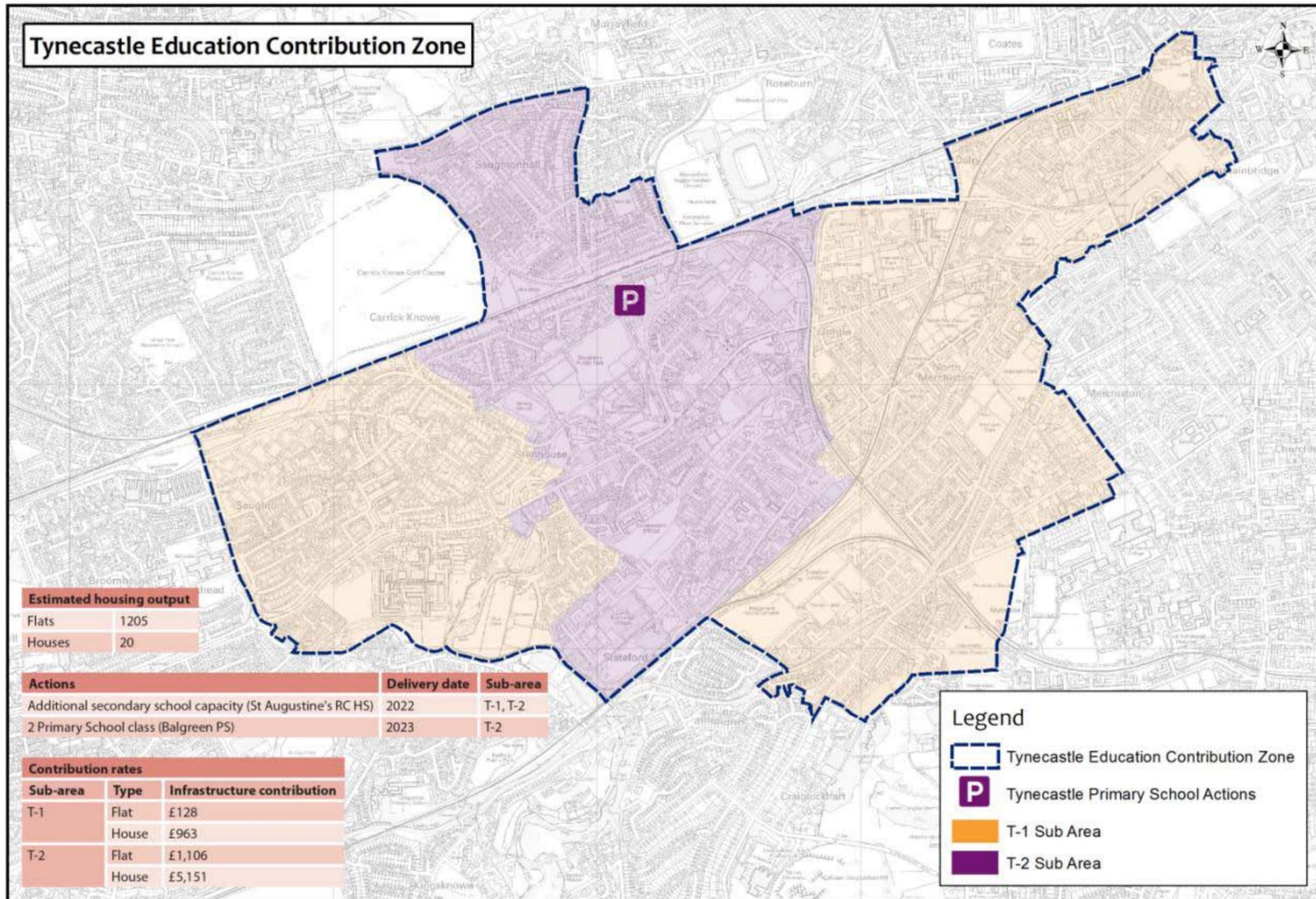
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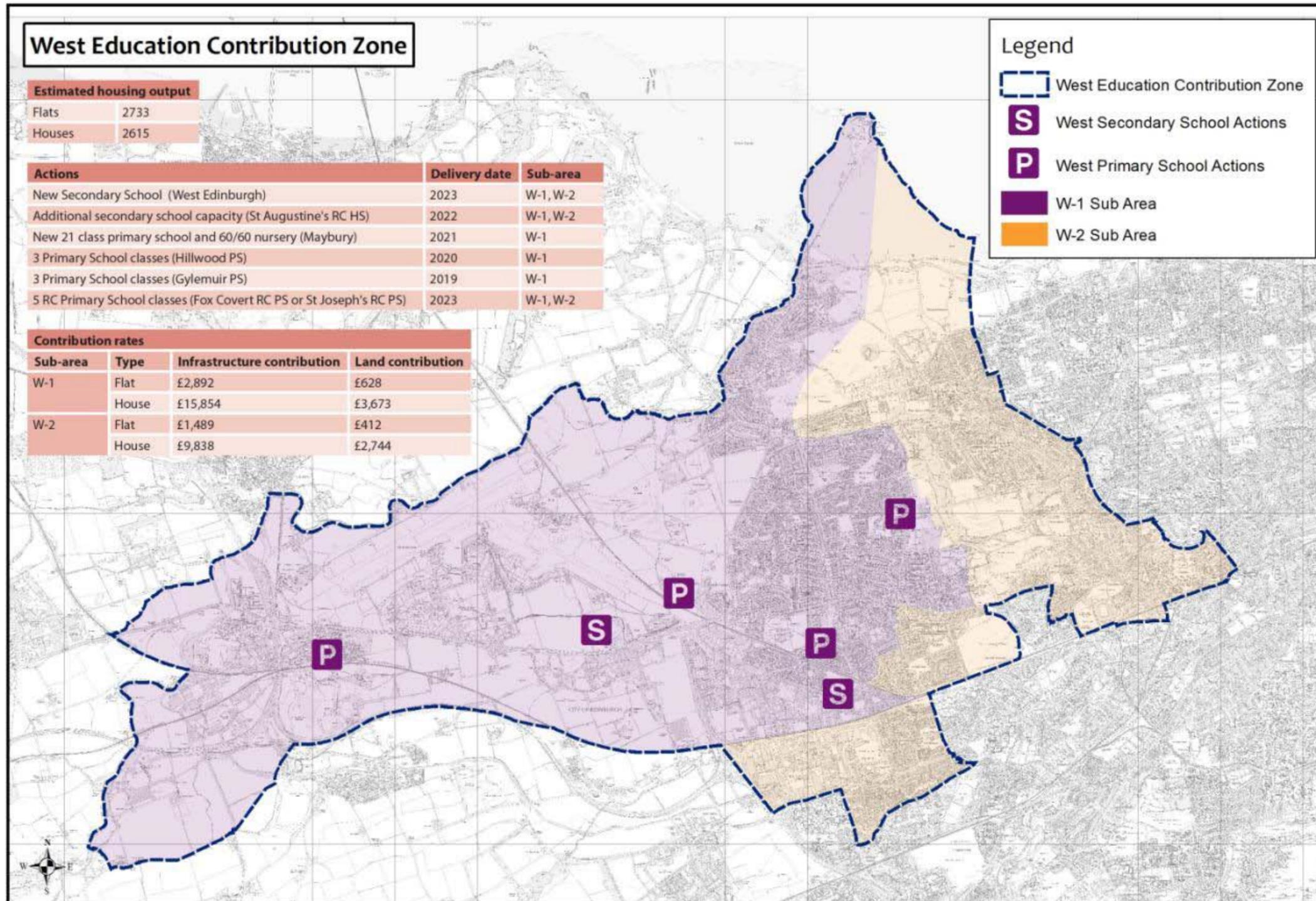
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Education Infrastructure - Pupil Generation Rates (per dwelling type):

	Primary School			Secondary School		
	Total ¹	ND ²	RC ³	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

¹ The number of additional pupils expected to be generated by a development;

¹ The proportion of additional pupils that will attend a non-denominational school, based on Council area information for 2012/13;

¹ The proportion of additional pupils that will attend a Roman Catholic school, based on Council area information for 2012/13.

Land – Estimated School Site Remediation & Servicing Costs

School site	Remediation & Servicing
Leith Waterfront (Western Harbour)	3,073,781
Queensferry	2,047,816
Granton Waterfront	3,073,781
IBG	6,489,180
Brunstane	4,516,165
Maybury	2,858,548
Broomhills	4,516,165
Gilmerton Station Road	4,516,165

Estimate is based on 3rd Qtr 2016 price levels

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.

Land Value is set at £3,000,000 per 2 ha primary school site;

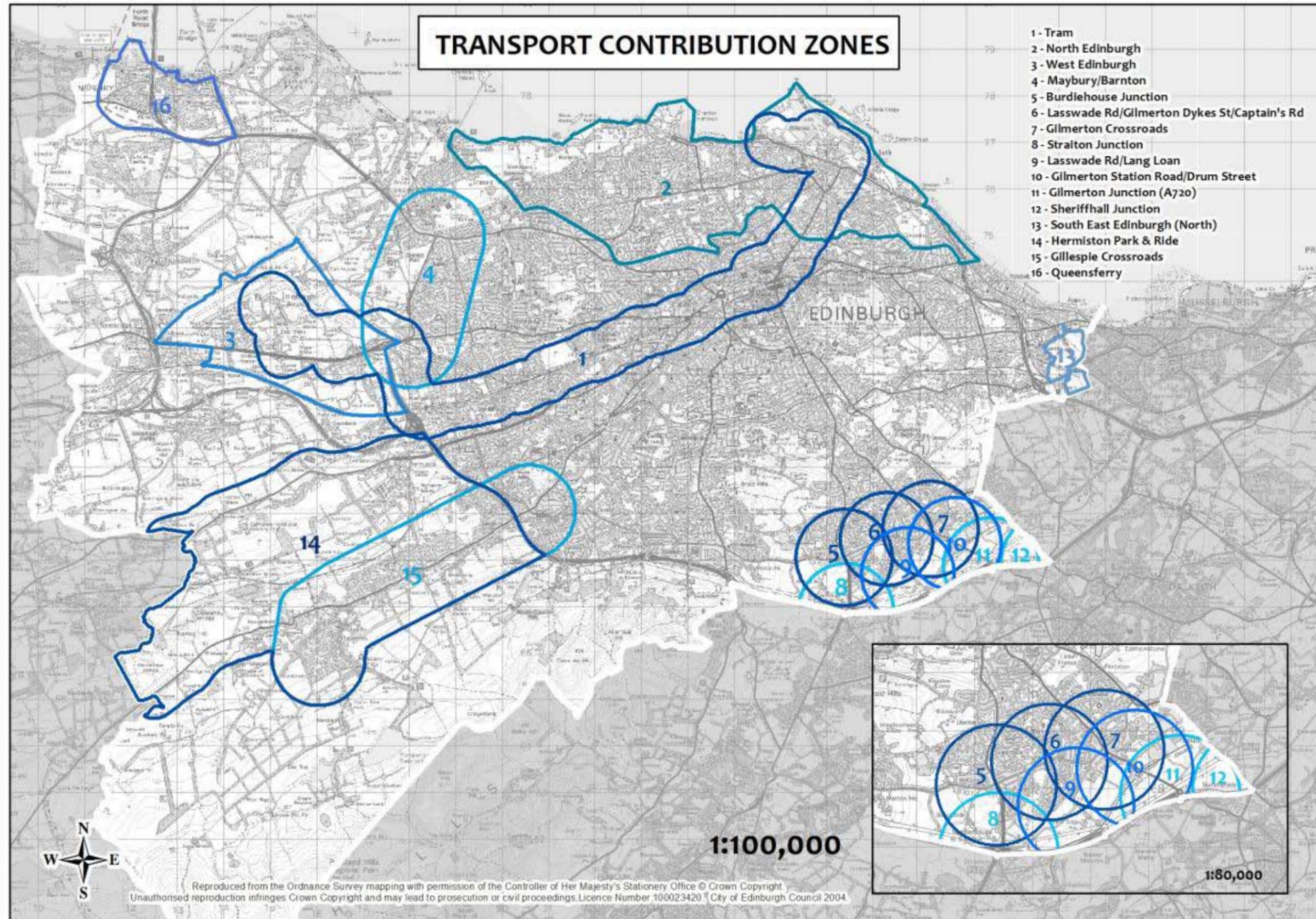
Land Value is set at £1,476,000 for the primary school site at Leith Waterfront;

Land Value is set at £525,000 for the part of the primary school site at Granton Waterfront which is not currently in Council ownership;

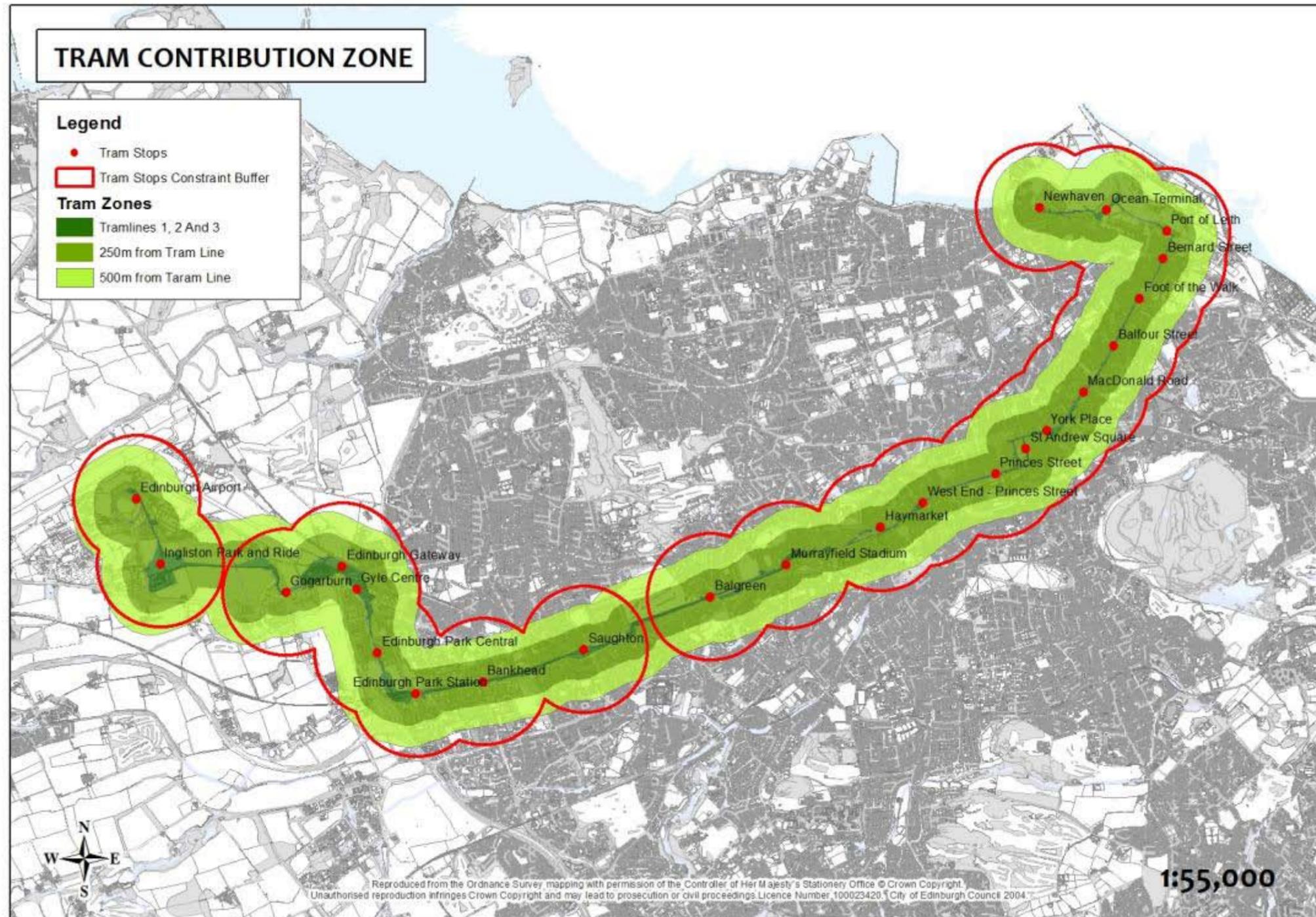
Land Value is set at £8,300,000 for a new secondary school in West Edinburgh.

Note – In general, the cost of extending a secondary school equates to a pro-rata contribution of £6,419 per house and £963 per flat (as at Q1 2015). In Zones where contributions are only required towards extending a Roman Catholic secondary school, the pro-rata contribution is £963 per house and £128 per flat (as at Q1 2015).

Annex 2 - Transport Infrastructure



Tram Contribution Zone



Tram Developer Contribution - Calculations

scale factor	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Retail (sqm)	250-499	500-999	1,000-1,499	1,500-1,999	2,000-2,499	2,500-3,000	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 (sqm)	250-499	500-999	1,000-1,499	1,500-1,999	2,000-2,499	2,500-3,000	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	2,500-3,000	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	2,000-2,999	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+

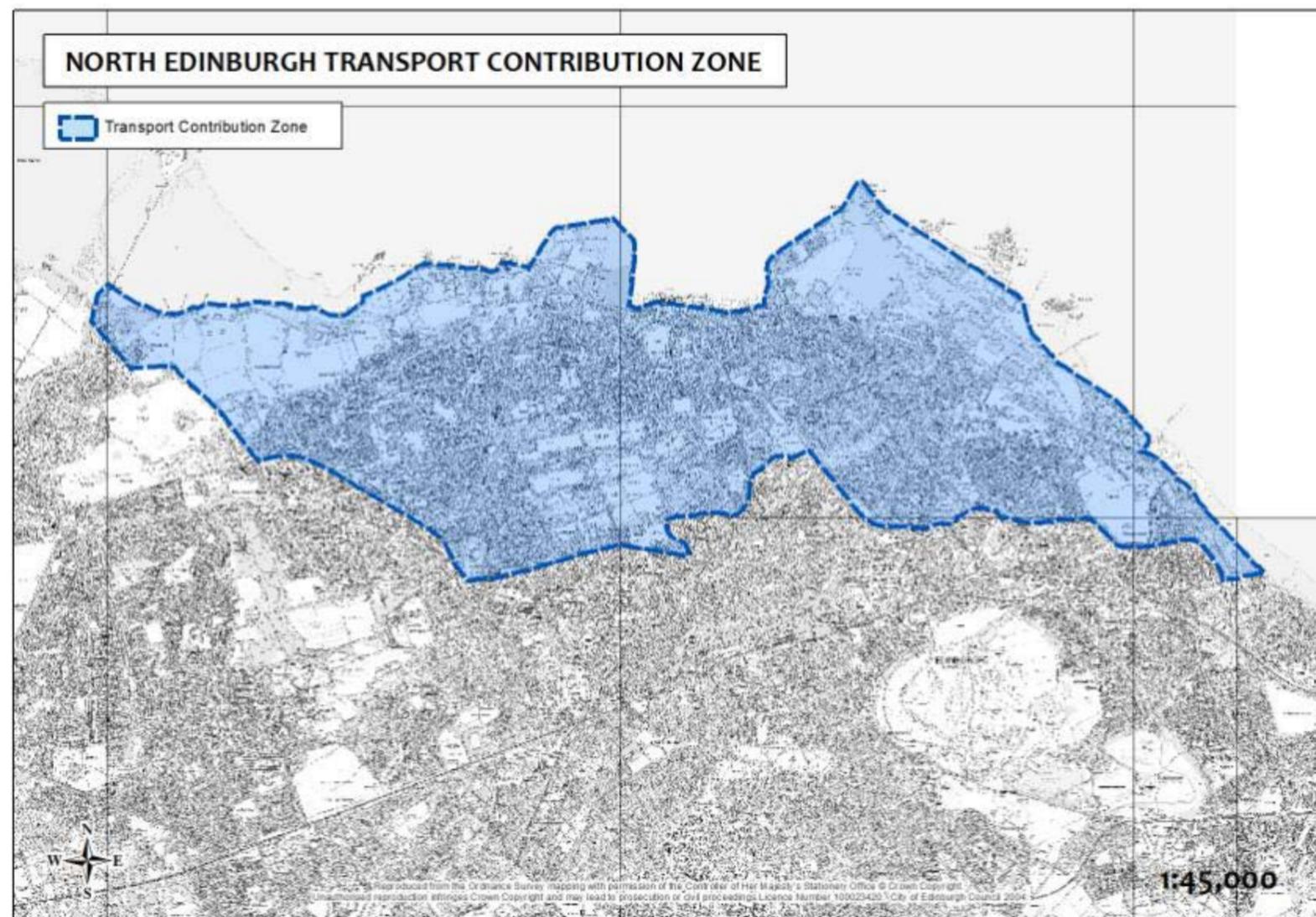
scale factors	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Zone 1 (up to 250m)	17-45	46-91	92-137	138-183	184-230	231-274	275-322	323-368	369-414	415-461	462-507	508-553	554-599	600-645	646+
Zone 2 (up to 500m)	12-33	34-68	69-102	103-137	138-172	173-206	207-231	232-276	277-310	311-345	346-380	381-414	415-449	450-484	485+
Zone 3 (up to 750m)	7-22	23-34	35-68	69-91	92-114	115-137	138-160	161-183	184-206	207-230	231-253	254-276	277-299	300-322	323+

Transport Contribution Zones

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.

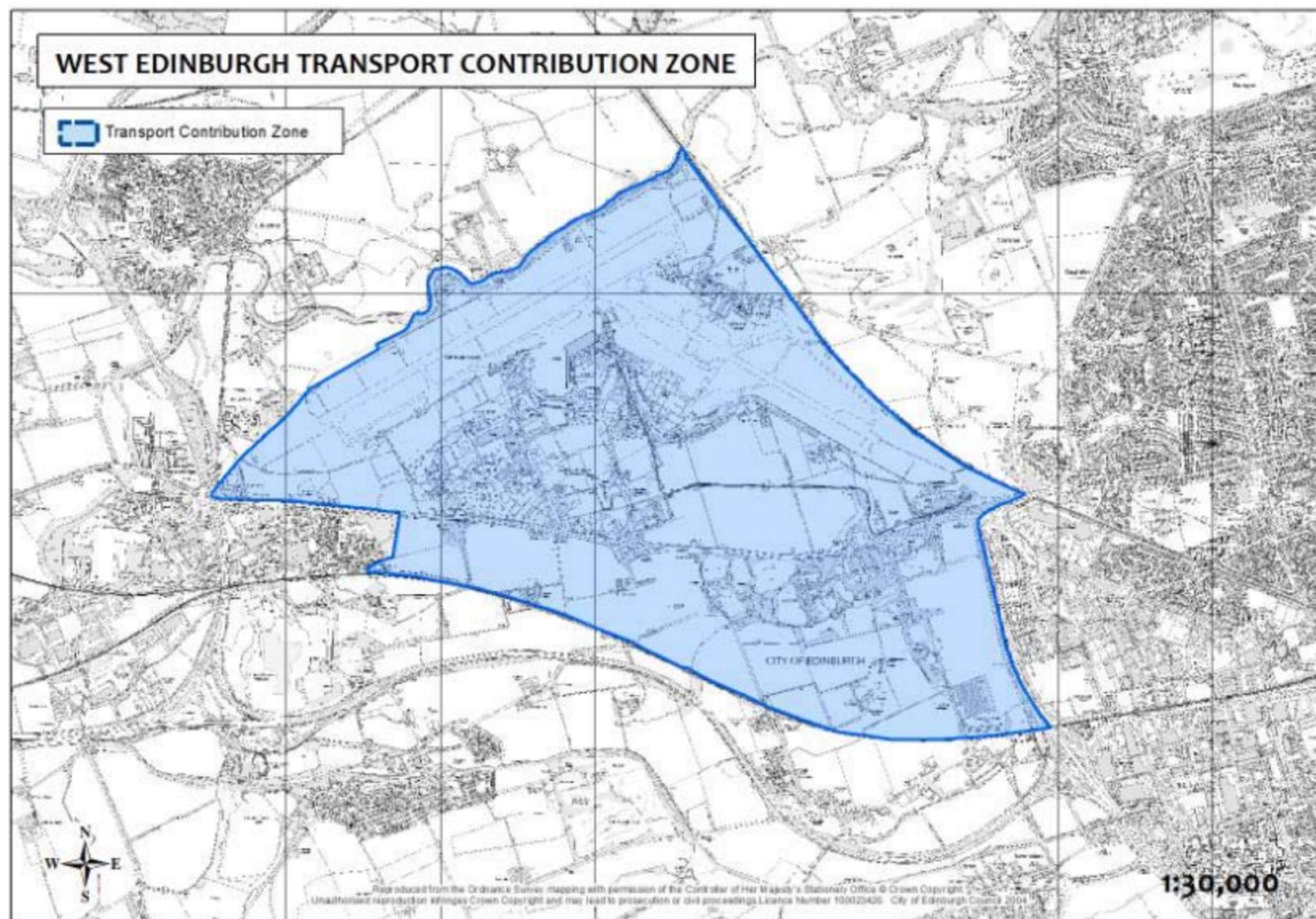
NORTH EDINBURGH TRANSPORT CONTRIBUTION ZONE		
TOTAL ESTIMATED COST OF ACTIONS		£23,432,039
	Share of cost	Cost per unit type
Residential Units	85% residential £19,874,291	£1345.9
Sqm of business	6% business £1,453,625	£80.8
sqm leisure / retail	9% leisure / retail £2,104,123	£80.8

Notes - Scaled Ratio of floorspace to residential unit (use ratio from middle of Tram contribution matrix)		
Retail	3500	16.7
Office	3500	16.7
industry	7000	33.3
Residential	210	1.0
Actual Quantity LDP	Land use	Scaled quantity
15,721* Includes additional brownfield expectation	Residential units	15,721
18,000* includes extant permissions and estimates for Leith strategic business centre	Business floorspace	1080
26,055* includes extant permissions	Leisure / retail floorspace	1563
	Total of Scaled quantity	18,364

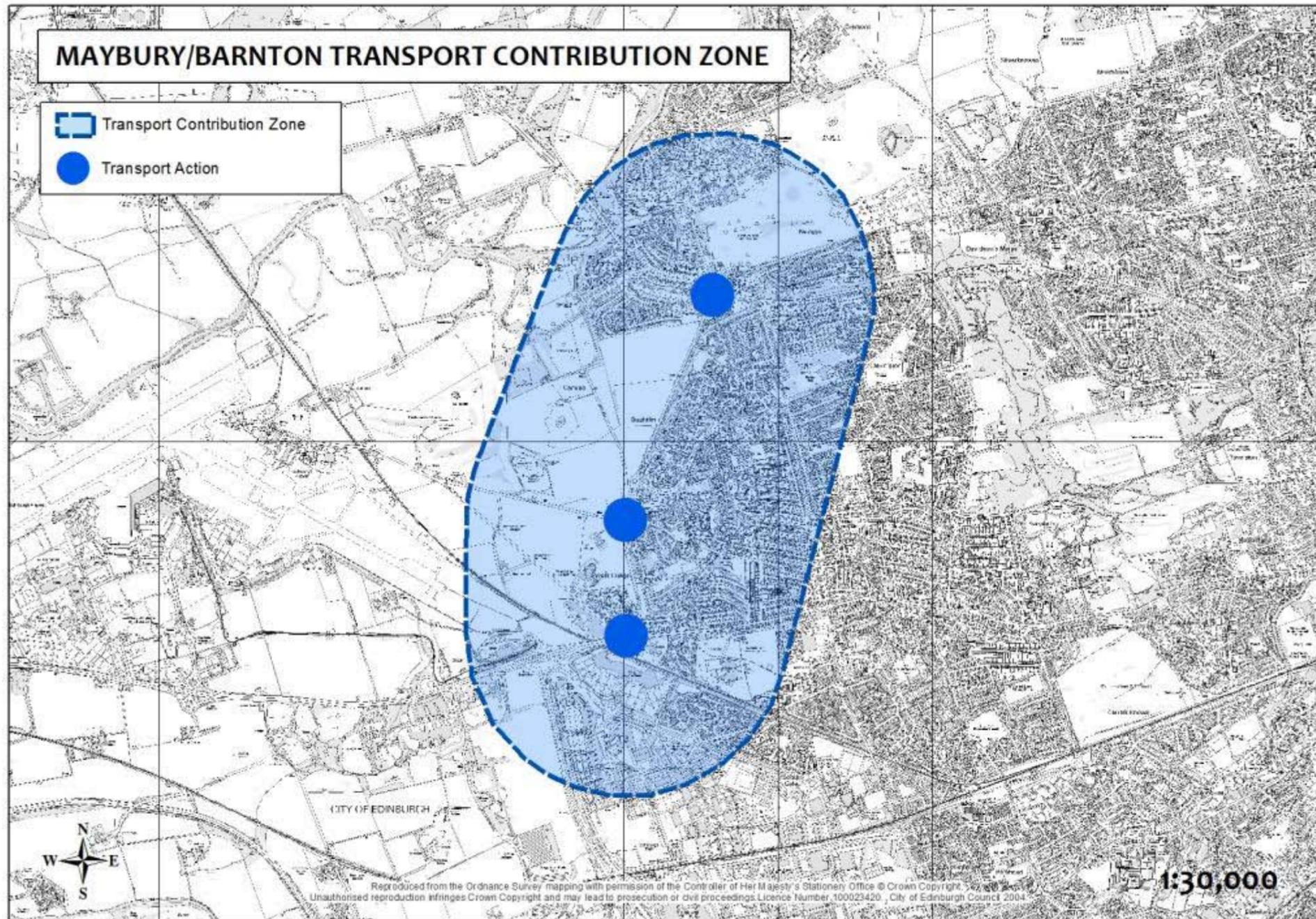


WEST EDINBURGH TRANSPORT CONTRIBUTION ZONE

- 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.

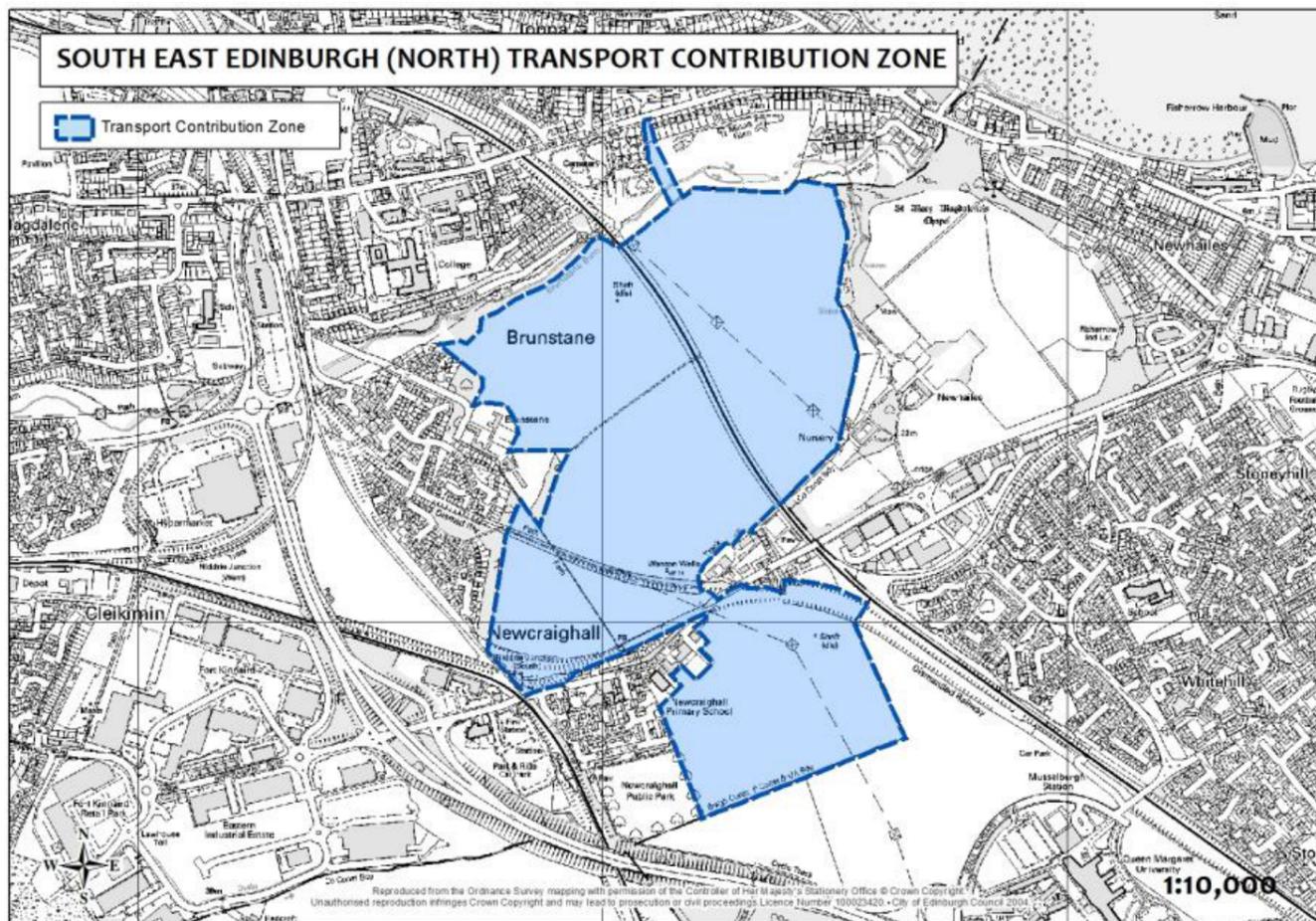


MAYBURY / BARNTON JUNCTION TRANSPORT CONTRIBUTION ZONE			
ACTION		COST £2,864,100	
Site	% share	Contribution	
Cammo (HSG 20)	29	£830,589	
Maybury (HSG 19)	71	£2,033,511	

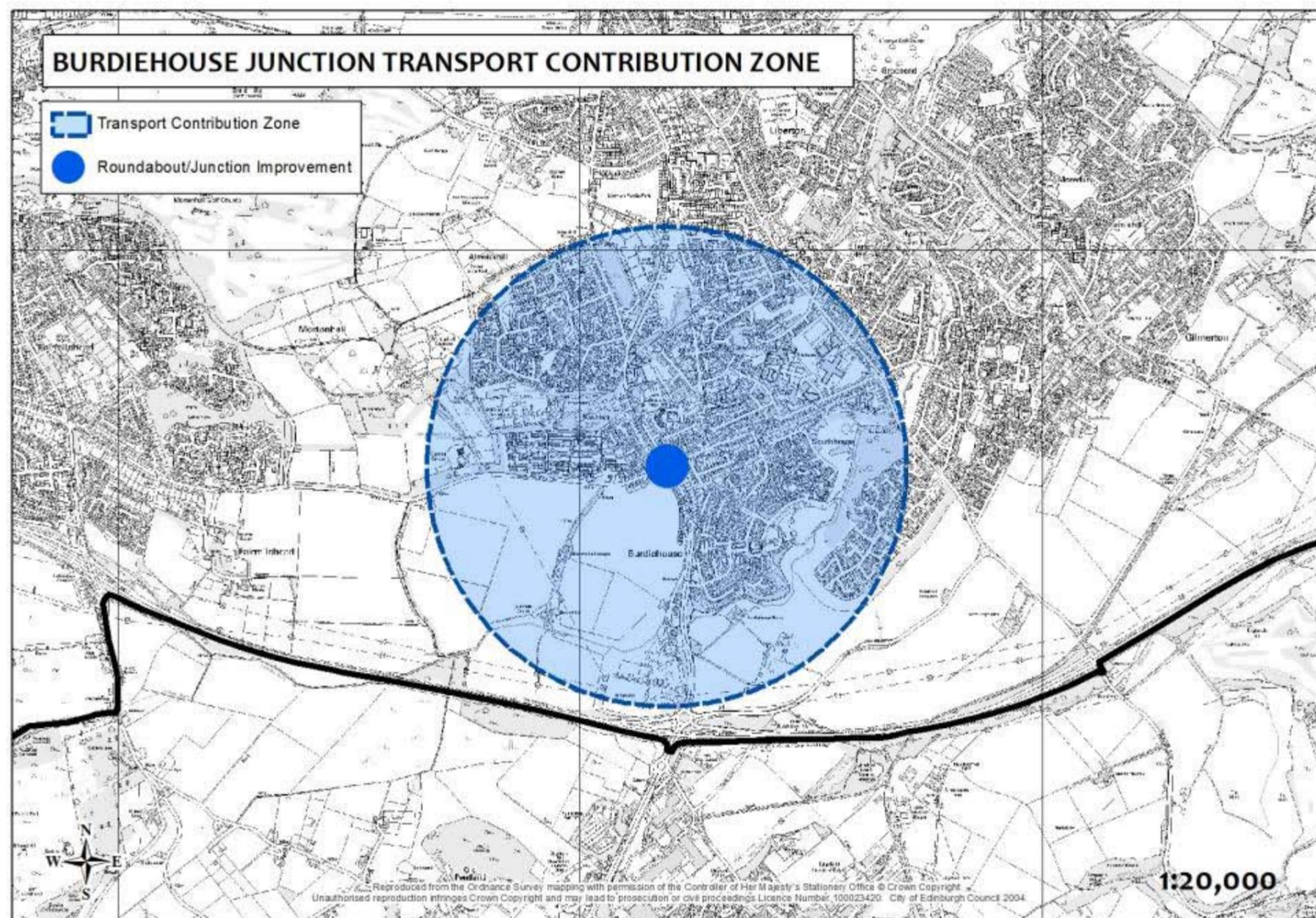


SOUTH EAST EDINBURGH (NORTH) TRANSPORT CONTRIBUTION ZONE		
ACTION		COST £30,000
Site	% share	Contribution
Newcraighall North (HSG 26)	10	£3,000
Newcraighall East (HSG 27)	13	£3,900
Brunstane (HSG 29)	77	£23,100

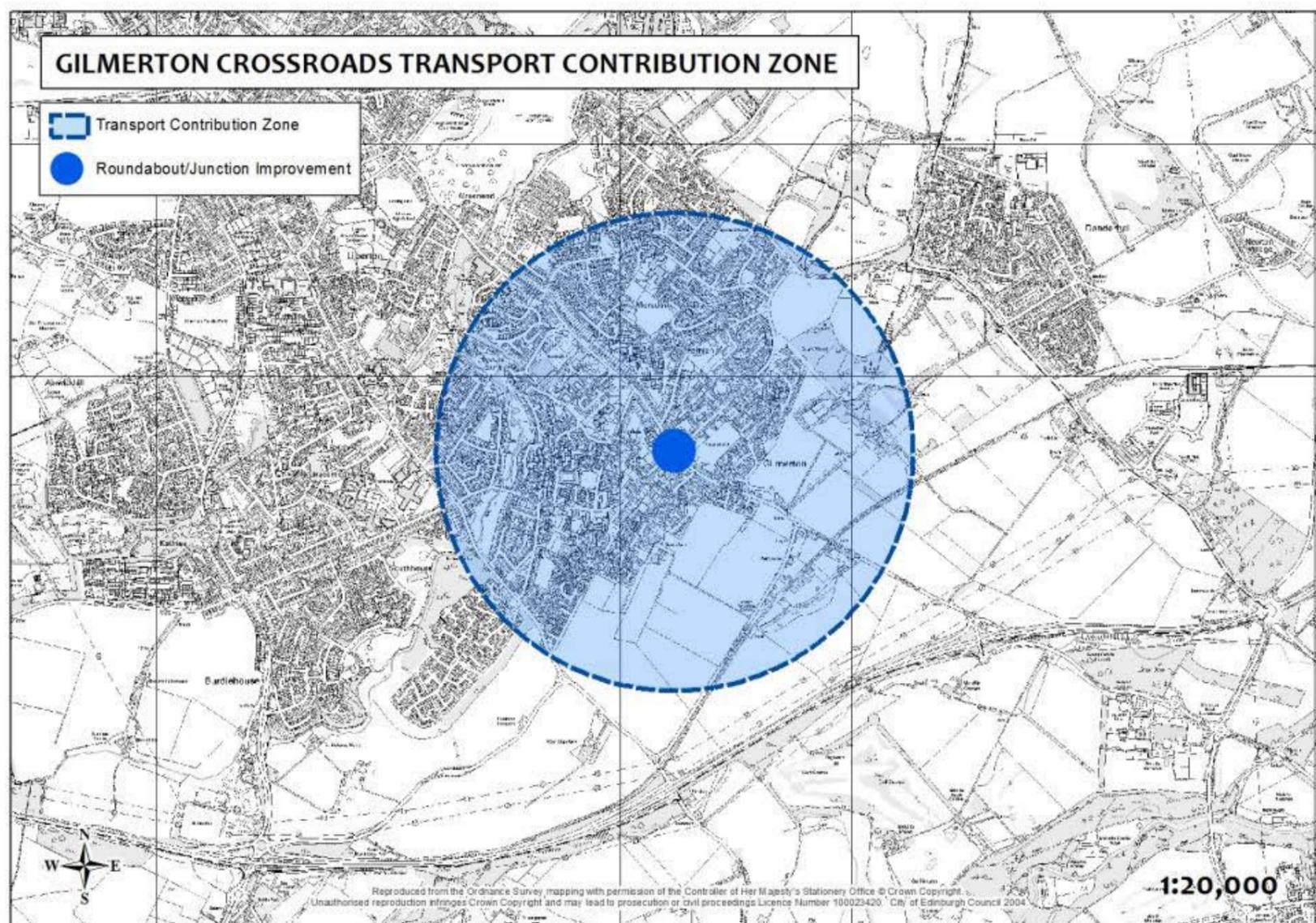
Estimated Cost (derived from East Lothian Council draft developer contributions framework SG P17)	
Old Craighall Junction	
Cost per residential unit	£16.84
100 sqm of employment	£5.05



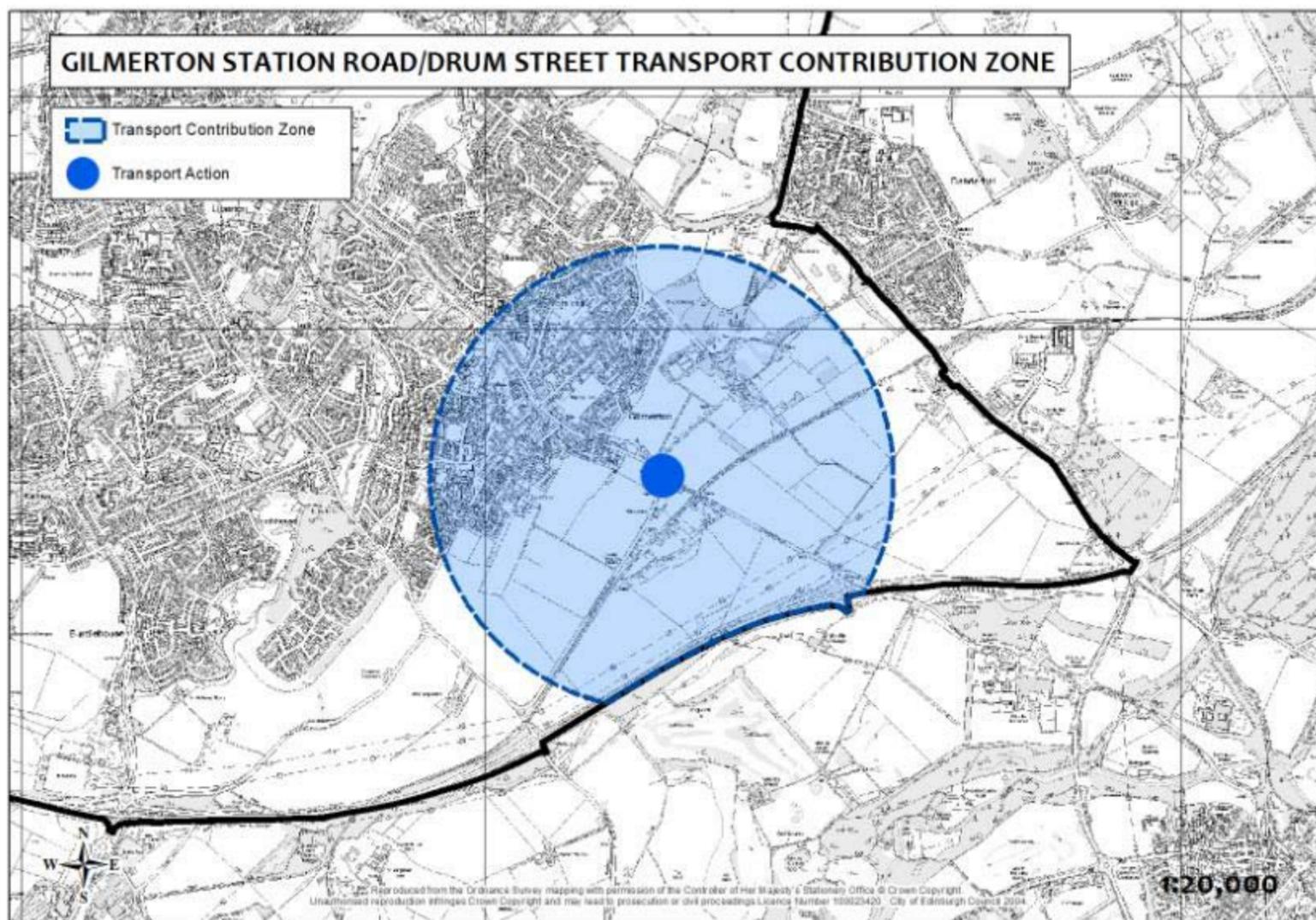
BURDIEHOUSE JUNCTION TRANSPORT CONTRIBUTION ZONE		
ACTION: Junction Upgrade		COST: £400,000 (including OB)
Site	% share	Contribution
Broomhills (HSG 21)	56%	£223,474
Burdiehouse(HSG 22)	33%	£131,455
South of Burdiehouse (Urban Area)	11%	£45,070



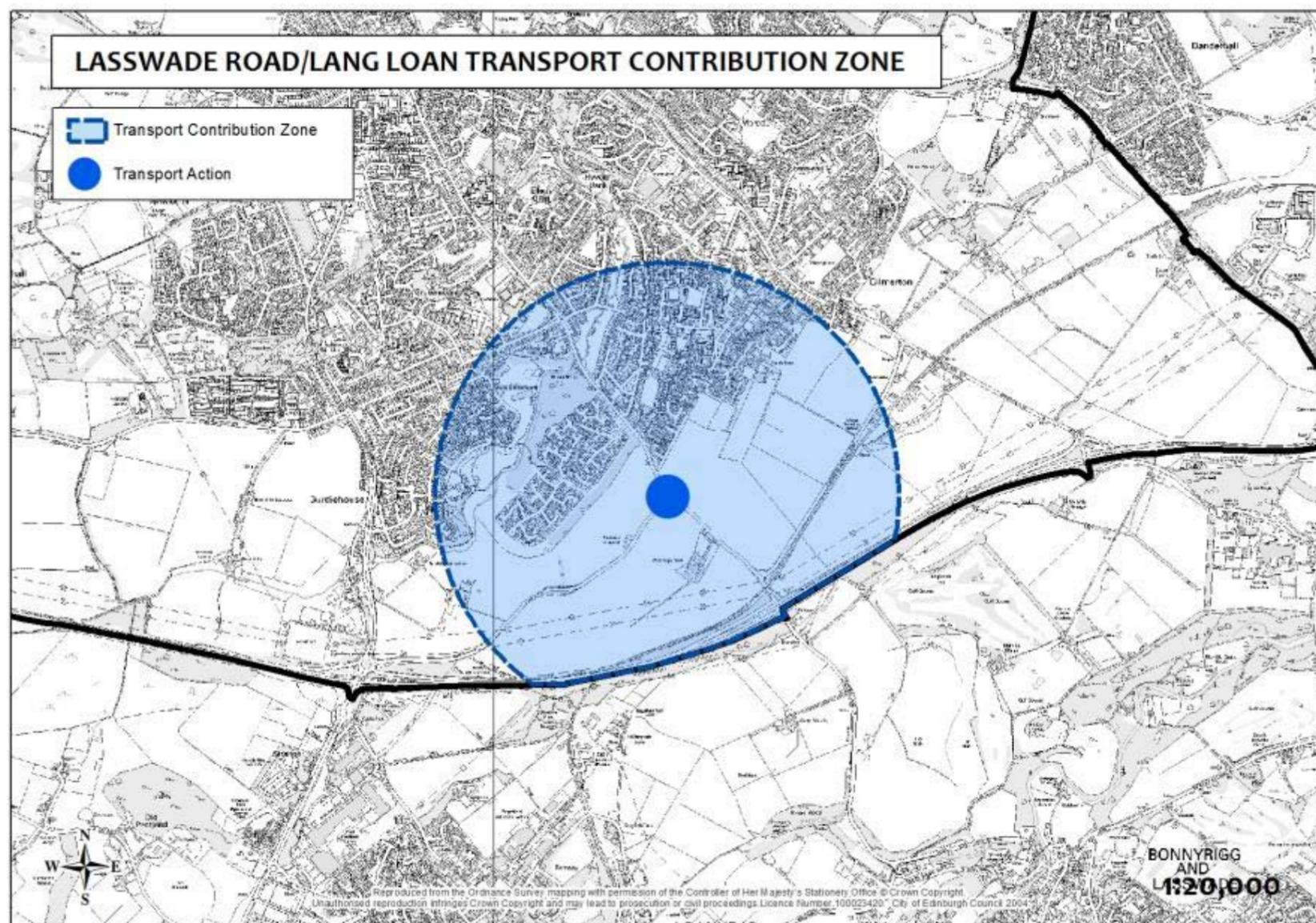
GILMERTON CROSSROADS TRANSPORT CONTRIBUTION ZONE		
ACTION: Junction Improvement		COST: £400,000 (including OB)
Site	% share	Contribution
Gilmerton Dykes Road	8%	£31,285
Gilmerton Station Rd	73%	£290,503
The Drum	20%	£78,212



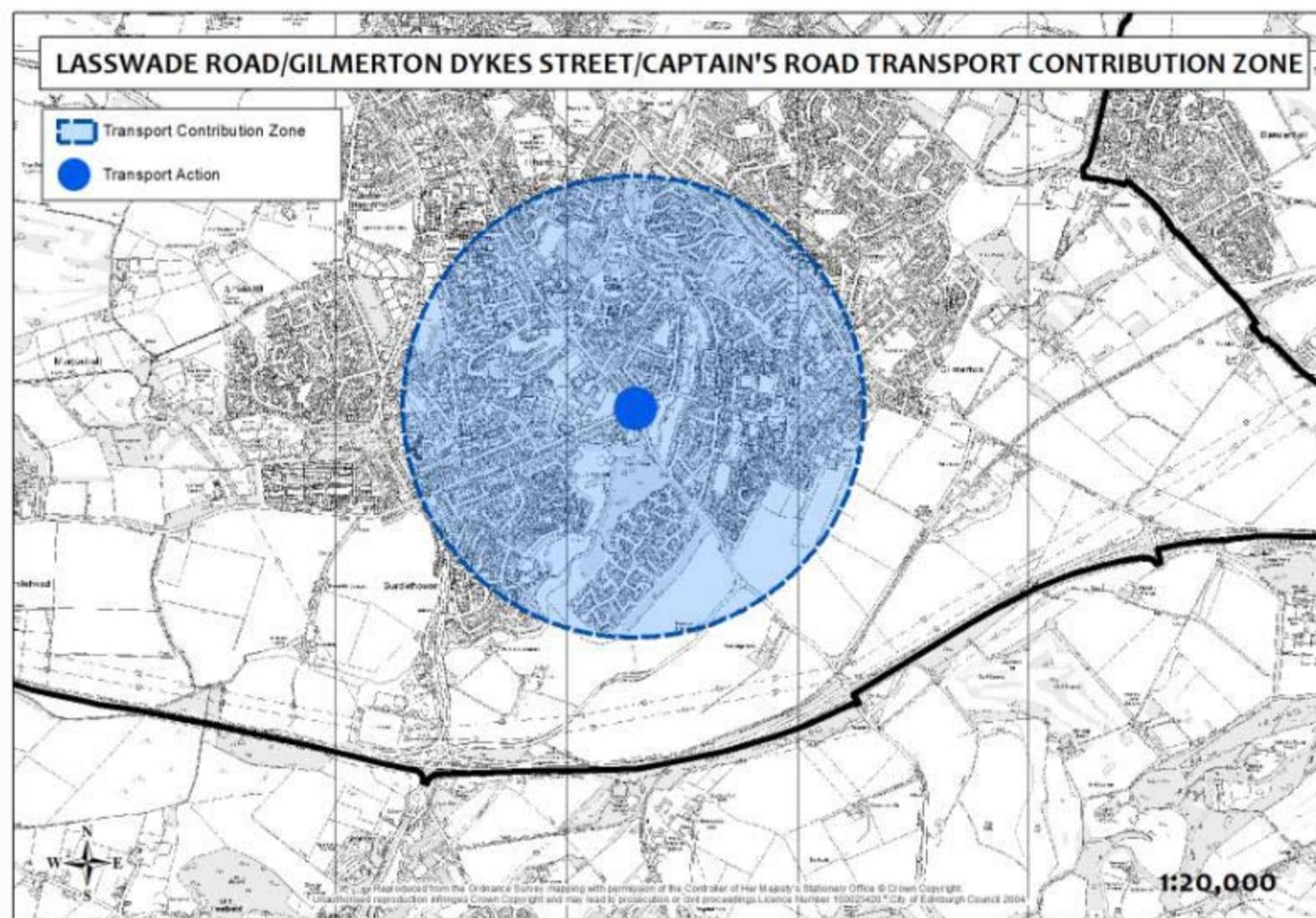
GILMERTON STATION ROAD / DRUM STREET TRANSPORT CONTRIBUTION ZONE		
ACTION		COST
Site	% share	Contribution
The Drum	20%	£80,000
Gilmerton Station Road	73%	£292,000
Gilmerton Dykes Road	8%	£28,000



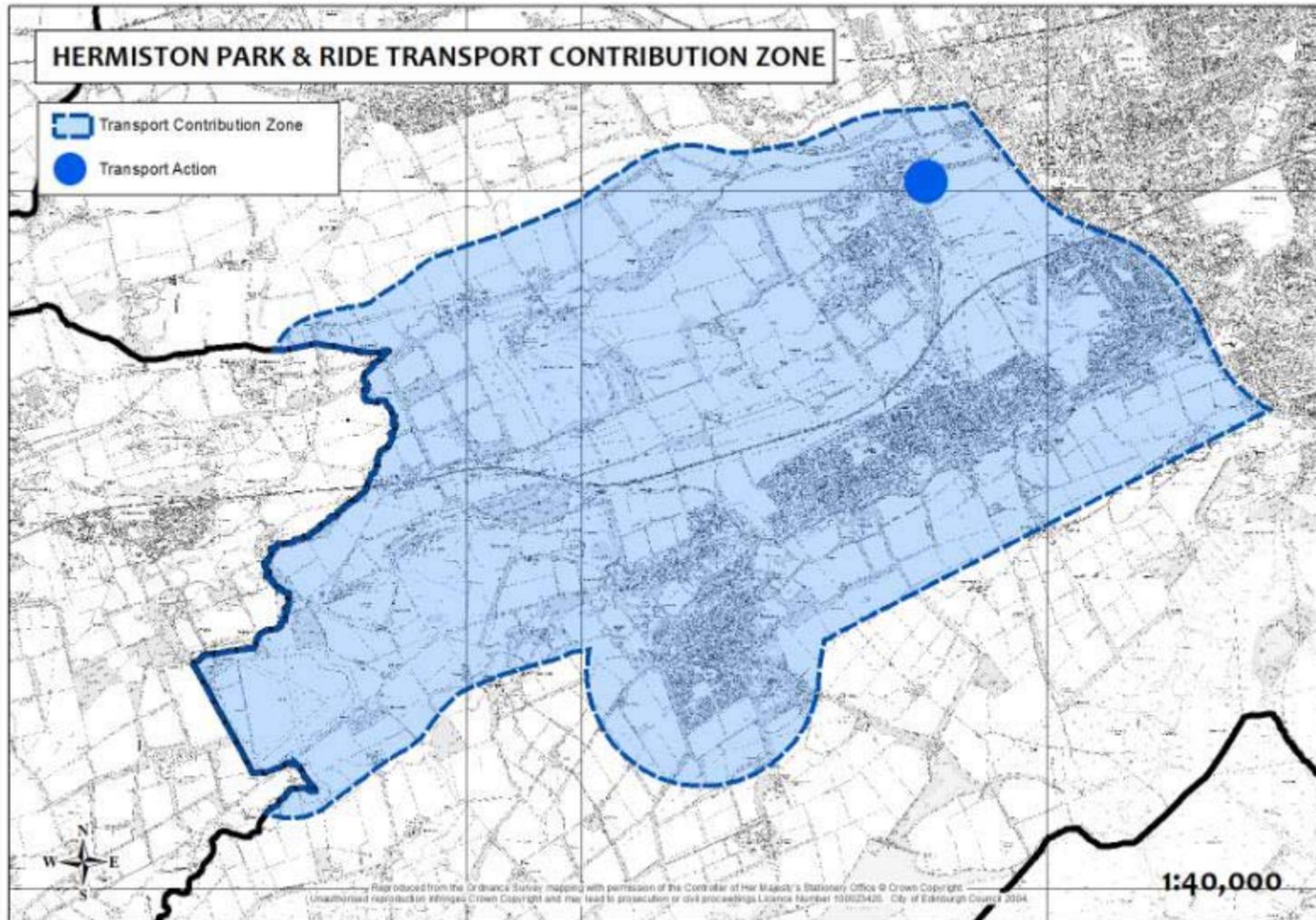
LASSWADE ROAD / LANG LOAN TRANSPORT CONTRIBUTION ZONE		
ACTION		COST £472,800
Site	% share	Contribution
North of Lang Loan	26%	£122,928
South of GSR (Urban Area)	56%	£264,768
South of Burdiehouse (Urban Area)	18%	£85,104



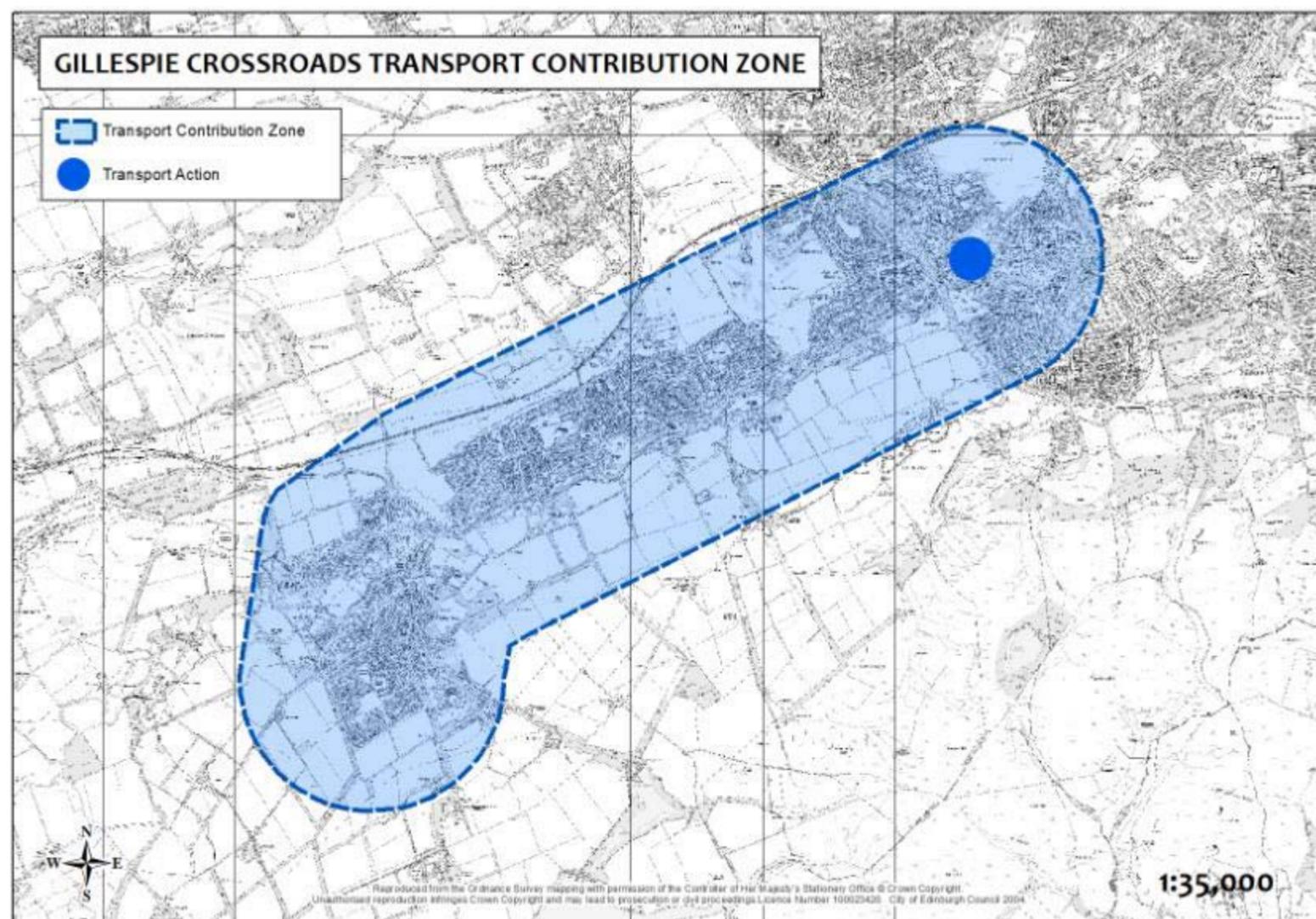
LASSWADE ROAD / GILMERTON DYKES STREET / CAPTAINS ROAD TRANSPORT CONTRIBUTION ZONE		
ACTION		COST £400,000
Site	% share	Contribution
North of Lang Loan	26%	£104,000
South of GSR (Urban Area)	56%	£224,000
South of Burdiehouse (Urban Area)	18%	£72,000



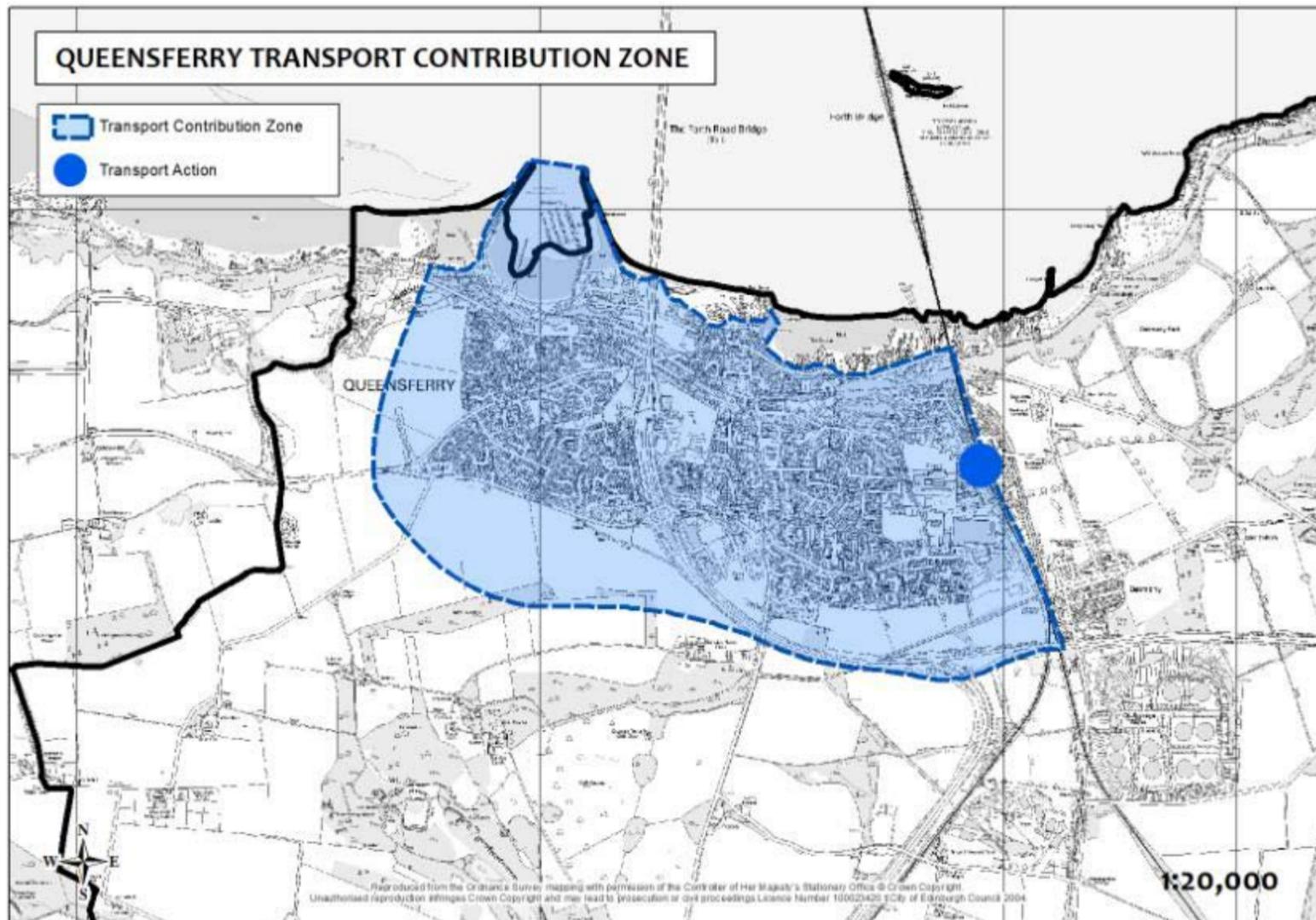
HERMISTON PARK AND RIDE	
All sites	£1000 per unit



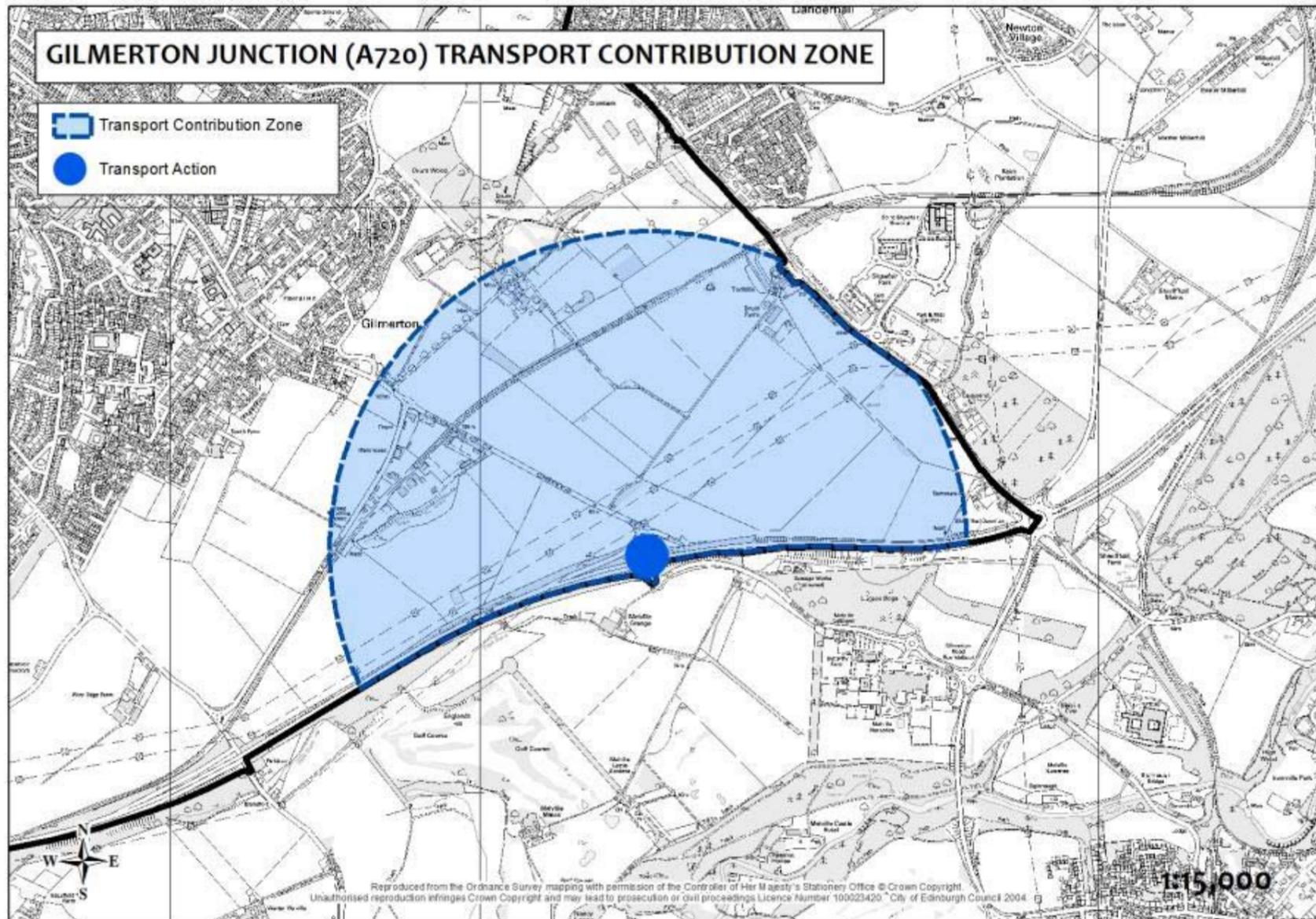
SOUTH WEST EDINBURGH TRANSPORT CONTRIBUTION ZONE		
ACTION		COST
Site	% share	Contribution
Newmills Rd	70%	£287,000
Curriehill Rd	20%	£82,000
Riccarton Mains Rd	10%	£41,000



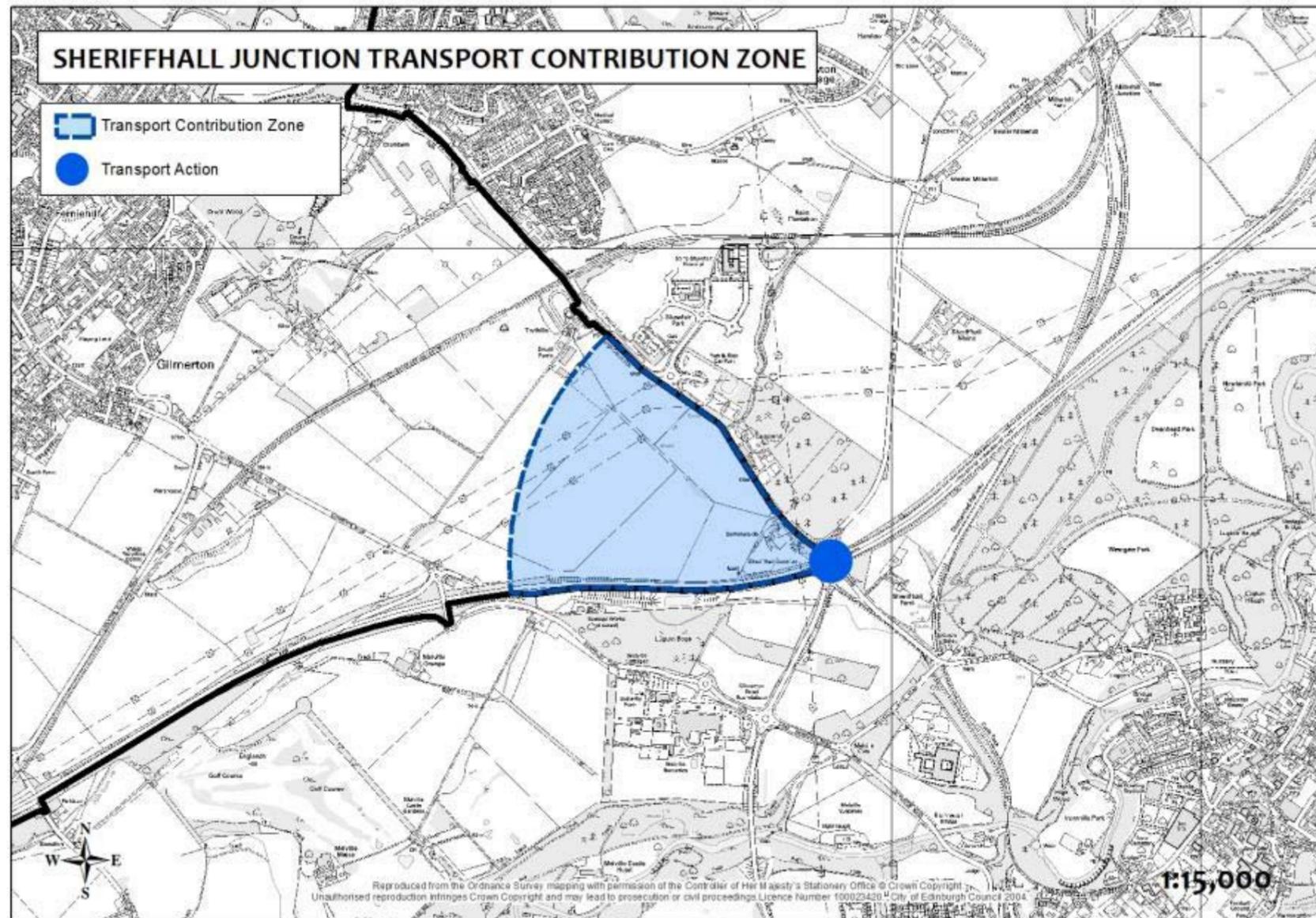
QUEENSFERRY TRANSPORT CONTRIBUTION ZONE		
ACTION and COST still to be established.		
ACTION	COST	
Site	% share	Contribution
Springfield (HSG 1)		
Builyeon Road (HSG 32)		
South Scotstoun (HSG 33)		



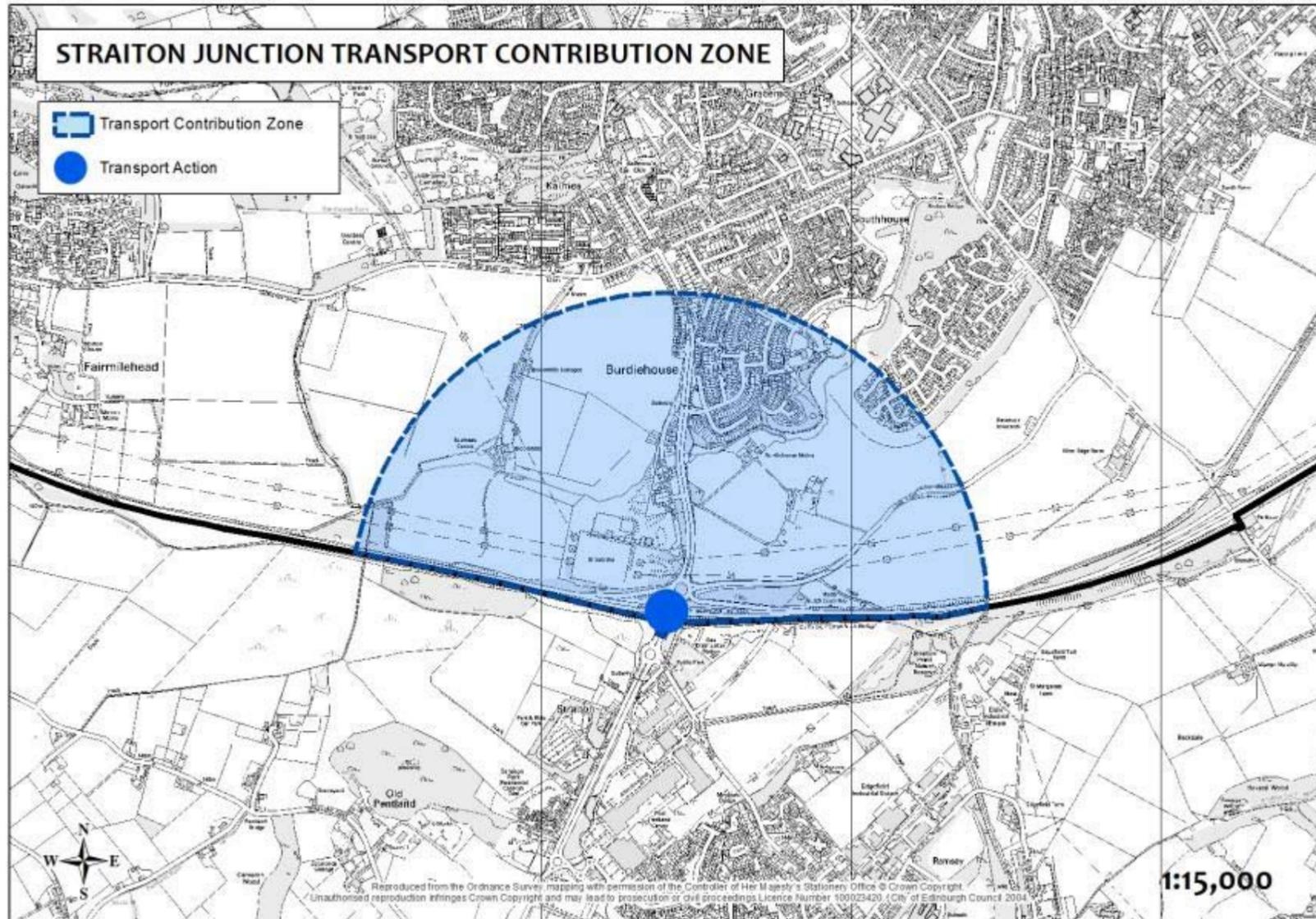
GILMERTON JUNCTION (A720) TRANSPORT CONTRIBUTION ZONE
ACTION and COST still to be established.



SHERIFFHALL JUNCTION TRANSPORT CONTRIBUTION ZONE
ACTION and COST still to be established.



STRAITON JUNCTION TRANSPORT CONTRIBUTION ZONE
ACTION and COST still to be established.



OTHER TRANSPORT REQUIREMENTS	
Infrastructure Requirement	Cost
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)	£100,000
Leith Western Harbour Central Park (GS2)	£1.04m
Leith Links Seaward Extension (GS3)	£600k
South East Wedge Parkland (GS4)	£2.25m
Niddrie Burn Parkland (GS5)	£1m
IBG Open Space (GS6)	£2m
Gogar Burn (GS7)	£22m
Broomhills Park (GS9)	£620k
Clovenstone Drive (GS10)	£400k
Newmills Park (GS11)	£320k
Burdiehouse (HSG 22)	£50k
Gilmerton Dykes Road (HSG 23)	Not yet known/ estimated
Mortonhall, Burdiehouse and Gilmerton to Straiton in Midlothian (HSG 22, 24)	Not yet known/ estimated
Gilmerton Station Road to North of Lang Loan	Not yet known/ estimated
Fountainbridge (CC 3)	Not yet known/ estimated
Clovenstone Drive (HSG 31)	£100k
Granton Waterfront: Forth Quarter (EW2a)	£250k
Granton Waterfront: Central Development Area (EW 2b)	£250k
Granton Waterfront: Granton Harbour (EW 2c)	Not yet known/ estimated
Edinburgh Park/South Gyle (Del 4)	Not yet known/estimated
Dalmeny to Echline, Queensferry (HSG 32 & 33)	£1.2m
Edinburgh Gateway Station to Maybury and Cammo green corridor (HSG 19 & 20)	£320k
Brunstane to Musselburgh (HSG 29)	Not yet known/estimated

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

MAPS TO BE INCLUDED IN PRINT VERSION