

PERTH AND KINROSS COUNCIL

Environment & Infrastructure Committee – 7 November 2012

TRANSPORT INFRASTRUCTURE DEVELOPER CONTRIBUTIONS

Report by Executive Director (Environment)

ABSTRACT

The report sets out draft Supplementary Guidance for consultation on the use of developer contributions in and around Perth towards the cost of delivering the transport infrastructure improvements required to release and support the growth of Perth and Kinross.

1. RECOMMENDATIONS

1.1 The Committee is asked to:

- i) Approve the draft Transport Infrastructure Supplementary Guidance as a basis for consultation;
- ii) Report the results of the consultation back to the first appropriate Committee during 2013;
- iii) Approve the interim measures until the adoption of the Transport Infrastructure Supplementary Guidance.

2. BACKGROUND

2.1 The following Supplementary Guidance falls in line with the principles of:

- TAYplan Policy 8: Delivering the Strategic Development Plan;
- Planning Circular 1/2010: Planning Agreements;
- Perth and Kinross Council Developer Contributions Policy 2009;
- Policy PM3: Infrastructure Contributions in the Proposed Local Development Plan 2012;
- Developer Contributions Supplementary Guidance December 2011.

2.2 This Supplementary Guidance sets out the basis on which Perth and Kinross Council will seek to secure contributions from new development towards the cost of meeting transport infrastructure improvements necessary to reduce congestion, improve air quality and benefit the local and regional road network. A consultation document based upon the guidance set out in this report will be prepared for discussion with stakeholders and published for consultation for a period of six weeks from 12 November 2012 – 21 December 2012. The results of the consultation will be reported back to the first appropriate Committee during 2013.

2.3 The Council commissioned traffic modelling work for the Perth Area. This work demonstrated that the combination of background traffic growth and committed development will cause, not only unacceptable congestion, but also be detrimental to air quality. A package of measures which will remove

constraints not only for the long term development of Perth and Kinross but will also provide regional benefits to the national Trunk Road network has been developed in consultation with TACTRAN and Transport Scotland.

- 2.4 The final costs for each of these packages have not yet been established but the current working estimates are as follows:

Element	Cost £(million)
Cross Tay Link Road	£90m
Park and Ride	£4m
Public Transport, City Centre improvements, walking and cycling	£23m
A9/A85 Crieff Road junction improvements	£15m
Friarton Link Road	£3m
Total	£135m

- 2.5 The current estimate cost of £135m cannot be funded by the Council alone. To place the funding of these improvements solely on the development industry would also not be feasible. This Supplementary Guidance does not seek to recoup all of the costs but seeks a fair and reasonable contribution related in scale and kind spreading the burden across all new development.

3. PROPOSALS

3.1 Review of Local Authority Funding Mechanisms

- 3.1.1 A review of the approaches to infrastructure funding by other Local Authorities across Scotland was undertaken. Whilst a number of Local Authorities are involved in bringing forward large scale infrastructure projects most are not taking forward these projects without an element of central government funding for the funding models. The following projects were reviewed:

- Aberdeen Western Peripheral Route
- Borders Waverley Railway Project
- Inverness A96 Corridor
- Edinburgh Tram Network

- 3.1.2 Elements of each of these projects provided a starting place for the funding mechanism which has been developed for the Transport Infrastructure Supplementary Guidance.

3.2 Defining the Geographical Area

- 3.2.1 All new development across Perth and Kinross will impact on the transport infrastructure to varying degrees. In order to create an equitable contribution model, it is necessary for the geographical area which creates the largest volume of trips by vehicle to contribute the most towards transport infrastructure. The pattern of travel from each of the Housing Market Areas (HMA) in Perth and Kinross has been examined using the 2001 Census statistics on Travel to Work/Study data. The analysis showed that 85% of

residents living in the Perth HMA travel to work by car within the same area. In contrast only 1% of residents from the Highlands area, 5% from Strathearn and 6% from Strathmore and the Glens travel through the Perth area and therefore have less benefit from the transport infrastructure. The impact from Kinross-shire was shown to be negligible.

- 3.2.2 In line with TAYplan, the Proposed Local Development Plan strategy identifies the majority of new development within the Perth HMA. Applying the contributions at different rates across all the HMA's was considered but ruled out on grounds that aside from the Perth HMA, development in the other areas will have a limited impact on transport infrastructure. In order to distribute the appropriate contribution to the developments which will have the largest impact, the contributions will only be applied in to the Perth HMA and the Carse of Gowrie part of the Dundee HMA. This position will be kept under review. Appendix 1 of the Supplementary Guidance defines the area in which the contributions will be applied.

3.3 Calculating the Contribution

- 3.3.1 The infrastructure package represents a significant long term investment and the time period of both the Local Development Plan and TAYplan were considered to be too short. Calculating the contribution level over a shorter period could place an unacceptable burden on new development. Calculating over a longer period may not make it viable for the Council to front fund the infrastructure as it would not allow the Council to service the loan. A 30 year period has been used as this is the standard period for Local Authority borrowing.
- 3.3.2 In order to spread the burden the contributions have been calculated across a wide range of development types. Where the level of development can be accurately projected this has taken place. Appendix 2 of the Supplementary Guidance details how the contribution rates have been calculated.

3.4 Applying the Contribution Rate

- 3.4.1 Each m² of new development will be required to make a contribution calculated on the gross internal area of new developments. The contribution per m² is as follows:

Land Use	Contribution per m² (£)
Retail Superstore	682
Retail – Other	219
Employment	26
Residential	36
Other	104

- 3.4.2 Applying the contribution per m² to new development would produce the following contributions:

Type of Development	Size	Contribution
Retail Superstore	4,600 m ²	£3,137,200
Garden Centre	500 m ²	£109,500
Office	700 m ²	£18,200
Average UK House	91 m ²	£3,276
Cinema	2000 m ²	£208,000

3.5 Affordable Housing

- 3.5.1 The Supplementary Guidance will apply to all residential development including affordable housing. Where a private developer transfers land to Registered Social Landlords they are required to transfer fully serviced land and the payment of any required contribution will be included in servicing the land. Where a Registered Social Landlord buys a site on the open market for development the Council will consider whether to cover the contribution from its own funding or require the RSL to make a contribution, each case will be determined on its own merits.

3.6 Employment Land

- 3.6.1 The Scottish Government's aim is to create a healthy and vibrant economy and it is acknowledged that the impact of the contribution on employment uses could make Perth an unattractive place to invest, especially in the current economic climate. It is proposed that in order to offset the impact of the contributions on new development and support the growth of Perth that for a 2 year period from adoption of the Supplementary Guidance no contributions will be required for employment uses which receive full planning consent and are completed within a 3 year period. If these developments are not completed within a 3 year period a contribution will be required and the Supplementary Guidance will be applied to any renewals of permission. Where new employment uses meet this criterion the equivalent contribution costs will be funded by the Council. After this initial 2 year period the Council will review this position and will have the option to continue with no change, require a contribution at a reduced rate or apply the full rate. Where a site is directly accessed from the new road infrastructure a contribution may be required, each case will be determined on its own merits.
- 3.6.2 The cumulative impact of both education and transport contributions may have an impact on the viability of new development. It may be the case that until the economy shows a significant improvement a cap on the overall level of contributions will require to be introduced to support development. The level at which this cap may be required to be set has not yet been determined and discussions with the development industry are on going.
- 3.6.3 The Council supports the regeneration of town centres and in the majority of cases where changes of use or subdivision are proposed, contributions would

not be required. In circumstances where a contribution would be required, if for example the creation of more than 5 dwellings or increasing the floor space, to support the regeneration the Council has the option to meet the equivalent contribution costs from its own funds.

3.6.4 The Proposed Plan recognises that delivering the key projects will take many years resulting in a number of sites being constrained until the infrastructure is in place or under construction. The Plan places an embargo on new development on a number of the major road corridors around Perth. It is proposed that when this Supplementary Guidance is adopted these restrictions are relaxed on the following basis:

- To prevent the increased congestion on the Crieff Road area of Perth, there is an embargo on further planning consents for developments of sites of 0.5ha or more out with Perth on the A85 corridor, until such time as the construction of the A9/A85 junction has commenced. Subject to the Council committing to building the junction through the Capital Programme, consents will be released where a contribution is made;
- To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth there is an embargo on planning consents for further housing for sites of 10 or more out with Perth on the A93 & A94 corridors. This embargo does not apply to brownfield sites. When the Council have committed to building the Cross Tay Link Road through the Capital Programme, Major planning applications may be released using phasing agreements but smaller applications will be released where an appropriate contribution is made. Site H29 in Scone identified in the Proposed Plan will be released being limited to a maximum of 100 dwellings prior to the Cross Tay Link Road being completed.

3.6.5 It should be noted that the issue of restricting the release of land on the A93 and A94 will be considered by a Reporter as part of the Local Development Plan examination.

3.7 All other developments

3.7.1 When the Supplementary Guidance is adopted, planning consents which will contribute to the transport infrastructure should not be held up. While it is recognised that the road network may not be able to accommodate all of the proposed new development due the current economic climate the majority of sites will take many years to be completed. Sites will generally advance slowly with a small number of units being built as the market allows allowing for a limited volume of development to be accommodated in advance of the infrastructure being completed.

3.8 Interim Measures

3.8.1 Until the Supplementary Guidance is adopted new Major planning applications will be treated as being constrained by the transport infrastructure.

4. CONSULTATION

- 4.1 The Head of Legal Services, the Head of Finance and the Head of Democratic Services have been consulted in the preparation of the report.

5. RESOURCE IMPLICATIONS

- 5.1 There are no direct resource implications arising directly from the recommendations in this report.

6. COUNCIL CORPORATE PLAN OBJECTIVES 2009-2012

- 6.1 The Council's Corporate Plan 2009-2012 lays out five Objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. The report impacts on the following:

- (i) A Safe, Secure and Welcoming Environment
- (iii) A Prosperous, Sustainable and Inclusive Economy

7. EQUALITIES IMPACT ASSESSMENT (EqIA)

- 7.1 An equality impact assessment needs to be carried out for functions, policies, procedures or strategies in relation to race, gender and disability and other relevant protected characteristics. This supports the Council's legal requirement to comply with the duty to assess and consult on relevant new and existing policies.

- 7.2 The function, policy, procedure or strategy presented in this report was considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:

- i) Assessed as **not relevant** for the purposes of EqIA

8. STRATEGIC ENVIRONMENTAL ASSESSMENT

- 8.1 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS).

- 8.2 The matters presented in this report were considered under the Environmental Assessment (Scotland) Act 2005 and pre-screening has identified that the PPS will have no or minimal environmental effects, it is therefore exempt and the SEA Gateway has been notified. The reason(s) for concluding that the PPS will have no or minimal environmental effects is that The SG provides a methodology for the calculation of Developer Contributions towards funding transport infrastructure. It is not directing development or adding to any other part of the adopted Local Plans or Proposed Plan.

9. CONCLUSION

- 9.1 To support the future growth of Perth and Kinross and provide local, regional and national benefits the identified package of Transport Infrastructure improvements requires to be implemented. It will allow the Council to part fund the necessary infrastructure while helping facilitate new development and have both local and regional benefits to the transport network. It will also provide clarity to the development industry and ensure that new development only makes an appropriate contribution paid through the uplift in the value of land upon the granting of planning consent while removing identified constraints to the granting of planning permission.

**JIM VALENTINE
EXECUTIVE DIRECTOR (ENVIRONMENT)**

Note: The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above report.

Planning Circular 1/10: Planning Agreements

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Date: 26 October 2012

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Draft



Developer Contributions Transport Infrastructure

Perth and Kinross Council

September 2012

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1. Introduction

- 1.1 The following Supplementary Guidance sets out the basis on which Perth and Kinross Council will seek contributions from developments in and around Perth towards the cost of delivering the transport infrastructure improvements. These are required for the release of strategic development sites and support the growth of Perth and Kinross.
- 1.2 This Supplementary Guidance should be read in conjunction with Policy PM3: Infrastructure Contributions and Developer Contributions Supplementary Guidance.

2. Background

- 2.1 The Proposed Plan identifies that the biggest single constraint facing the Perth and Kinross is the capacity of the roads infrastructure in and around Perth. Not only is congestion becoming a problem but the Council was required to identify Perth as an Air Quality Management Area due to the levels of pollution evident in several areas of the City. The principal cause of that pollution is traffic.
- 2.2 The Council commissioned traffic modelling work for the Perth Area. This work demonstrated that the combination of background traffic growth and committed development will cause, not only unacceptable congestion, but also further exacerbate the poor air quality. To do nothing is recognised as not being an option and the Council has been working with TACTRAN, (The Regional Transport Authority) in consultation with Transport Scotland to identify a package of measures which will remove constraints not only for the long term development of Perth and Kinross but will also provide benefits to the national Trunk Road network.
- 2.3 The package of measures identified include:
 1. Improvements to the City by pass/A85 Crieff Road junction;
 2. Cross Tay Link which connects the A9 to the A93 & A94 requiring the construction of the new bridge across the Tay north of Perth;
 3. A package of measures to reduce congestion and improve air quality within Perth City centre;
 4. Improvement to public transport including new Park & Ride sites surrounding Perth;
 5. Improved pedestrian and cycle facilities.
- 2.4 The final costs for each of these packages have not yet been established but the current working estimates are as follows:

Element	Cost £(million)
Cross Tay Link Road	£90m
Park and Ride	£4m
Public Transport, City Centre improvements, walking and cycling	£23m
A9/A85 Crieff Road junction improvements	£15m
Friarton Link Road	£3m
Total	£135m

- 2.5 It is identified that the Cross Tay Link Road (CTLR) is the major element of the package which is required to open up the strategic development land in the Proposed Plan and as such will be the biggest challenge to fund.
- 2.6 The current working costs identify that £135m is required to fund the entire transport infrastructure package. To place the funding of these improvements solely on the development industry would not be feasible and this Supplementary Guidance does not seek to recoup all of the costs but seeks a fair and reasonable contribution related in scale and kind of any proposed development. The contribution level has been calculated over a 30 year period in order to spread the burden and relate to standard Local Authority borrowing periods.
- 2.7 To meet the costs of the entire infrastructure package the Council will continue to investigate other funding mechanisms including working with government bodies to bring forward funding. It is estimated that 40% of the overall costs can be met in this way. Taking this consideration into account new development will be calculated on the basis of 60% of £135m (£81m).
- 2.8 In order to support the growth of employment in Perth and Kinross the Council has determined that it will reduce the contribution required from new employment uses. This contribution will be covered by the Council and will be reviewed periodically in relation to the economic climate. Where a site is directly accessed from the new road infrastructure a contribution may be required, each case will be determined on its own merits, either by officers or Committee as appropriate.
- 2.9 In order to support the regeneration of town centres where a contribution is required the Council may cover the cost of the contribution, each case will be determined on its own merits.
- 2.10 Where a Registered Social Landlord buys a site on the open market for development the Council will consider whether to cover the contribution from its own funding or require the RSL to make a contribution, each case will be determined on its own merits.
- 2.11 It has been identified that the largest impact on the road network comes from within the Perth Housing Market Area (HMA) including the Carse of Gowrie part of the Dundee HMA. The defined area in which this Supplementary Guidance is applied is based upon the geographical area covered by these HMA's but does not follow them exactly.

3. Principles of the Supplementary Guidance
 - 3.1 This Supplementary Guidance will apply to all development within a defined boundary identified through post code sectors in Appendix 1; if a development is proposed within the defined postcode the Supplementary Guidance will be applied.
 - 3.2 A contribution will be required from all new development which increases floorspace.
 - 3.3 This Supplementary Guidance will not apply retrospectively to a site which has full or in principle planning consent prior to the Supplementary Guidance coming into effect. Approved Masterplans or development briefs will not have the contributions applied except where they are considered to be out of date and may subsequently be renegotiated in line with the most current Supplementary Guidance. All new planning applications from the date of adoption will be considered in line with the Supplementary Guidance. Where applications are submitted for the renewal of planning permission the Supplementary Guidance will be applied in accordance with Table 1.

Table 1

Application Submitted	Action
New In Principle/Full application submitted	Standard Condition Applied/ Supplementary Guidance Applied
In Principle Permission lapsed, new application submitted	Standard Condition Applied
In Principle Permission renewal, where existing permission still valid	Standard Condition Applied
Reserved Matters Permission lapsed, new application submitted	Supplementary Guidance Applied
Reserved Matters Permission renewal, where existing permission still valid	No Application of Supplementary Guidance
Full Application Permission lapsed, new application submitted	Supplementary Guidance Applied
Full Application Permission, where existing permission still valid, renewal of consent	No Application of Supplementary Guidance
Full Application Permission, where existing permission still valid, revised application submitted for same numbers of dwelling	No Application of Supplementary Guidance
Full Application Permission, where existing permission still valid, revised application submitted for increases numbers of dwelling	Supplementary Guidance applied to net additional dwellings calculated on the basis of 91m ² per dwelling

- 3.4 Proposals for change of use or subdivision will not normally be expected to provide a contribution, unless they result in the creation of 5 or more residential units or increase the floorspace of the existing building.
- 3.5 In the event of a developer contributing land towards the development of the CTRLR or other implementation proposals, the amount of 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 and its condition.
- 3.6 Contributions may be secured by means of a section 75 agreement between the Council and the developer/landowner. The agreement will need to be concluded before planning permission can be issued. Developers will be responsible for the cost of preparing legal agreements. In principle applications where it is not possible to determine the contribution level will have a condition attached to any permission. Contributions may be paid upfront of release of planning consent negating the requirement to enter into a legal agreement.
- 3.7. Phasing of Contributions
Where a legal agreement is entered into applicants have the option to phase payments over the lifetime of a development. The following outlines the standard phasing schedule of contribution payments to be used when completing legal agreements. The acceptance of this phasing will speed up the completion of legal agreements. It should be noted that developers are not bound by this protocol but where a bespoke agreement is required discussions should be entered into at the outset of the submission of a planning application so as not to delay the processing of the legal agreement. Applicants submitting major planning applications are encouraged to enter discussions with the Council during the Planning Advice Note (PAN) stage.
- 3.8 Where a legal agreement is entered into payment of contributions will be required within 30 days of the completion certificate for each dwelling being approved by Perth and Kinross Council. Major applications will have the phasing of payments individually agreed on the basis of bi-annual or quarterly payments.
- 3.9 The following scheduling is a guide and in individual circumstances exceptions may be appropriate in agreement with the planning authority;
- Single dwellings will be encouraged to make payment upfront of the release of planning consent. The additional costs to the applicants and time for processing legal agreements for single dwelling applications is not considered to be cost effective to either the Council or applicant;
 - 2 – 10 dwellings. Full payment of the required contribution would be required by the completion of 50% of the development rounded up to the nearest full house completion;

- 10 – 250 dwellings. Full payment upon completion of 60% of the development rounded up to the nearest full house completion with payments being staged upon the completion of each 5 dwellings.
 - 250+ dwellings. Payment phasing agreed on an individual basis.
- 3.10 If a revised full planning application is submitted or a full application which seeks to alter the number of units specified in an 'in principle' application which pre dated the Supplementary Guidance, if the application is for a greater number of units then the Supplementary Guidance will be applied to all additional net units calculated on the basis of 91m² per dwelling.
- 3.11 In this case the full payment of contributions will be required upon the completion of the final house in the original consent.

Example:

- Original application for 10 units;
- Revised for 13 units is agreed with a contribution required from the additional 3 units;
- Full payment would be required upon the completion of the 10th unit.

4. How is the contribution calculated?

- 4.1 The transport contributions are calculated on the gross internal floor area (GIA) of new development. Where replacement buildings are proposed, provided any existing floor area use a credit will be allowed for any existing GIA which is demolished. Gross internal floor area includes everything within the external walls of the buildings and so includes things like lifts, stairwells and internal circulation areas. It does not include things like external balconies or the thickness of external walls themselves.
- 4.2 Applicants for planning permission must supply details of:
1. GIA of all buildings and their uses on the site prior to development (if any);
 2. GIA of buildings and their uses to be demolished (if any);
 3. Proposed GIA of all buildings and their uses on site once the development has been completed.
- 4.3 Using this information the Council calculates the net increase in GIA. Multiply the result by the appropriate contribution rate in £/ m² and that's the required contribution level.
- 4.4 Residential buildings will be considered to be in use except where properties have been:
- Vacant for longer than three years;
 - Used for another purpose such as storage and would require planning consent to revert to a residential property;

- Have become dilapidated or derelict and would need extensive works requiring planning consent to become habitable.
- 4.5 Non-residential buildings are considered to be 'in use' if part of it has been used for a continuous period of at least 6 out of the 12 months prior to the submission of a planning application.

5. Developers Funding

- 5.1 All contributions will be paid into a fund to facilitate the provision of the Transport Infrastructure requirements. This account will be managed by Perth and Kinross Council. The requirement for a contribution will be reviewed every 5 years. In the event that the transport infrastructure priorities change the Council will retain the contribution for the alternative infrastructure or will refund the contribution to the developer. All refunds will be made in full plus interest at 0.25% below the Bank of Scotland base rate.

6. Determining Contribution Levels

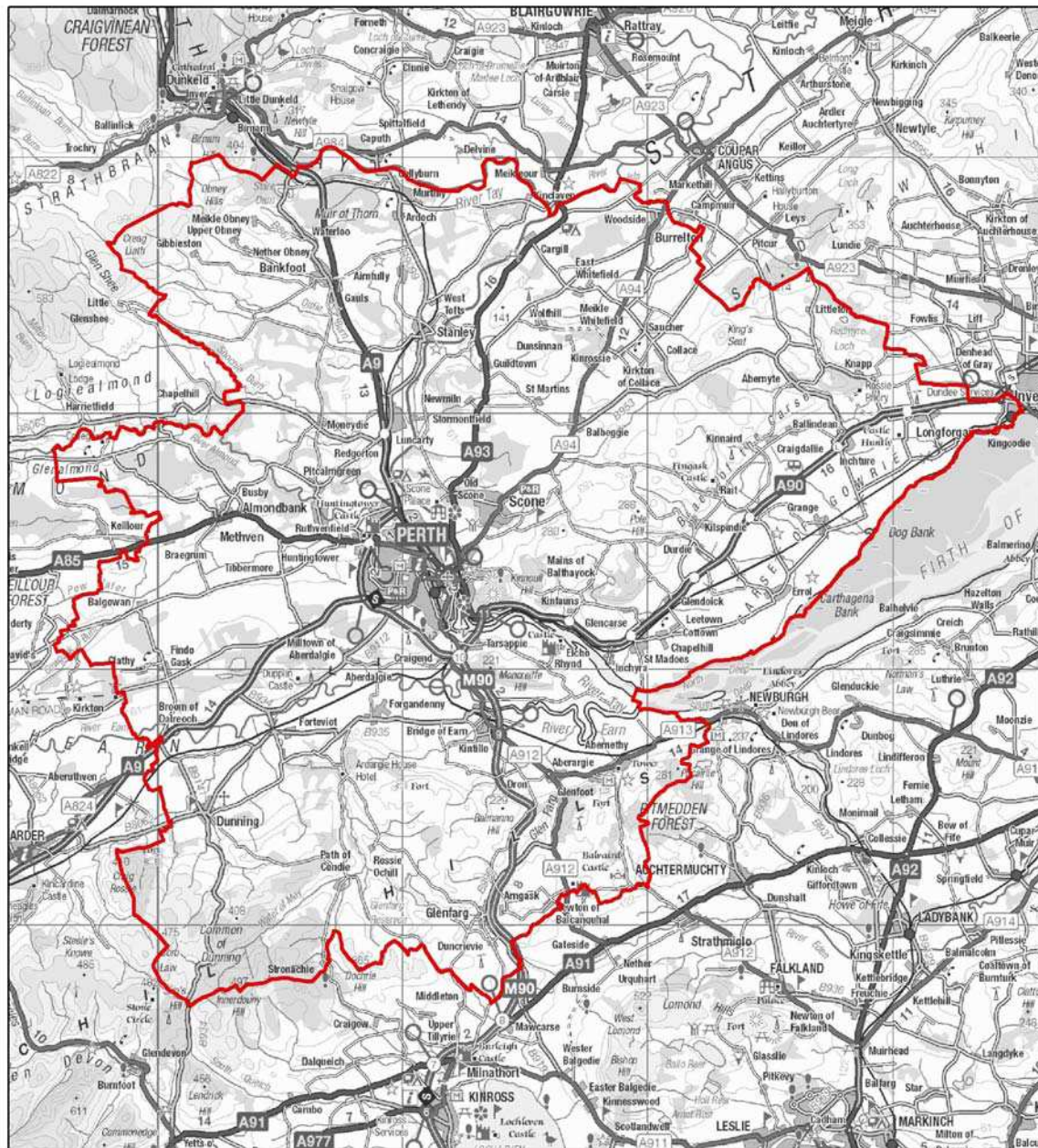
- 6.1 In order to provide a clear picture of expectations and to ensure parity of contribution across the wide range of development types it is considered that a formula based on the average trip rate per development type and the projected level of development projected over the next 30 years divided into the projected cost of the Transport Infrastructure would be appropriate.
- 6.2 Appendix 2 sets out the background for these calculations.
- 6.3 Developer Contribution Rates per Development

Land Use	Contribution per m ²
Retail Food Superstore – 2000m ² gross plus	£682
Retail	£219
Employment	£26
Residential	£36
Other	£104

In circumstances where developments are proposed which do not have a large GIA but would have a large impact on the transport network, for example quarries, car boot sales etc, where a Transport Assessment (TA) is required and the trip rate is less than 0.50 per m² the contribution will be calculated in line with the Other land use rate. Where the TA shows a trip rate above 0.50 per m² the contribution will be calculated on an individual basis. Bulky Goods development will have contributions calculated individually.

Appendix 1 – Supplementary Guidance Application Area

The Transport Infrastructure Contributions Supplementary Guidance will be applied to the following Postcode units within the area outlined on the map.



CTLR contribution area boundary

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Not to scale

The following list sets out all Postcode Sectors and Units which fall within this boundary, where postcodes change the list will be updated to reflect the most up to date position.

Postcode Sector	Postcode units			
DD2 5	All postcodes (Within Perth and Kinross)			
FK14 7	FK14 7LD (Within Perth and Kinross)			
KY14 6	All postcodes (Within Perth and Kinross)			
KY 14 7	All postcodes (Within Perth and Kinross)			
PH1 1	All postcodes (Within Perth and Kinross)			
PH1 2	All postcodes (Within Perth and Kinross)			
PH1 3	PH1 3AA	PH1 3AD	PH1 3AE	PH1 3AG
	PH1 3AH	PH1 3AJ	PH1 3AL	PH1 3AN
	PH1 3AP	PH1 3AR	PH1 3AS	PH1 3AT
	PH1 3AU	PH1 3AW	PH1 3AX	PH1 3AY
	PH1 3AZ	PH1 3BA	PH1 3BB	PH1 3BD
	PH1 3BE	PH1 3BF	PH1 3BG	PH1 3BH
	PH1 3BJ	PH1 3BL	PH1 3BN	PH1 3BP
	PH1 3BQ	PH1 3BS	PH1 3BT	PH1 3BT
	PH1 3BT	PH1 3BU	PH1 3BW	PH1 3BX
	PH1 3BY	PH1 3BZ	PH1 3DA	PH1 3DB
	PH1 3DD	PH1 3DE	PH1 3DF	PH1 3DG
	PH1 3DH	PH1 3DJ	PH1 3DL	PH1 3DN
	PH1 3DP	PH1 3DQ	PH1 3DR	PH1 3DS
	PH1 3DT	PH1 3DU	PH1 3DW	PH1 3DZ
	PH1 3EA	PH1 3EE	PH1 3EH	PH1 3EJ
	PH1 3EL	PH1 3EN	PH1 3EP	PH1 3EQ
	PH1 3ER	PH1 3ES	PH1 3ET	PH1 3EX
	PH1 3EY	PH1 3EZ	PH1 3FA	PH1 3FB
	PH1 3FD	PH1 3FE	PH1 3FF	PH1 3FG
	PH1 3FL	PH1 3FN	PH1 3FP	PH1 3FQ
	PH1 3FR	PH1 3FS	PH1 3FT	PH1 3FW
	PH1 3FX	PH1 3FY	PH1 3GA	PH1 3GD
	PH1 3GE	PH1 3GJ	PH1 3GN	PH1 3GP
	PH1 3GQ	PH1 3GR	PH1 3GS	PH1 3GU
	PH1 3GW	PH1 3GZ	PH1 3HB	PH1 3HE
	PH1 3HF	PH1 3HG	PH1 3HH	PH1 3HJ
	PH1 3HL	PH1 3HN	PH1 3HP	PH1 3HQ
	PH1 3HS	PH1 3HT	PH1 3HU	PH1 3HW
	PH1 3HX	PH1 3HY	PH1 3HZ	PH1 3JA
	PH1 3JB	PH1 3JE	PH1 3JF	PH1 3JG
	PH1 3JJ	PH1 3JL	PH1 3JN	PH1 3JP
	PH1 3JQ	PH1 3JR	PH1 3JS	PH1 3JT
	PH1 3JW	PH1 3JX	PH1 3JY	PH1 3JZ
	PH1 3LA	PH1 3LB	PH1 3LD	PH1 3LE
	PH1 3LF	PH1 3LG	PH1 3LH	PH1 3LJ
	PH1 3LL	PH1 3LN	PH1 3LP	PH1 3LQ

Postcode Sector	Postcode units			
	PH1 3LR	PH1 3LS	PH1 3LT	PH1 3LU
	PH1 3LW	PH1 3LX	PH1 3LY	PH1 3LZ
	PH1 3NA	PH1 3NB	PH1 3ND	PH1 3NE
	PH1 3NF	PH1 3NG	PH1 3NH	PH1 3NJ
	PH1 3NL	PH1 3NN	PH1 3NP	PH1 3NR
	PH1 3NU	PH1 3NW	PH1 3NY	PH1 3PA
	PH1 3PB	PH1 3PD	PH1 3PE	PH1 3PF
	PH1 3PG	PH1 3PH	PH1 3PJ	PH1 3PL
	PH1 3PN	PH1 3PP	PH1 3PQ	PH1 3PR
	PH1 3PS	PH1 3PT	PH1 3PU	PH1 3PW
	PH1 3PY	PH1 3PZ	PH1 3QA	PH1 3QB
	PH1 3QD	PH1 3QE	PH1 3QF	PH1 3QG
	PH1 3QH	PH1 3QJ	PH1 3QL	PH1 3QN
	PH1 3QP	PH1 3QQ	PH1 3QS	PH1 3QT
	PH1 3QU	PH1 3QW	PH1 3QX	PH1 3RG
	PH1 3RH	PH1 3RJ	PH1 3RL	PH1 3RN
	PH1 3RP	PH1 3RQ	PH1 3RR	PH1 3RS
	PH1 3RT	PH1 3RU	PH1 3RX	PH1 3RY
	PH1 3SE	PH1 3SP	PH1 3SS	PH1 3ST
	PH1 3SU	PH1 3SX	PH1 3SY	PH1 3SZ
	PH1 3TA	PH1 3TR	PH1 3TS	PH1 3TT
	PH1 3TU	PH1 3TW	PH1 3TX	PH1 3TY
	PH1 3UA	PH1 3UB	PH1 3UD	PH1 3UF
	PH1 3UG	PH1 3UH	PH1 3UJ	PH1 3UL
	PH1 3UP	PH1 3UQ	PH1 3UR	PH1 3US
	PH1 3UT	PH1 3UU	PH1 3UW	PH1 3UX
	PH1 3UY	PH1 3UZ	PH1 3WB	PH1 3XN
	PH1 3XQ	PH1 3XT	PH1 3XU	PH1 3XW
	PH1 3XZ	PH1 3YU	PH1 3YX	
PH1 4	PH1 4AA	PH1 4AB	PH1 4AD	PH1 4AE
	PH1 4AF	PH1 4AG	PH1 4AH	PH1 4AJ
	PH1 4AL	PH1 4AN	PH1 4AP	PH1 4AQ
	PH1 4AR	PH1 4AS	PH1 4AT	PH1 4AU
	PH1 4AW	PH1 4AX	PH1 4AY	PH1 4AZ
	PH1 4BA	PH1 4BB	PH1 4BD	PH1 4BE
	PH1 4BF	PH1 4BG	PH1 4BH	PH1 4BJ
	PH1 4BL	PH1 4BN	PH1 4BQ	PH1 4BS
	PH1 4BT	PH1 4BU	PH1 4BW	PH1 4BX
	PH1 4BY	PH1 4BZ	PH1 4DA	PH1 4DB
	PH1 4DD	PH1 4DE	PH1 4DF	PH1 4DG
	PH1 4DH	PH1 4DJ	PH1 4DL	PH1 4DN
	PH1 4DP	PH1 4DQ	PH1 4DS	PH1 4DT
	PH1 4DU	PH1 4DW	PH1 4DX	PH1 4DY
	PH1 4DZ	PH1 4EA	PH1 4EB	PH1 4ED
	PH1 4EE	PH1 4EF	PH1 4EG	PH1 4EH
	PH1 4EJ	PH1 4EL	PH1 4EN	PH1 4EQ

Postcode Sector	Postcode units			
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	PH1 4EX	PH1 4EY	PH1 4EZ	PH1 4FB
	PH1 4FE	PH1 4FG	PH1 4HA	PH1 4HB
	PH1 4HD	PH1 4HE	PH1 4HF	PH1 4HH
	PH1 4HJ	PH1 4HL	PH1 4HN	PH1 4HP
	PH1 4HQ	PH1 4HR	PH1 4HS	PH1 4HT
	PH1 4HU	PH1 4HW	PH1 4HX	PH1 4LJ
	PH1 4LT	PH1 4LU	PH1 4LX	PH1 4LY
	PH1 4LZ	PH1 4NA	PH1 4NB	PH1 4ND
	PH1 4NE	PH1 4NF	PH1 4NG	PH1 4NH
	PH1 4NJ	PH1 4NL	PH1 4NN	PH1 4NP
	PH1 4NQ	PH1 4NR	PH1 4NS	PH1 4NT
	PH1 4NU	PH1 4NW	PH1 4NX	PH1 4NY
	PH1 4NZ	PH1 4PA	PH1 4PB	PH1 4PD
	PH1 4PE	PH1 4PG	PH1 4PH	PH1 4PJ
	PH1 4PL	PH1 4PN	PH1 4PP	PH1 4PQ
	PH1 4PR	PH1 4PS	PH1 4PT	PH1 4PU
	PH1 4PW	PH1 4PX	PH1 4QA	PH1 4QB
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	PH1 4QH	PH1 4QJ	PH1 4QL	PH1 4QN
	PH1 4QP	PH1 4QQ	PH1 4QR	PH1 4QS
	PH1 4QT	PH1 4QU	PH1 4QW	PH1 4RA
	PH1 4RB	PH1 4RE		
PH1 5	All postcodes (Within Perth and Kinross)			
PH2 0	PH2 0AA	PH2 0AB	PH2 0AD	PH2 0AE
	PH2 0AG	PH2 0AH	PH2 0AJ	PH2 0AL
	PH2 0AN	PH2 0AP	PH2 0AQ	PH2 0AR
	PH2 0AS	PH2 0AT	PH2 0AU	PH2 0AW
	PH2 0AX	PH2 0BA	PH2 0BB	PH2 0BD
	PH2 0BE	PH2 0BG	PH2 0BH	PH2 0BJ
	PH2 0BL	PH2 0BN	PH2 0BP	PH2 0BQ
	PH2 0BS	PH2 0BT	PH2 0BU	PH2 0BW
	PH2 0BX	PH2 0BY	PH2 0BZ	PH2 0DA
	PH2 0DB	PH2 0DD	PH2 0DE	PH2 0DF
	PH2 0DG	PH2 0DH	PH2 0DJ	PH2 0DL
	PH2 0DN	PH2 0DP	PH2 0DR	PH2 0DS
	PH2 0DT	PH2 0DU	PH2 0DW	PH2 0DX
	PH2 0DZ	PH2 0EA	PH2 0EB	PH2 0ED
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	PH2 0EQ	PH2 0ER	PH2 0ES	PH2 0ET
	PH2 0EU	PH2 0EW	PH2 0EX	PH2 0EY
	PH2 0EZ	PH2 0GU	PH2 0GW	PH2 0GX
	PH2 0GY	PH2 0GZ	PH2 0HA	PH2 0HB
	PH2 0HD	PH2 0HE	PH2 0HF	PH2 0HG
	PH2 0HH	PH2 0HJ	PH2 0HL	PH2 0HN

Postcode Sector	Postcode units			
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	PH2 0HT	PH2 0HU	PH2 0HW	PH2 0JA
	PH2 0JB	PH2 0JF	PH2 0JH	PH2 0JJ
	PH2 0JL	PH2 0JN	PH2 0JP	PH2 0JQ
	PH2 0JR	PH2 0JS	PH2 0JT	PH2 0JU
	PH2 0JW	PH2 0JX	PH2 0JY	PH2 0JZ
	PH2 0LA	PH2 0LB	PH2 0LD	PH2 0LE
	PH2 0LF	PH2 0LH	PH2 0LJ	PH2 0LL
	PH2 0LN	PH2 0LP	PH2 0LR	PH2 0LS
	PH2 0LT	PH2 0LU	PH2 0LW	PH2 0LX
	PH2 0LY	PH2 0LZ	PH2 0NA	PH2 0NB
	PH2 0ND	PH2 0NE	PH2 0NF	PH2 0NJ
	PH2 0NP	PH2 0NQ	PH2 0NR	PH2 0NW
	PH2 0NX	PH2 0NX	PH2 0NX	PH2 0NZ
	PH2 0PA	PH2 0PB	PH2 0PE	PH2 0PF
	PH2 0PG	PH2 0PJ	PH2 0PN	PH2 0PP
	PH2 0PQ	PH2 0PR	PH2 0PS	PH2 0PT
	PH2 0PU	PH2 0PW	PH2 0PX	PH2 0PY
	PH2 0PZ	PH2 0QA	PH2 0QB	PH2 0QD
	PH2 0QE	PH2 0QF	PH2 0QG	PH2 0QJ
	PH2 0QL	PH2 0QN	PH2 0QP	PH2 0QQ
	PH2 0QR	PH2 0QS	PH2 0QZ	PH2 0RA
	PH2 0RB	PH2 0RD	PH2 0RE	PH2 0RF
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	PH2 0RN	PH2 0RP	PH2 0RQ	PH2 0RR
	PH2 0RS	PH2 0RT	PH2 0RU	PH2 0RW
	PH2 0RX	PH2 0RZ	PH2 0SA	PH2 0SB
	PH2 0SD	PH2 0SE	PH2 0SF	PH2 0SG
	PH2 0SH	PH2 0SJ	PH2 0SL	PH2 0SN
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	PH2 0ST	PH2 0SU	PH2 0SW	PH2 0SX
	PH2 0SY	PH2 0TA	PH2 0TH	PH2 0TJ
	PH2 0UA			
PH2 6	PH2 6AA	PH2 6AB	PH2 6AD	PH2 6AE
	PH2 6AF	PH2 6AG	PH2 6AH	PH2 6AJ
	PH2 6AL	PH2 6AN	PH2 6AP	PH2 6AP
	PH2 6AP	PH2 6AQ	PH2 6AR	PH2 6AS
	PH2 6AT	PH2 6AU	PH2 6AW	PH2 6AY
	PH2 6AZ	PH2 6BA	PH2 6BB	PH2 6BE
	PH2 6BG	PH2 6BH	PH2 6BJ	PH2 6BL
	PH2 6BN	PH2 6BQ	PH2 6BS	PH2 6BT
	PH2 6BU	PH2 6BW	PH2 6BX	PH2 6BY
	PH2 6BZ	PH2 6DA	PH2 6DB	PH2 6DD
	PH2 6DE	PH2 6DF	PH2 6DG	PH2 6DH
	PH2 6DJ	PH2 6DL	PH2 6DN	PH2 6DP
	PH2 6DQ	PH2 6DR	PH2 6DS	PH2 6DT

Postcode Sector	Postcode units			
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	PH2 6ES	PH2 6ET	PH2 6EU	PH2 6EX
	PH2 6EY	PH2 6EZ	PH2 6GA	PH2 6GB
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	PH2 6HG	PH2 6HH	PH2 6HJ	PH2 6HN
	PH2 6HP	PH2 6HQ	PH2 6HR	PH2 6HT
	PH2 6HU	PH2 6HW	PH2 6HX	PH2 6HY
	PH2 6HZ	PH2 6JA	PH2 6JB	PH2 6JD
	PH2 6JE	PH2 6JF	PH2 6JG	PH2 6JH
	PH2 6JJ	PH2 6JL	PH2 6JN	PH2 6JP
	PH2 6JQ	PH2 6JR	PH2 6JS	PH2 6JT
	PH2 6JU	PH2 6JW	PH2 6JX	PH2 6JY
	PH2 6JZ	PH2 6LA	PH2 6LB	PH2 6LD
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	PH2 6LJ	PH2 6LL	PH2 6LN	PH2 6LP
	PH2 6LQ	PH2 6LR	PH2 6LS	PH2 6LT
	PH2 6LU	PH2 6LW	PH2 6LX	PH2 6LY
	PH2 6LZ	PH2 6NA	PH2 6NB	PH2 6ND
	PH2 6NE	PH2 6NF	PH2 6NG	PH2 6NH
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	PH2 6NX	PH2 6NY	PH2 6NZ	PH2 6PA
	PH2 6PB	PH2 6PD	PH2 6PE	PH2 6PF
	PH2 6PG	PH2 6PH	PH2 6PJ	PH2 6PL
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	PH2 6PY	PH2 6PZ	PH2 6QA	PH2 6QB
	PH2 6QD	PH2 6QE	PH2 6QF	PH2 6QG
	PH2 6QH	PH2 6QJ	PH2 6QL	PH2 6QN
	PH2 6QP	PH2 6QQ	PH2 6QR	PH2 6QT
	PH2 6QU	PH2 6QW	PH2 6QX	PH2 6QY
	PH2 6QZ	PH2 6RA	PH2 6RB	PH2 6RD
	PH2 6RE	PH2 6RF	PH2 6RG	PH2 6RH
	PH2 6RJ	PH2 6RL	PH2 6RN	PH2 6RP
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	PH2 6SE	PH2 6SF	PH2 6SG	PH2 6SH
	PH2 6SJ	PH2 6SL	PH2 6SN	PH2 6SP
	PH2 6SQ	PH2 6SR	PH2 6SS	PH2 6ST
	PH2 6SU	PH2 6SW	PH2 6SX	PH2 6SY
	PH2 6SZ	PH2 6TA	PH2 6TB	PH2 6TD
	PH2 6TE	PH2 6TF	PH2 6TG	PH2 6TH
	PH2 6TJ	PH2 6TL	PH2 6TN	PH2 6TP
	PH2 6TQ	PH2 6TR	PH2 6TS	PH2 6UB
	PH2 6UD	PH2 6UE	PH2 6XA	

Postcode Sector	Postcode units			
PH2 7	All postcodes (Within Perth and Kinross)			
PH2 8	All postcodes (Within Perth and Kinross)			
PH2 9	All postcodes (Within Perth and Kinross)			
PH3 1	PH3 1HN	PH3 1HP	PH3 1HR	PH3 1HS
	PH3 1HT	PH3 1HX		
PH7 1	PH7 3PE	PH7 3PF	PH7 3PG	PH7 3PH
	PH7 3PQ			
PH13 9	PH13 9FJ	PH13 9FL	PH13 9GA	PH13 9LG
	PH13 9LL	PH13 9LP	PH13 9LQ	PH13 9LT
	PH13 9LX	PH13 9NB	PH13 9ND	PH13 9NG
	PH13 9NH	PH13 9NJ	PH13 9NL	PH13 9NN
	PH13 9NP	PH13 9NQ	PH13 9NR	PH13 9NS
	PH13 9NU	PH13 9NW	PH13 9NX	PH13 9NY
	PH13 9NZ	PH13 9PA	PH13 9PB	PH13 9PD
	PH13 9PE	PH13 9PF	PH13 9PG	PH13 9PH
	PH13 9PJ	PH13 9PL	PH13 9PN	PH13 9PP
	PH13 9PQ	PH13 9PR	PH13 9PS	PH13 9PT
	PH13 9PU	PH13 9PW	PH13 9PX	PH13 9PY
	PH13 9QB			
PH14 9	All postcodes (Within Perth and Kinross)			

Appendix 2 - Contribution Calculations Background Information

1. Patterns of Travel

- 1.1 In order to create an equitable contribution model, it is necessary for the most travel generating land uses by vehicle to contribute the most towards transport infrastructure. The pattern of travel from each of the Housing Market Areas in Perth and Kinross has been examined using the 2001 Census statistics on Travel to Work/Study data. The analysis showed that 85% of residents living in the Perth HMA travel to work by car within the same area. In contrast only 1% of residents from the Highlands area, 5% from Strathearn and 6% from Strathmore and the Glens travel through the Perth area and therefore have less benefit from the transport infrastructure.
- 1.2 The Supplementary Guidance will only be applied to developments in the Perth Area as it is defined to have the most impact on transport infrastructure. This boundary is defined in Appendix 1.

2. Development Quantum

- 2.1 To calculate the expected level of development all levels have been projected over a 30 year period.
- 2.2 Residential
In order to identify a floorspace (m²) quantum for residential supply, an average UK house size was applied of 91m² (Source UK Average CABE)
- 2.3 TAYplan Average Annual LDP Area Build Rates estimates for the Perth HMA have been used to inform the housing land requirement for a 30 year period.
- 2.4 The Perth and Kinross Housing Land Audit 2012 identifies that within the Perth Housing Market Area 5447 units are considered effective excluding sites of less than 5. It is not considered that all of these units will be completed so for the purpose of this calculation 75% of this total will be considered effective giving a figure of 4085 units including sites of less than 5.

Housing Completions	Yearly Average	Effective supply	30Yr Forecast (Units) minus effective supply	30Yr Forecast (m ²)*
Perth	510	4,085	11,215	1,020,565

*Based on an average house size of 91m²

2.5 Retail

Retail floorspace information is based on future convenience retail (food) and comparison retail (non-food) capacity identified by the Perth and Kinross Retail Study (2011) up to 2021 identifies that there will be limited capacity for further convenience retail in the Perth area and 43,200m² of comparison retail in Perth (excludes Bulky Goods).

2.6 Bulky goods land value tends to be low which cannot generally meet developer contribution requirements as established through a developer protocol. Contributions from these types of proposals will be negotiated individually.

2.7 The study suggests there will be limited capacity beyond 2021. For the purpose of this Supplementary Guidance it is assumed beyond 2021 there will be small growth in capacity for convenience and comparison retail up to 2042. For convenience retail this is based on an additional 4,600 m² of convenience floorspace equating to one medium Foodstore or an extension to existing Foodstore(s) in Perth. In relation to comparison retail, it is anticipated that an additional 25% of current forecast capacity will be generated based on continued population growth and expenditure.

Retail	30Yr Forecast Convenience (m ²)	30Yr Forecast Comparison (m ²)
Perth	4,600	54,000

2.8 Employment

Estimates for employment land are based on an average annual take-up from the Tayside Structure Plan Report of Survey between 1990 and 1999 and annual take-up figures (2005 – 2007) in the Industrial and Business Land and Property Market Appraisal completed by Ryden in 2008. The Proposed Plan identifies a requirement of 5.83ha up to 2024 in the Perth Area. For the purpose of this Supplementary Guidance, the average annual take-up is projected over 30years. It is assumed that a third of the site area is developed as floorspace.

Employment	Area (ha)	30Yr Supply (Ha)	30Yr Supply (m ²)	Floorspace (m ²)*
Perth	5.83	175	1,750,000	875,000

*Assumes 50% of site footprint is developed.

2.9 Other

It is not possible to accurately identify all development which may come forward over the projected period. Proposals for a cinema or other leisure activities have not been identified as a need but proposals of this type still need to be considered. It has been calculated that 3% of the overall quantum of development should be attributed to this type of development.

3. **Trip Rates by Land Use**

3.1 TRICS traffic modelling was used to identify trip rates for residential, retail and employment land uses. The following information sets out the different land uses which were modelled. The information is set out showing the averaged trip rates generated during the week and at weekends.

3.2 It is not possible to accurately forecast the size of each type of development. For the purpose of this calculation the average size and density of different types of development have been used. These are set out below:

3.3 **Houses privately owned/Houses for Rent/Mixed Private Housing/Mixed Non-Private Housing/Mixed Private & Non-Private Housing**

In line with Local Development Plan Density Ranges a medium housing range has been used with the indicative number of 20 units per ha. The average size of dwelling in the U.K is 91 m². (Source CABE)

3.4 **Flats privately owned/Flats for Rent/Retirement Flats**

In line with Local Development Plan Density Ranges a high (flatted/sheltered) range has been used with the indicative number of 55 units per ha. An average flat size of 55 m² has been used.

3.5 **Holiday Accommodation**

In line with Local Development Plan Density Ranges a high (housing) range has been used with the indicative number of 35 units per ha. An average unit size of 70 m² has been used.

3.6 **Class 8 Residential Institutes**

In line with Local Development Plan Density Ranges a high (flatted/sheltered) range has been used with the indicative number of 55 units per ha. An average unit size of 55 m² has been used

3.7 **TRICS Information - Weekdays**

Retail

Type of Development	Size	Trip Rate	Trip Rate per m ²
Food Superstore	Range 800-12642m ² Ave GFA 5317m ² Peak Hour 17:00-1800	Arrivals 62.834 Departures 62.860 Total 125.694 per 100m ²	1.26
DIY W/Garden Centre	No weekday data available for default date range.		
Other individual non-food superstore	Range 290-26500m ² Ave GFA 2155m ² Peak Hour 13:00-14:00	Arrivals 20.394 Departures 20.132 Total 40.526 per 100m ²	0.40

Type of Development	Size	Trip Rate	Trip Rate per m ²
Garden centre	Range 70-23465m ² Ave GFA 1949m ² Peak Hour 11:00-12:00	Arrivals 7.850 Departures 7.875 Total 15.725 per 100m ²	0.16
Shopping centre	Range 210-84009m ² Ave GFA 915m ² Peak Hour 12:00-13:00	Arrivals 61.688 Departures 62.991 Total 124.679 per 100m ²	1.25
Retail park excluding food	Range 2057-35244m ² Ave GFA 7355m ² Peak Hour 11:00-12:00	Arrivals 12.537 Departures 12.581 Total 25.118 per 100m ²	0.25
Builders merchant	Range 600-9974m ² Ave GFA 5724m ² Peak Hour 09:00-10:00	Arrivals 5.387 Departures 5.447 Total 10.834 per 100m ²	0.11
Mixed shopping malls	Range 482-35000m ² Ave GFA 13505m ² Peak Hour 13:00-14:00	Arrivals 4.798 Departures 4.921 Total 9.719 per 100m ²	0.97
Factory outlet centres	No Weekday data available for default date range.		

Employment

Type of Development	Size	Trip Rate	Trip Rate per m ²
Office	Range 232-175000m ² Ave GFA 8035m ² Peak ½ Hour 06:30-07:00	Arrivals 6.239 Departures 5.710 Total 11.949 per 100m ²	0.12
Business Park	Range 975-121275m ² Ave GFA 16428m ² Peak ½ Hour 08:30-09:00	Arrivals 4.996 Departures 4.934 Total 9.930 per 100m ²	0.01
Industrial Unit	Range 300-43325m ² Ave GFA 10615m ² Peak ½ Hour 08:00-08:30	Arrivals 1.499 Departures 1.555 Total 3.054 per 100m ²	0.03
Industrial Estate	Range 552-234115m ² Ave GFA 20367m ² Peak ½ Hour 08:30-09:00	Arrivals 3.121 Departures 3.205 Total 6.326 per 100m ²	0.06
Warehousing (Self Storage)	Range 2500-14000m ² Ave GFA 5033m ² Peak ½ Hour 13:00-13:30	Arrivals 1.226 Departures 1.217 Total 2.443 per 100m ²	0.02
Warehousing (Commercial)	Range 387-80066m ² Ave GFA 13536m ² Peak ½ Hour 13:30-14:00	Arrivals 1.292 Departures 1.343 Total 2.635 per 100m ²	0.03
Parcel Distribution Centres	Range 763-24154m ² Ave GFA 6438m ² Peak ½ Hour 19:00-19:30	Arrivals 3.023 Departures 3.622 Total 6.645 per 100m ²	0.07

Residential

Type of Development	Size	Trip Rate	Trip Rate per m ²
Houses privately owned	Range 0.20-202.00ha Ave 3.59ha Peak Hour 17:00-18:00	Arrivals 67.402 Departures 68.298 Total 135.700 per ha	Density 20 units per ha Ave House 91m ² 0.07 per m ²
Flats privately owned	Range 0.03-3.40ha Ave 0.65ha Peak Hour 19:00-20:00	Arrivals 159.835 Departures 152.970 Total 312.805 per ha	Density 55 units per ha Ave Flat 55m ² 0.08 per m ²
Houses for Rent	Range 0.22-11.90ha Ave 1.93ha Peak Hour 17:00-18:00	Arrivals 85.379 Departures 85.660 Total 171.039 per ha	Density 20 units per ha Ave House 91m ² 0.09 per m ²
Flats for Rent	Range 0.10-3.00ha Ave 0.65ha Peak Hour 20:00-21:00	Arrivals 116.591 Departures 118.795 Total 235.386 per ha	Density 55 units per ha Ave Flat 55m ² 0.08 per m ²
Mixed Private Housing	Range 0.34-34.00ha Ave 2.56ha Peak Hour 17:00-18:00	Arrivals 88.786 Departures 86.742 Total 175.528 per ha	Density 20 units per ha Ave House 91m ² 0.10 per m ²
Mixed Non-Private Housing	Range 0.16-48.80ha Ave 1.76ha Peak Hour 18:00-19:00	Arrivals 96.889 Departures 92.991 Total 189.880 per ha	Density 20 units per ha Ave House 91m ² 0.10 per m ²
Mixed Private/Non-Private Housing	Range 0.13-115.60ha Ave 2.82ha Peak Hour 17:00-18:00	Arrivals 76.389 Departures 78.175 Total 154.564 per ha	Density 20 units per ha Ave House 91m ² 0.08 per m ²
Holiday Accommodation	Range 0.91-69.00 ha Ave 8.58ha Peak Hour 13:00-14:00	Arrivals 32.485 Departures 32.163 Total 64.648 per ha	Density 35 units per ha Ave House 70m ² 0.03 per m ²
Retirement Flats	Range 0.20-0.60ha Ave 0.45ha Peak Hour 11:00-12:00	Arrivals 83.703 Departures 81.852 Totals 165.555 per ha	Density 55 units per ha Ave Flat 55m ² 0.05 per m ²

Class 8 – Residential Institutes

Type of Development	Size	Trip Rate	Trip Rate per m ²
Residential – Student Accommodation	Range 0.06-30.00ha Ave 1.44ha Peak Hour 16:00-17:00	Arrivals 38.158 Departures 37.847 Total 76.005 per ha	Density 55 units per ha Ave Flat 55m ² 0.02 per m ²
Residential – Nurses Homes	Range 0.10-2.10ha Ave 0.24ha Peak Hour 12:00-13:00	Arrivals 100.000 Departures 95.833 Total 195.833 per ha	Density 55 units per ha Ave Flat 55m ² 0.06 per m ²
Residential – Institutional hostel	Range 0.10-.60ha Ave 0.24ha Peak Hour 15:00-16:00	Arrivals 126.385 Departures 129.592 Total 255.977 per ha	Density 55 units per ha Ave Flat 55m ² 0.08 per m ²
Residential – Sheltered Accommodation	Range 0.15-5.90ha Ave 0.45ha Peak Hour 10:00-11:00	Arrivals 115.786 Departures 115.787 Total 231.573 per ha	Density 55 units per ha Ave Flat 55m ² 0.08 per m ²
Education – Residential School	Range 2773-32020m ² Ave 11238m ² Peak Hour 08:00-09:00	Arrivals 3.624 Departures 3.618 Total 7.242 per 100m ²	0.08 per m ²

Class 10 – Non Residential Institutions

Type of Development	Size	Trip Rate	Trip Rate per m ²
Leisure – Art Galleries/Museums	Range 200-22662m ² Ave GFA 2527m ² Peak Hour 11:00-12:00	Arrivals 1.123 Departures 0.908 Total 2.031 per 100m ²	0.02
Leisure – community centre	Range 210-900m ² Ave GFA 509m ² Peak Hour 18:00-19:00	Arrivals 11.595 Departures 11.948 Total 23.543 per 100m ²	0.23
Leisure – Place of worship	Range 240-1200m ² Ave GFA 900m ² Peak Hour 18:00-19:00	Arrivals 3.554 Departures 5.554 Total 9.108 per 100m ²	0.09
Leisure – Library	Range 402-4575m ² Ave GFA 1622m ² Peak Hour 11:00-12:00	Arrivals 10.880 Departures 10.118 Total 20.998 per 100m ²	0.21

Class 11 – Assembly and Leisure

Type of Development	Size	Trip Rate	Trip Rate per m ²
Multi-Plex Cinema	Range 464-7828m ² Ave GFA 3194m ² Peak Hour 20:00-21:00	Arrivals 12.853 Departures 12.927 Total 25.780 per 100m ²	0.26
Bowling Alley	Range 913-5060m ² Ave GFA 2127m ² Peak Hour 20:00-21:00	Arrivals 14.507 Departures 14.974 Total 29.481 per 100m ²	0.29
Leisure centre	Range 775-19750m ² Ave GFA 4564m ² Peak Hour 18:00-19:00	Arrivals 12.568 Departures 12.947 Total 25.515 per 100m ²	0.25
Swimming pools	Range 360-6800m ² Ave GFA 2390m ² Peak Hour 18:00-19:00	Arrivals 14.586 Departures 14.527 Total 29.113 per 100m ²	0.29
Ice rink	Range 1283-5790m ² Ave GFA 2650m ² Peak Hour 18:00-19:00	Arrivals 5.480 Departures 5.496 Total 10.976 per 100m ²	0.11
Exhibition centre	Range 250 – 35000m ² Ave GFA 10899m ² Peak Hour 15:00-1600	Arrivals 5.424 Departures 5.500 Total 10.924 per 100m ²	0.11

3.8 TRICS Information - Weekends

Retail

Type of Development	Size	Trip Rate	Trip Rates per m ²
Food Superstore	Range 800-12642m ² Ave GFA 5797m ² Peak Hour 11:00-12:00	Arrivals 68.103 Departures 68.224 Total 136.327 per 100m ²	1.36
DIY W/Garden Centre	Range 1928-15000m ² Ave GFA 5705m ² Peak Hour 14:00-15:00	Arrivals 25.269 Departures 25.676 Total 50.945 per 100m ²	0.51
Other individual non-food superstore	Range 290-26500m ² Ave GFA 2637m ² Peak Hour 14:00-15:00	Arrivals 16.948 Departures 17.013 Total 33.961 per 100m ²	0.34
Garden centre	Range 70-23465m ² Ave GFA 6426m ² Peak Hour 14:00-15:00	Arrivals 5.469 Departures 5.499 Total 10.968 per 100m ²	0.11
Shopping centre	Range 210-84009m ² Ave GFA 1147m ² Peak Hour 18:00-19:00	Arrivals 40.748 Departures 40.450 Total 81.198 per 100m ²	0.81

Type of Development	Size	Trip Rate	Trip Rates per m ²
Retail park excluding food	Range 2057-35244m ² Ave GFA 8980m ² Peak Hour 14:00-15:00	Arrivals 22.416 Departures 22.389 Total 44.805 per 100m ²	0.45
Builders merchant	No weekend data available for default date range.		
Mixed shopping malls	Range 482-35000m ² Ave GFA 11944m ² Peak Hour 13:00-14:00	Arrivals 20.627 Departures 20.558 Total 41.185 per 100m ²	0.41
Factory outlet centres	Range 3857-34000m ² Ave GFA 24500m ² Peak Hour 14:00-15:00	Arrivals 10.877 Departures 10.563 Total 21.440 per 100m ²	0.21

Employment

Type of Development	Size	Trip Rate	Trip Rates per m ²
Office	No weekend data available for default date range.		
Business Park	No weekend data available for default date range.		
Industrial Unit	Range 300-43325m ² Ave GFA 2880m ² Peak ½ Hour 14:00-14:30	Arrivals 1.735 Departures 1.874 Total 3.609 per 100m ²	0.04
Industrial Estate	Range 552-234115m ² Ave GFA 2900m ² Peak ½ Hour 16:00-16:30	Arrivals 7.721 Departures 7.517 Total 15.238 per 100m ²	0.15
Warehousing (Self Storage)	No weekend data available for default date range.		
Warehousing (Commercial)	No weekend data available for default date range.		
Parcel Distribution Centres	No weekend data available for default date range.		

Residential

Type of Development	Size	Trip Rate	Trip Rates per m ²
Houses privately owned	Range 0.20-202.00ha Ave 2.96ha Peak Hour 12:00-13:00	Arrivals 52.012 Departures 52.247 Total 104.259 per ha	Density 20 units per ha Ave House 91m ² 0.06
Flats privately owned	Range 0.03-3.40ha Ave 0.26ha Peak Hour 13:00-14:00	Arrivals 148.368 Departures 146.813 Total 295.181 per ha	Density 55 units per ha Ave Flat 55m ² 0.10
Houses for Rent	No weekend data available for default date range.		
Flats for Rent	No weekend data available for default date range.		
Mixed Private Housing	No weekend data available for default date range.		
Mixed Non-Private Housing	Range 0.16-48.80 ha Ave 1.23ha Peak Hour 10:00-11:00	Arrivals 127.641 Departures 130.893 Total 258.534 per ha	Density 20 units per ha Ave House 91m ² 0.14 per m ²
Mixed Private/Non-Private Housing	No weekend data available for default date range.		
Holiday Accommodation	Range 0.91-69.00 Ave 17.29ha Peak Hour 13:00-14:00	Arrivals 62.342 Departures 56.652 Total 118.994 per ha	Density 35 units per ha Ave House 70m ² 0.05 per m ²
Retirement Flats	No weekend data available for default date range.		

Class 8 – Residential Institutes

Type of Development	Size	Trip Rate	Trip Rates per m ²
Residential – Student Accommodation	No weekend data available for default date range.		
Residential – Nurses Homes	No weekend data available for default date range.		
Residential – Institutional hostel	No weekend data available for default date range.		
Residential – Sheltered Accommodation	No weekend data available for default date range.		
Education – Residential School	No weekend data available for default date range.		

Class 10 – Non Residential Institutions

Type of Development	Size	Trip Rate	Trip Rates per m ²
Leisure – Art Galleries/Museums	Range 200-22662m ² Ave GFA 2090m ² Peak Hour 11:00-12:00	Arrivals 2.343 Departures 2.345 Total 4.688 per 100m ²	0.05
Leisure – community centre	No weekend data available for default date range.		
Leisure – Place of worship	Range 240-1200m ² Ave GFA 729m ² Peak Hour 11:00-12:00	Arrivals 18.043 Departures 20.387 Total 38.430 per 100m ²	0.04
Leisure – Library	No weekend data available for default date range.		

Class 11 – Assembly and Leisure

Type of Development	Size	Trip Rate	Trip Rates per m ²
Multi-Plex Cinema	Range 464-7828m ² Ave GFA 2902m ² Peak Hour 19:00-20:00	Arrivals 35.385 Departures 35.617 Total 71.002 per m ²	0.71
Bowling Alley	Range 913-5060m ² Ave GFA 1886m ² Peak Hour 08:00-09:00	Arrivals 13.885 Departures 13.275 Total 27.160 per 100m ²	0.27
Leisure centre	No weekend data available for default date range.		
Swimming pools	Range 360-6800m ² Ave GFA 3300m ² Peak Hour 14:00-15:00	Arrivals 5.333 Departures 5.333 Total 10.666 per 100m ²	0.11
Ice rink	Range 1283-5790m ² Ave GFA 3400m ² Peak Hour 09:00-10:00	Arrivals 14.502 Departures 14.412 Total 28.914 per 100m ²	0.29
Exhibition centre	No weekend data available for default date range.		

All figures based on TRICS version 2012(b)v6.10.1

All TRICS outputs available at <P:\Global\Development Control\LDP TRICS Trip Rates>

All figures have been rounded down to the nearest decimal place.

3.9 Taking the average trip rates of the different types of development across the entire week gives the final trip rates per m².

Retail

Type of Development	Trip Rate per m ²
Food Superstore	1.31
DIY W/Garden Centre	0.51
Other individual non-food superstore	0.37
Garden centre	0.13
Shopping centre	1.03
Retail park excluding food	0.35
Builders merchant	0.11
Mixed shopping malls	0.69
Factory outlet centres	0.21

Employment

Type of Development	Trip Rate per m ²
Office	0.12
Business Park	0.01
Industrial Unit	0.03
Industrial Estate	0.10
Warehousing (Self Storage)	0.02
Warehousing (Commercial)	0.03
Parcel Distribution Centres	0.07

Residential

Type of Development	Trip Rate per m ²
Houses privately owned	0.06
Flats privately owned	0.09
Houses for Rent	0.09
Flats for Rent	0.08
Mixed Private Housing	0.10
Mixed Non-Private Housing	0.12
Mixed Private/Non-Private Housing	0.10
Holiday Accommodation	0.04
Retirement Flats	0.05

Class 8 – Residential Institutes

Type of Development	Trip Rate per m ²
Residential – Student Accommodation	0.02
Residential – Nurses Homes	0.06
Residential – Institutional hostel	0.08
Residential – Sheltered Accommodation	0.08
Education – Residential School	0.08

Class 10 – Non Residential Institutions

Type of Development	Trip Rate per m ²
Leisure – Art Galleries	0.03
Leisure – community centre	0.23
Leisure – Place of worship	0.06
Leisure – Library	0.21

Class 11 – Assembly and Leisure

Type of Development	Trip Rate per m ²
Multi-Plex Cinema	0.48
Bowling Alley	0.28
Leisure centre	0.25
Swimming pools	0.2
Ice rink	0.2
Exhibition centre	0.11

3.10 Trip Rates by Land Use

The trip rates for each land use are the average of identified land uses grouped by colour for easy reference.

Land Use	Daily Trip Rate per m ²
Retail – 2000 m ² gross plus	1.31
All other Retail	0.42
Employment	0.05
Residential	0.07
Other	0.20

4. Calculating the Contribution Level

4.1 Daily trip rates are applied to development capacity (quantum) and the identified cost allocation to identify the contribution rate for each land use.

Land Use	Quantum	Trip Rate	Total Trips	Contribution Rate %	Contribution (£)
Retail Superstore	4600	1.31	6026	3.872239487	3136513.985
Retail – Other	54000	0.42	22680	14.57391164	11804868.43
Employment	875000	0.05	43750	28.11325549	22771736.94
Residential	1,020,565	0.07	71439.55	45.90624734	37184060.34
Other*	58624.95	0.2	11724.99	7.534346045	6102820.296
Total	2012789.95		155620.54	100	81000000

*The quantum of 'Other' developments cannot be accurately predicted and has been calculated on 3% of the overall quantum of development expected.

4.2 To calculate the contribution per m², development quantum (m²) for each land use is divided into the apportioned contribution rate. All contributions have been rounded to the nearest whole number.

Land Use	Quantum	Contribution (£)	Contribution per m ² (£)
Retail Superstore	4600	3136513.985	681.8508662
Retail – Other	54000	11804868.43	218.6086747
Employment	875000	22771736.94	26.02484222

Residential	1020565	37184060.34	36.43477911
Other	58624.95	6102820.296	104.0993689

Appendix 3 - Application Examples

The total contribution requirement is calculated by multiplying the appropriate contribution rate by the net increase in gross internal floor area (GIA) after allowing for any demolition.

The basic formula is: $C \times (G - E)$

Where:

- C is the appropriate contribution rate;
- G is the net increase in gross internal floor area;
- E is the net gross internal floor area of any existing buildings on site which are in lawful use.

Where a planning application involves different types of development the above calculation will need to take this into account. Each element of the proposed development will have the appropriate contribution rate applied and then added together to provide the final contribution level.

The existing use of buildings on site will not be taken into account when calculating the contribution only the existing net GIA is a consideration. Where multiple uses are proposed on site the net GIA of any existing building will be divided equally between the different land uses proposed.

Example 1:

Proposal for a residential development for a single dwellinghouse with a net GIA of 91m². The site does not have any existing buildings on it.

The identified contribution rate for residential development is £36 per m².

Using the above calculation: $36 \times 91 = 3276$

This proposal is required to contribute £3,276

Example 2:

Proposal is for a residential development for 5 units with a net GIA of 425 m². Currently the site has a small employment use which has a net GIA of 200 m².

The identified contribution rate for residential development is £36 per m².

Using the above calculation: $36 \times (425 - 200) = 8100$

This proposal is required to contribute £8,100

Example 3:

Proposed mixed-use development comprising of 10 residential units with a net GIA of 550 m², retail use with a net GIA of 250 m², and an employment use with a net GIA of 250 m². The site currently has 3 residential units and a small employment use with a net GIA of 325 m².

The identified contribution rate for residential development is £36 per m².

The identified contribution rate for retail development is £219 per m².

The identified contribution rate for employment development is £26 per m².

The net GIA of the existing uses will be divided equally between the proposed different land use rates. In this case three different rates are to be used so the existing GIA is divided by three. All calculations will be rounded to the nearest whole number.

$$325/3 = 108 \text{ m}^2 \text{ (rounded)}$$

$$\text{Residential } 36 \times (550 - 108) = 15,912$$

$$\text{Retail } 219 \times (250 - 108) = 31,098$$

$$\text{Employment } 26 \times (250 - 108) = 3,692$$

$$\text{Total Contribution} = £19,712$$