DG/TRANS 4 - CLYDE FASTLINK - DEVELOPER CONTRIBUTIONS

This Development Guide should be read in conjunction with policy TRANS 8: Developer Contributions - Transport Infrastructure (see Part 3 of the Plan). The purpose of this Guidance is to provide an explicit means of calculating developer contributions for Clyde Fastlink.

INTRODUCTION AND SCOPE OF GUIDE

Clyde Fastlink is being promoted in order to support redevelopment in the Metropolitan Flagship Initiative of Clyde Waterfront, identified in the National Planning Framework 2 as of national significance. It is intended to deliver a high quality public transport system to the major redevelopment projects on the south and north banks of the Clyde, including the high trip generating proposals at the SECC and Glasgow Harbour. A key objective is to ensure that Clyde Fastlink is in place before a significant proportion of the developments are completed so as to establish sustainable travel patterns and minimise traffic generation. Clyde Fastlink is a bus rapid transit proposal.

This Guide provides details of how the contributions to Clyde Fastlink will be calculated under policy TRANS 8. It applies to all developments requiring planning permission above the minimum size thresholds (noted below in Table 1) and within 400 metres of the route centre line.

CONTEXT

1. National

Local development plans should set out the principles to be applied in respect of developer contributions where such an approach is required for major transport infrastructure. In complex developments, it proposes a masterplanning approach, which identifies a contribution strategy for different developers and different phases of development. As part of a framework for delivering better integration of transport and land use planning, the use of planning agreements to promote sustainable transport solutions to development end users is recommended.

A central objective is the integration of land use and transport through the provision of high quality public transport access in order to encourage modal shift away from car use to more sustainable forms of transport. Significant travel generating uses are required to be located to support more sustainable travel patterns, with specified non-car mode shares.

Planning Advice Note (PAN) 75: Planning for Transport suggests that by securing developer contributions, proposals can be made acceptable in land use and transport terms, for example through the provision of public transport infrastructure.

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

2. The Glasgow and the Clyde Valley Joint Structure Plan (JSP)

Strategic Policy 9 (Assessment of Development Proposals) of the JSP sets the criteria which significant development must satisfy. This includes the requirement that appropriate provision has been made by the developer for supporting infrastructure or facilities required to make the development acceptable.

JSP Strategic Policies 1 (Strategic Development Locations) and 4 (Strategic Transport Network) promote the need for a mass transit network for the Conurbation, including routes serving the Metropolitan Flagship Initiative of Clyde Waterfront.

JSP Strategic Policy 3 (Strategic Management of Travel Demands) sets the requirements for achieving sustainable development in terms of accessibility according to land use function.

3. City Plan

Policy TRANS 1: Transport Route Reservations safeguards the route for Clyde Fastlink from the City Centre on the north bank to Clydebank and south bank to Renfrew. As indicated in the Plan's Development Strategy (see Part 2, TRANSPORT, Bus/Clyde Fastlink, paragraph 6.26), these routes are required to deliver high public transport accessibility to support the regeneration of the Clyde Waterfront.

Policy TRANS 2: Development Locational Requirements outlines the public transport accessibility levels that significant travel generating proposals should meet.

4. Regional Transport Strategy

The Strategy includes Clyde Fastlink as a Core Strategic Element to provide a transport link to the regenerating areas along the Clyde Waterfront and potentially beyond

5. Local Transport Strategy

The Strategy promotes the introduction of Clyde Fastlink on the north bank between the City Centre and Glasgow Harbour along with the investigation of phased extensions to Clydebank and Renfrew. It also proposes ensuring that all developments include appropriate provision for public transport access and the identification of opportunities for developer contributions to the Council's transport programmes.

CLYDE FASTLINK

An overall aim of the JSP, City Plan 2 and the Regional and Local Transport Strategies is to achieve sustainable development by ensuring that development choices reduce the need to travel and increase the use of sustainable modes of transport. Without the provision of a high quality public transport system to the Clyde Waterfront area, high levels of traffic generation are likely to impact on the regeneration aspirations for this priority growth corridor. Such traffic generation would also add to continuing traffic level growth in Glasgow and lead to further congestion with disbenefits to the economy, the environment and local communities.

The Clyde Fastlink scheme has developed from the Clyde Corridor Transport Study (2003). This examined sustainable transport options and proposed two routes to serve development along the north and south banks of the Clyde. In 2004, the Council agreed to develop proposals for the delivery of the north bank route from the City Centre to Glasgow Harbour as a bus rapid transit proposal. This section of the north bank route was given priority in recognition of its unique regeneration opportunities and development pressures. Planning permission for the section was granted in 2006. The south bank route and the western extension of the north bank route have been the subject of a feasibility study to determine viability and routing. In 2006 Strathclyde Partnership for Transport (SPT) became the promoter of the scheme (with the creation of the Regional Transport Partnership) and the Council became its agent.

The Clyde Fastlink scheme will offer state-of-the-art travel through a tram-type road vehicle that operates at six minute intervals, seven days a week. The vehicles will run on a dedicated roadway as far as possible, with bus lanes in the City Centre and other on-road sections. Priority signalling will ensure that where vehicles cross roads and access the City Centre/bus lanes they will not be held up by general traffic. Passengers will have the benefit of level boarding, real time information and modern shelters at halts.

Many major developments in the Clyde Waterfront area have significant transport impacts that can only be addressed by a step change in public transport provision. Several sections of the area have poor public transport accessibility (Below Base Accessibility) or inadequate public transport accessibility (Base Accessibility) to support high trip generating proposals (see development guide DG/TRANS 3: Public Transport Accessibility Zones). The Council, therefore, considers it reasonable and appropriate that developments contribute to the cost of the Clyde Fastlink scheme in relation to the likely level of demand and as a means of better integrating land use/transport improvements. The level of contribution would be related to the size of the development and its proximity to the route.

In order to put different development types on an equal basis in terms of trip generation, Table 1 provides a framework to enable a scale factor to be allocated according to the size of a development. The framework was developed using trip generation data derived from the TRICS (Trip Rate Information Computer System) database. In Table 2, the scale factor is combined with the distance from the route centre line. Although Clyde Fastlink is considered to have rail type characteristics, the catchment has been set at a conservative 400 metres. This is the distance used to represent the catchment for a bus stop in DG/TRANS 3. The 400 metres is graduated into 100 metre zones to represent the enhanced accessibility provided by Clyde Fastlink the nearer a development is to the route. The assessment of distance from the route to a development site will be through measurement of the actual walking distance. The plan attached to this development guide provides an indication of the zones. The use of such tables was first developed for the Leeds Supertram and then, further developed, for the Edinburgh Tram. It has been adapted and refined for Glasgow.

In order to establish a basis for calculating contribution levels, the cost of providing a halt has been used (£322,000). The halt provides the point of access to the benefits provided by Clyde Fastlink and is, therefore, considered a valid benchmark.

PRINCIPLES OF THE SCHEME

1. General Principles

All developments above the minimum size thresholds should make an appropriate contribution to the Clyde Fastlink scheme to ensure that necessary public transport infrastructure is put in place to assist in providing sustainable transport outcomes.

Such contributions should be used only for the capital cost of the Clyde Fastlink scheme.

The level of contribution depends on the following factors:

- type of development;
- size of development; and
- walking distance from the route centre line.

The level of contribution will be calculated by:

- using Table 1 to establish a scale factor (1-15) by type and size of development proposed;
- allocating the development to an appropriate zone by reference to the walking distance between the nearest site edge and route centre line (see map DG/TRANS 4: Clyde Fastlink – Developer Contribution Zones);
- with the scale factor and zone information established, using Table 2 to calculate the appropriate contribution; and
- index linking the agreed contribution from the date of the agreement to the date of payment on the basis of the Construction Price Index.

This contribution shall be considered as being additional to any other contribution required in relation to the development to cover improvements to the road network, traffic management, pedestrian and cycle facilities, provision to improve accessibility to public transport and any other appropriate requirement. In certain circumstances, however, the contribution to Clyde Fastlink will be considered against contributions being requested by the Council and/or made by the developer to other key public transport infrastructure provision/enhancement. It would, however, remain additional to other non-public transport developer contributions, such as provision of greenspace and sustainable drainage systems.

Transport Assessments (TAs) for developments within the route catchment require to be undertaken on a multi-modal basis, in line with development guide DG/TRANS 1: Transport Assessments, and take account of the impact of Clyde Fastlink in meeting transport demands.

Any developer making a contribution under this guidance will normally be expected to enter into a Section 75 legal agreement (Town and Country Planning (Scotland) Act 1997), unless payment is provided up front, when a Section 69 legal agreement (Local Government (Scotland) Act 1973) will suffice. The legal costs incurred by the Council, associated with the preparation of the agreement, require to be paid by the developer at the time the first contribution is made.

Proposals can be made for phased contributions provided appropriate and robust 'triggers' can be identified and agreed (such as practical completion). Where this is not possible, early payment will be sought.

The failure of a developer to address the deficiencies of public transport infrastructure in the vicinity of the site may be regarded as a valid reason for refusal of the application.

2. Other Considerations

Small developments falling below the thresholds shown in Table 1 and minor changes of use will not be required 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-rate sum with the applicant.

Where a developer proposes to contribute land towards the development of Clyde Fastlink, the amount of the contribution under this Guide may be reduced. The amount of the reduction will take account of the value of the land and any remedial works required to make it suitable for use.

Developers should take account of the potential financial, or other, implications of this policy when preparing development appraisals (alongside other land take and development design considerations – see policy DES 1: Development Design Principles). This should be reflected in the price paid for a site. In exceptional circumstances, where it can be demonstrated that there are abnormally high site preparation costs and the addition of a contribution under this guideline would threaten the financial viability of developing a site, then the requirement to contribute to Clyde Fastlink may be reduced. Such costs could include remediating contamination, or unusual infrastructure requirements, that were not known at the time of site purchase. It does not include the cost of land purchase. In such cases the level of any reduced requirement will be based on an independent appraisal of the relevant engineering and financial information, which must be made available to the Council.

Very large developments, in excess of scale factor 15 in Table 2, will be negotiated individually to reach agreement on an appropriate level of contribution to reflect the scale of development and its likely impact on the transport network (negotiations will have a basis in the TA and Tables 1 and 2 of this development guide). Where such developments are dependent on the provision of Clyde Fastlink in order to deliver the agreed mode share/ sustainable car trip generation levels, then the level of contribution should reflect this.

Where planning permission in principle has already been granted without any requirement to contribute to Clyde Fastlink, a subsequent application to approve the planning conditions will not be expected to provide a new contribution. Where a planning permission or planning permission in principle includes a condition requiring the provision of additional public transport infrastructure/services then this development guide will be a consideration in meeting the condition. Any new planning application will be expected to comply with the requirements of this development guide.

3. Audit and Review Procedures

The contributions to Clyde Fastlink will be held in ring-fenced holding accounts for the north and south bank routes. These accounts will be managed by Glasgow City Council on behalf of SPT. Funding held in the holding accounts will be released to SPT as each phase reaches the construction/procurement stage.

In the event that the Council/SPT decides not to progress Clyde Fastlink, negotiations will take place with the developer (or their successors) with a view to using the agreed contribution to address the transport impacts of the development in the Clyde Waterfront area through alternative public transport investment, as promoted by SPT.

In the event that construction of Clyde Fastlink is not started within 10 years of the date of contribution, the Council will review whether there is any likelihood of the project going ahead. If the review concludes that Clyde Fastlink is likely to still go ahead, the contribution will be retained. Should the conclusion be that the project is unlikely to go ahead then negotiations will take place with the applicants (or their successors) with a view to using the agreed contribution to address the transport impacts of the development through alternative public transport investment, as promoted by SPT.

Should contributions remain unspent after the processes outlined above, then after 15 years from the date of contribution the Council will refund the contribution (including interest) to the developer (or their successors).

Note This development guide will be updated on a regular basis (as appropriate) within the context of the City Plan monitoring and review process. It will include updating Table 2 to take account of the Construction Price Index.

Table 1 - Identification of Scale Factors

**Scale Factor **		**1**	**2**	**3**	**4**	**5**	**6**
Development Type	**Units**						
Residential - including sheltered housing, student accommodation, nurses homes and bedspace element in hotels	Bedrooms	23-114	115-227	228-341	342-455	456-568	569-682
Restaurants - including public restaurant element in hotels	Seating capacity	23-114	115-227	228-341	342-455	456-568	569-682
Nightclubs / Function Suites – including function suite / conference facility element in hotels	GFA (sqm)	100-500	501-1000	1001-1500	1501-2000	2001-2500	2501-3000
Public Houses - including public bar element in hotels	GFA (sqm)	100-500	501-1000	1001-1500	1501-2000	2001-2500	2501-3000

Scale Factor \		1	2	3	4	5	6
Development Type	**Units**						
Fast Food - including drive throughs, cafés, tea rooms and food courts	GFA (sqm)	23-111	112-222	223-333	334-444	445-556	557-667
Retail Food	GFA (sqm)	39-192	193-385	386-577	578-769	770-962	963-1154
Retail Non Food	GFA (sqm)	125-625	626-1250	1251-1875	1876-2500	2501-3125	3126-3750
Wholesale, Builders Merchants and similar	GFA (sqm)	250-1250	1251-2500	2501-3750	3751-5000	5001-6250	6251-7500
Office Business	GFA (sqm)	200-1000	1001-4000	4001-9740	9741-12987	12988-16234	16235-19481
Office Public - including banks, building societies, estate agents and travel agents	GFA (sqm)	74-368	369-735	736-2206	2207-2941	2942-6649	6650-7979
Industry Manufacturing / Food or Drink Processing	GFA (sqm)	3847-19231	19232-38462	38463-57692	57693-76923	76924-96154	96155-115385
Industry Light	GFA (sqm)	848-4237	4238-8475	8476-12712	12713-16949	16950-21186	21187-25424
Car Showrooms, Garages Vehicle Repair and Tyre Centres	GFA (sqm)	200-1000	1001-2000	2001-3000	3001-4000	4001-5000	5001-6000
Petrol Filling Stations	Site Area (sqm)	50-250	251-500	501-750	751-1000	1001-1250	1251-1500
Warehousing - storage and distribution	GFA (sqm)	1000-5000	5001-10000	10001-15000	15001-20000	20001-25000	25001-30000
Warehousing - repository and self service storage	GFA (sqm)	3847-19231	19232-38462	38463-57692	57693-76923	76924 - 96154	96155-115385
Mail/Parcel Distribution	GFA (sqm)	417-2083	2084-4167	4168-6250	6251-8333	8334 - 10417	10418-12500
Passive Leisure - continuous or multiple performances (such as cinemas, multiplex and bingo halls)	Seating capacity	34-167	168-333	334-500	501-667	668-833	834-1000
Passive Leisure - single performance (such as spectator arenas, stadia, theatres)	Seating capacity	46-227	228-455	456-682	683-909	910-1136	1137-1364
Passive Leisure - museums, art galleries, libraries, community/church halls, places of worship and similar	GFA (sqm)	358-1786	1787-3571	3572-5357	5358-7143	7144-8929	8930-10714
Passive Leisure - other (such as casinos and amusement arcades)	GFA (sqm)	238-1190	1191-2381	2382-3571	3572-4762	4763-5952	5953-7143

Scale Factor \		1	2	3	4	5	6
Development Type	**Units**						
Active Leisure - swimming pools, indoor bowling and similar	GFA (sqm)	136-676	677-1351	1352-2027	2028-2703	2704-3378	3379-4054
Active Leisure - gymnasia, fitness centres, skating rinks, bowling alleys and similar	GFA (sqm)	250-1250	1251-2500	2501-4167	4 1 6 8 - 5556	5557-7813	7814-9375
Active Leisure - football, tennis, outdoor bowling and similar	Site area ha	0.2-1.00	1.01-2.00	2.01-3.00	3.01-4.00	4.01-5.00	5.01-6.00
Hospitals, Hospices and similar (bedspace element)	Number of beds	9-42	43-83	84-125	126-167	168-208	209-250
Hospitals, Hospices and similar (treatment element) - including daycare centres/clinics	GFA (sqm)	834-4167	4168-8333	8334-12500	12501-16667	16668-20833	20834-25000
Dental Clinics	Number of surgeries	2-10	11-21	22-31	32-42	43-52	53-63
Medical Centres, Health Centres, General Practice Surgeries, Veterinary Surgeries and similar	Number of surgeries	2-6	7-13	14-19	20-25	26-31	32-38
Non Residential Institutions - (such as universities/colleges, schools [except nurseries])	GFA (sqm)	200-1000	1001-2000	2001-3000	3001-4000	4001-5000	5001-6000
Nurseries	GFA (sqm)	74-368	369-735	736-1103	1104-1471	1472-1838	1839-2206

Expected one way trip generation during 11 hour day - up to:		250	500	750	1000	1250	1500

Scale Factor \		7	8	9	10	11	12
Development Type	**Units**						
Residential - including sheltered housing, student accommodation, nurses homes and bedspace element in hotels	Bedrooms	683-795	796-909	910-1023	1024-1136	1137-1250	1251-1364
Restaurants - including public restaurant element in hotels	Seating capacity	683-795	796-909	910-1023	1024-1136	1137-1250	1251-1364

Scale Factor \		7	8	9	10	11	12
Development Type	**Units**						
Nightclubs / Function Suites - including function suite / conference facility element in hotels	GFA (sqm)	3001-3500	3501-4000	4001-4500	4501-5000	5001-5500	5501-6000
Public Houses - including public bar element in hotels	GFA (sqm)	3001-3500	3501-4000	4001-4500	4501-5000	5001-5500	5501-6000
Fast Food - including drive throughs, cafés, tea rooms and food courts	GFA (sqm)	668-778	779-889	890-1000	1001-1111	1112-1222	1223-1333
Retail Food	GFA (sqm)	1155-1346	1347-1538	1539-1731	1732-1923	1924-2115	2116-2308
Retail Non Food	GFA (sqm)	3751-4375	4376-5000	5001-5625	5626-6250	6251-6875	6876-7500
Wholesale, Builders Merchants and similar	GFA (sqm)	7501-8750	8751-10000	10001-11250	11251-12500	12501-13750	13751-15000
Office Business	GFA (sqm)	19482-22727	22728-25974	25975-29221	29222-32468	32469-35714	35715-38961
Office Public - including banks, building societies, estate agents and travel agents	GFA (sqm)	7980-9309	9310-10638	10639-11968	11969-13298	13299-14628	14629-15957
Industry Manufacturing / Food or Drink Processing	GFA (sqm)	115386-134615	134616-153846	153847-173077	173078-192308	192309-211538	211539-230769
Industry Light	GFA (sqm)	25425-29661	29662-33898	33899-38136	38137-42373	42374-46610	46611-50847
Car Showrooms, Garages Vehicle Repair and Tyre Centres	GFA (sqm)	6001-7000	7001-8000	8001-9000	9001-10000	10001-11000	11001-12000
Petrol Filling Stations	Site Area (sqm)	1501-1750	1751-2000	2001-2250	2251-2500	2501-2750	2751-3000
Warehousing - storage and distribution	GFA (sqm)	30001-35000	35001-40000	40001-45000	45001-50000	50001-55000	55001-60000
Warehousing - repository and self service storage	GFA (sqm)	115386-134615	134616-153846	153847-173077	173078-192308	192309-211538	211539-230769
Mail/Parcel Distribution	GFA (sqm)	12501-14583	14584-16667	16668-18750	18751-20833	20834-22917	22918-25000
Passive Leisure - continuous or multiple performances (such as cinemas, multiplex and bingo halls)	Seating capacity	1001-1167	1168-1333	1334-1500	1501-1667	1668-1833	1834-2000
Passive Leisure - single performance (such as spectator arenas, stadia and theatres)	Seating capacity	1365-1591	1592-1818	1819-2045	2046-2273	2274-2500	2501-2727

Scale Factor \		7	8	9	10	11	12
Development Type	**Units**						
Passive Leisure - museums, art galleries, libraries, community/church halls, places of worship and similar	GFA (sqm)	10715-12500	12501-14286	14287-16071	16072-17857	17858-19643	19644-21429
Passive Leisure - other (such as casinos and amusement arcades)	GFA (sqm)	7144-8333	8334-9524	9525-10714	10715-11905	11906-13095	13096-14286-
Active Leisure - swimming pools, indoor bowling and similar	GFA (sqm)	4055-4730	4731-5405	5406-6081	6082-6757	6758-7432	7433-8108
Active Leisure - gymnasia, fitness centres, skating rinks, bowling alleys and similar	GFA (sqm)	9376-10938	10939-12500	12501-14063	14064-15625	15626-17188	17189-18750
Active Leisure - football, tennis, outdoor bowling and similar	Site area (ha)	6.01-7.00	7.01-8.00	8.01-9.00	9.01-10.00	10.01-11.00	11.01-12.00
Hospitals, Hospices and similar (bedspace element)	Number of beds	251-292	293-333	334-375	376-417	418-458	459-500
Hospitals, Hospices and similar (treatment element) - including daycare centres/clinics	GFA (sqm)	25001-29167	29168-33333	33334-37500	37501-41667	41668-45833	45834-50000
Dental Clinics	Number of surgeries	64-73	74-83	84-94	95-104	105-115	116-125
Medical Centres, Health Centres, General Practice Surgeries, Veterinary Surgeries and similar	Number of surgeries	39-44	45-50	51-56	57-63	64-69	70-75
Non Residential Institutions - (such as universities/colleges, and schools [except nurseries])	GFA (sqm)	6001-7000	7001-8000	8001-9000	9001-10000	10001-11000	11001-12000
Nurseries	GFA (sqm)	2207-2574	2575-2941	2942-3309	3310-3676	3677-4044	4045-4412

Expected one way trip generation during 11 hour day - up to:		1750	2000	2250	2500	2750	3000

Scale Factor \		13	14	15	16+
Development Type	**Units**				
Residential - including sheltered housing, student accommodation, nurses homes and bedspace element in hotels	Bedrooms	1365-1477	1478-1591	1592-1705	**Larger developments will be negotiated separately**
Restaurants - including public restaurant element in hotels	Seating capacity	1365-1477	1478-1591	1592-1705	
Nightclubs / Function Suites - including function suite / conference facility element in hotels	GFA (sqm)	6001-6500	6501-7000	7001-7500	
Public Houses - including public bar element in hotels	GFA (sqm)	6001-6500	6501-7000	7001-7500	
Fast Food - including drive throughs, cafés, tea rooms and food courts	GFA (sqm)	1334-1444	1445-1556	1557-1667	
Retail Food	GFA (sqm)	2309-2500	2501-2692	2693-2885	
Retail Non Food	GFA (sqm)	7501-8125	8126-8750	8751-9375	
Wholesale, Builders Merchants and similar	GFA (sqm)	15001-16250	16251-17500	17501-18750	
Office Business	GFA (sqm)	38962-42208	42209-45455	45456-48701	
Office Public - including banks, building societies, estate agents and travel agents	GFA (sqm)	15958-17287	17288-18617	18618-19947	
Industry Manufacturing / Food or Drink Processing	GFA (sqm)	230770-250000	250001-269231	269232-288462	
Industry Light	GFA (sqm)	50848-55085	55086-59322	59323-63559	
Car Showrooms, Garages Vehicle Repair and Tyre Centres	GFA (sqm)	12001-13000	13001-14000	14001-15000	
Petrol Filling Stations	Site Area (sqm)	3001-3250	3251-3500	3501-3750	
Warehousing - storage and distribution	GFA (sqm)	60001-65000	65001-70000	70001-75000	
Warehousing - repository and self service storage	GFA (sqm)	230770-250000	250001-269231	269232-288462	
Mail/Parcel Distribution	GFA (sqm)	25001-27083	27084-29167	29168-31250	

Scale Factor \		13	14	15	16+
Development Type	**Units**				
Passive Leisure - continuous or multiple performances (such as cinemas, multiplex and bingo halls)	Seating capacity	2001-2167	2168-2333	2334-2500	**Larger developments will be negotiated separately**
Passive Leisure - single performance (such as spectator arenas, stadia and theatres)	Seating capacity	2728-2955	2956-3182	3183-3409	
Passive Leisure - museums, art galleries, libraries, community/church halls, places of worship and similar	GFA (sqm)	21430-23214	23215-25000	25001-26786	
Passive Leisure - other (such as casinos and amusement arcades)	GFA (sqm)	14287-15476	15477-16667	16668-17857	
Active Leisure - swimming pools, indoor bowling and similar	GFA (sqm)	8109-8784	8785-9459	9460-10135	
Active Leisure - gymnasia, fitness centres, skating rinks, bowling alleys and similar	GFA (sqm)	18751-20313	20314-21875	21876-23438	
Active Leisure - football, tennis, outdoor bowling and similar	Site area (ha)	12.01-13.00	13.01-14.00	14.01-15.00	
Hospitals, Hospices and similar (bedspace element)	Number of beds	501-542	543-583	584-625	
Hospitals, Hospices and similar (treatment element) - including daycare centres/clinics	GFA (sqm)	50001-54167	54168-58333	58334-62500	
Dental Clinics	Number of surgeries	126-135	136-146	147-156	
Medical Centres, Health Centres, General Practice Surgeries, Veterinary Surgeries and similar	Number of surgeries	76-81	82-88	89-94	
Non Residential Institutions - (such as universities/colleges and schools [except nurseries])	GFA (sqm)	12001-13000	13001-14000	14001-15000	
Nurseries	GFA (sqm)	4413-4779	4780-5147	5148-5515	

Expected one way trip generation during 11 hour day - up to:		3250	3500	3750	

Note: Hotels, hospitals and other multiple activity uses - sum above elements as appropriate.

Table 2 - Level of Contributions

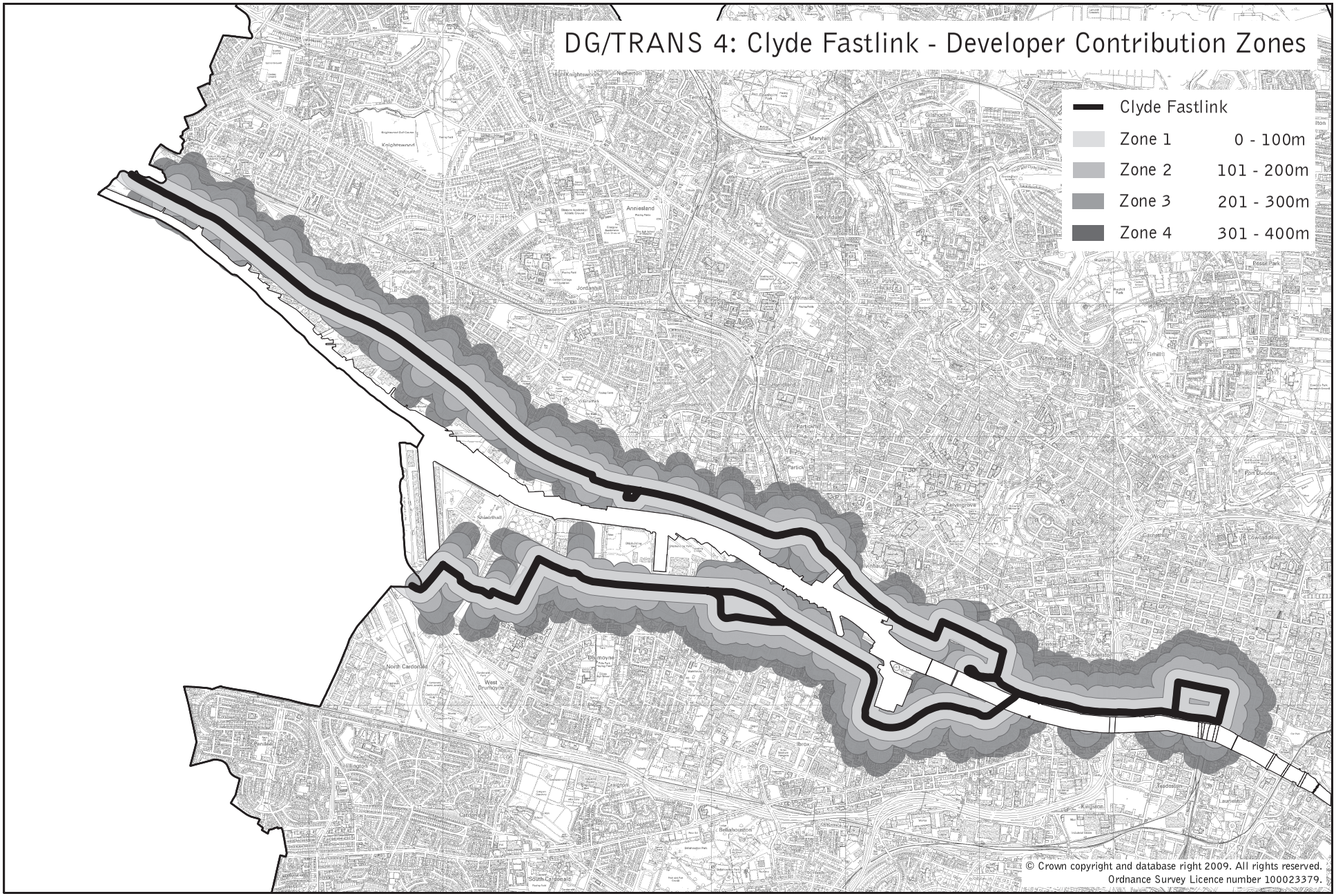
Distance from route	**Scale factor**		**Figures in £000's**				
	1	2	3	4	5	6	7
Zone 1 0-100m	9	23	46	69	92	115	138
Zone 2 101-200m	7	19	38	57	77	96	115
Zone 3 201-300m	6	15	31	46	61	77	92
Zone 4 301-400m	4	11	23	34	46	57	69

Distance from route	**Scale factor**		**Figures in £000's**					
	8	**9**	**10**	**11**	**12**	**13**	**14**	**15**
Zone 1 0-100m	161	184	207	230	253	276	299	322
Zone 2 101-200m	134	153	172	192	211	230	249	268
Zone 3 201-300m	107	123	138	153	169	184	199	215
Zone 4 301-400m	80	92	103	115	126	138	149	161

Worked Example

Hotel with function suite, restaurant, public bar within 200 metres of Fastlink route:

	Size	**Scale factor**	**Contribution (Zone 2)**
Hotel	400 bedrooms	4	£ 57000
Function Suite	2500 sqm	5	£ 77000
Restaurant	200 seat	2	£ 19000
Public Bar	1000 sqm	2	£ 19000
Total contribution			£172000


DG/TRANS 4: Clyde Fastlink - Developer Contribution Zones
Clyde Fastlink
Zone 1 0 - 100m
Zone 2 101 - 200m
Zone 3 201 - 300m
Zone 4 301 - 400m
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