

TRAFFORD COUNCIL

Report to: Planning and Development Management Committee
Date: 21 January 2021
Report for: Decision
Report of: Head of Planning and Development

Report Title

Update: Planning Obligations: Developer Contributions towards the Carrington Relief Road

Summary

This report provides an update and correction to the report approved by Members of the Committee on the same subject at their previous meeting of 15 October 2020.

By reason of an arithmetic error, the Appendices to that report and the calculation on which it was based, understate the total amount to be raised from contributions by £2m and thus proportionately understates the required contribution per residential unit/100m² of commercial floor space.

The text of the main report and methodology to calculate contributions considered and approved by Members remains unchanged. The only change is an input into the formula relating to the cost of the infrastructure. This increases from £10 to £12 million and consequently the contributions per unit increase. Appendix 1 to this report updates the previous appendices and sets out the corrected figures on which contributions sought from developers towards to the Carrington Relief Road are now based.

Recommendation

That Planning and Development Management Committee note the contents of this report and approve the updated appendix 1 as a material consideration in the determination of planning applications.

Contact person for access to background papers and further information:

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1.0 Introduction

- 1.1 A report '**Planning Obligations: Developer Contributions towards the Carrington Relief Road**' was approved at the Planning and Development Management Committee on 15 October 2020. Following the identification of an arithmetic error, appendix 1 of the report needs to be updated to correct it. The figures set out in the Appendix of that report to the 15 October 2020 committee were based on a calculation which understated the amount needed to be raised in order to provide the necessary funding for the Carrington Relief Road. Consequently this uplifts the contributions required by a proportionate amount.

2.0 Calculation

- 2.1 It has been identified that there was error in the calculation of the contributions set out in the original Appendix 1. This error is in the amount to be raised/cost of infrastructure. The original calculation used £10million instead of the cited £12 million funding gap as detailed within the original report.
- 2.2 The calculation and figures within the updated appendix are based on the same formula (see below) with all other inputs remaining the same. The only change is in the cost of infrastructure i.e. the amount of funding required from development contributions to support the delivery of the CRR.

Daily trips for each type of development (residential/commercial) / total number of trips from all projected development within area x cost of infrastructure

Total amount of commercial floorspace/number of residential units

[NB: emphasis in calculation added for clarity only]

- 2.3 The original report and methodology remains unchanged. The report identifies a £12million funding gap which this methodology seeks to fill through developer contributions. The updated calculation has therefore increased the amount of contribution per residential unit and 100m² of commercial floorspace to reflect the error and uplifted infrastructure cost.
- 2.4 Appendix 1 is updated accordingly to reflect this and members are asked to note and approve this change.

3.0 Recommendation

- 3.1 That the Planning and Development Management Committee Members note the contents of this report, and its updated appendices, and approves this as a material consideration in the determination of planning applications with immediate effect.

APPENDIX 1: CALCULATION OF CONTRIBUTION

Worked example

- The data shows an annualised daily forecast trip rate of 3121.2 trips for storage and distribution sites anticipated on the remaining sites within the Carrington Strategic Location.
- The total annualised daily vehicle trips from all projected future development in the Carrington Strategic Location, is forecast to be 9557.428.
- The cost associated with storage and distribution (B8) development is therefore calculated by dividing the B8 vehicle trips (3121.2) by the total vehicle trips from all projected developments (9557.428) and multiplying this by the highway infrastructure cost (£12m) = £3,918,878.60
- Dividing this figure by the total gross floor area (GFA) projected for storage and distribution, in units of 100sqm, then gives a figure for the costs associated with each unit (of 100sqm) of B8 development: £3,918,878.60/ divided by 1560.60 (156060/100) = £2511.14 per 100sqm.
- A 20,000sqm development, for example, would generate a contribution of £502,227.17.

Type of Development	Daily vehicle trips generated
Office (B1)	13
General industrial (B2)	4.6
Storage and distribution (B8)	2
Residential (C3)	4.4

	Anticipated Carrington Development		Total Projected Daily Trips for Use	Total amount of floor space in 100m2/Units		Contribution per £ Unit/100m2	
Office (B1)	13374	sqm	1738.62	133.75	sqm	£16321.2	/100sq m
General industrial (B2)	26750	sqm	1230.40	267.5	sqm	£5775.14	/100sq m
Storage and distribution (B8)	156060	sqm	3121.2	1560.6	sqm	£2511.14	/100sq m
Residential (C3)	788	unit	3467.2	788	units	£5524	/unit
Total			9557.428				