

## **APPENDIX**

### **SUPPLEMENTARY PLANNING GUIDANCE – DEVELOPER CONTRIBUTIONS FOR A SOUTHERN PARK AND RIDE FACILITY AT THE PROPOSED ARMADALE STATION – JUNE 2009**

#### **1.0 INTRODUCTION**

- 1.1 In accordance with the development strategy of the Edinburgh and the Lothians Structure Plan 2015 (E&LSP) and the adopted West Lothian Local Plan 2009 (WLLP), a park and ride (P&R) facility is required at the proposed Armadale Station. Paragraph 7.7 of the WLLP states that the Core Development Area (CDA) strategy identifies the need for developers to fund and deliver key infrastructure and facilities. Paragraph 7.28 refers to the key requirements for promoting sustainable travel patterns, these include the provision of P&R facilities at railway stations. Policy CDA 1 in the WLLP confirms that planning permission will not be granted for CDA developments until the infrastructure is committed or provided. The CDA Action Plan in Appendix 7.1 of the WLLP specifies the requirement for land to be provided for both the railway station and the associated P&R provision at Armadale, at Tarrareoch and Trees Farm. It also specifies that contributions are required in order to build the P&R facility on the south side of the railway line at Armadale. Network Rail will build the railway station and the P&R facility on the north side of the railway line.
- 1.2 This supplementary planning guidance (SPG) sets out an approach for securing contributions towards providing the P&R facility at the south side of the station at Armadale. The southern facility will provide the additional spaces needed to serve the new population and workforce arising from the housing and employment allocations in the Armadale CDA.
- 1.3 For the avoidance of doubt, therefore, contributions are only being sought to meet the additional cost of providing a P&R facility for the CDA allocations set out in the WLLP. The needs of the existing population will be met by the northern P&R facility which will be provided by Network Rail as part of the station development.

#### **2.0 LEGISLATIVE AND POLICY CONTEXT**

- 2.1 At paragraph 8.10, the E&LSP states that the responsibility for providing infrastructure and services to support the major development allocations will be borne in most part by the development, if funding from other sources cannot be secured. The use of planning agreements (through the terms of Section 75 of the Town and Country Planning (Scotland) Act 1997 and Section 69 of the Local Government (Scotland) Act 1973) will provide the main means of securing services and infrastructure.
- 2.2 Scottish Office Development Department (SODD) Circular 12/1996 sets out current policy on planning agreements. The criteria to be satisfied are as follows:
- the agreement must serve a planning purpose;
  - the agreement must be related to the development being proposed;
  - the agreement must be related in scale and kind to the proposed development; and
  - the agreement must be reasonable.

- 2.3 The E&LSP requires new infrastructure to be provided in phase with new housing. Policy HOU 5 of the structure plan states that planning permission should not be granted for housing development until all relevant infrastructure is provided or its funding committed. Policy TRAN 5, in the E&LSP, states that local plans should ensure that new development contributes to the cost of related transport improvements.
- 2.4 Circular 12/1996 and the E&LSP do not refer to a distinction between revenue and capital expenditure. Both documents refer to developers being expected to pay for or contribute to the cost of infrastructure which would not have been necessary but for the development.

### **3.0 SECURING THE DEVELOPER CONTRIBUTIONS**

- 3.1 Developer contributions may be secured by means of Section 69 and Section 75 Agreements concluded between the applicant and the council, prior to the issue of planning permission.
- 3.2 In some cases, where relatively small sums of money are involved, it may be possible to avoid formal agreements and for the council to collect contributions through an exchange of letters prior to planning permission being granted.
- 3.3 All contributions received through this policy will be "ring fenced" and will be spent only on funding the P&R facility at Armadale railway station, or the P&R facility at Blackridge railway station (see paragraph 5.4).

### **4.0 NEED FOR A SOUTHERN PARK AND RIDE FACILITY AT ARMADALE STATION**

- 4.1 A new railway station is to be constructed at Armadale as part of the Airdrie to Bathgate rail project. Network Rail will provide a P&R facility, as part of the rail project, adjacent to the station on the north side of the railway line. This will provide a car park of approximately 200 spaces. However, in order to meet the needs of the increased population which will arise from the development of approximately 2000 houses and employment premises in the Armadale CDA, further P&R provision will be needed. It is proposed to locate this beside the station, on the south side of the railway line. This SPG sets out the contributions that will be required from developers in order to achieve this WLLP objective. In short, the contributions required are: the provision and safeguarding of land for a car park of 150 spaces; financial contributions from developers to fund the construction of 120 spaces in this southern P&R facility.
- 4.2 Developers at Trees Farm will safeguard land for 150 car parking spaces in the CDA masterplan. This land will be transferred to the council at nil cost. This is not a disadvantage to the developer as an increased mixed use area was allocated as part of the WLLP process. The construction of 90 spaces is to be funded through contributions from Armadale CDA housing developers. Developers of the employment proposals will fund the construction of 30 spaces. This will provide an initial total of 120 spaces. The remaining land for 30 spaces will be safeguarded for longer term expansion until 2020, at which time the need for safeguarding will be reviewed. Provision of the southern P&R facility has been costed at £3,500 per space.
- 4.3 Housing developers in the Armadale CDA will, therefore, be required to contribute £350 per residential unit (plus indexation from December 2007 based on the Building Tender Price Index). However, residential units within 800 metres walking distance of the railway station will be exempt from this contribution.

4.4 The total contribution required from the CDA employment developers will be £105,000 (based on 30 spaces X £3,500) plus indexation as above.

**5.0 SUMMARY OF DEVELOPER CONTRIBUTIONS REQUIRED FOR THE PROPOSED SOUTHERN PARK AND RIDE FACILITY AT ARMADALE STATION**

5.1 Developers should note that they will be required to provide, and safeguard, land for a park and ride facility for 150 cars on the south side of the railway line at the proposed Armadale Station.

5.2 Developers should note that they will be required to contribute £350 for each residential unit in the Armadale CDA which is more than 800 metres walking distance from the railway station. This contribution is to fund the construction of 90 spaces in the southern park and ride facility.

5.3 Developers of the employment area should note that they will be required to contribute £105,000 to fund the construction of 30 spaces in the southern park and ride facility. Only developers of employment land which is more than 800 metres walking distance from the railway station will be expected to contribute. Ideally, the £105,000 contribution will be paid up front at the time of approving an outline planning application which covers the entire employment allocation. The council will, however, be prepared to consider an alternative approach which sees individual developers making pro-rata contributions based on site area at the time of reserved matters applications being approved.

5.4 The timing of the construction of the southern P&R facility at Armadale Station will depend on the timing of developer contributions. Developers may be encouraged to make early payments to ensure early construction of the southern P&R facility.

5.5 The Scottish Government have now asked Network Rail to deliver a station at Blackridge. The council may wish to utilise some of the funding from the Standhill North and Standhill South sites, in the north west of Armadale, towards the cost of providing park and ride facilities at Blackridge Station, rather than at Armadale Station. The reason for having this option is that if it becomes clear that some of the Standhill residents are more likely to use Blackridge Station then it would be appropriate to use some of the contributions for an extension of the P&R facility at Blackridge. The funding methodology for Blackridge Station and its associated works, including a P&R facility, are set out in the draft SPG: *Developer Contributions For Proposed Blackridge Railway Station*, which was approved for consultation at the D&TPDSP on 11 June 2009.