

Commuted Payments for Parking Planning Guidance

May 2015

Introduction

The Council recognises that infrastructure is a key element in providing safe and well integrated developments that are convenient and accessible to all users. As part of doing so, when considering development proposals, the Council will expect appropriate parking provision where relevant.

The Council follows standards for parking which developers are expected to comply with; this is to ensure adequate parking provision is in place and to a safe and appropriate standard.

Under certain circumstances it may be difficult for developers to fully comply with the required standards. The Council is sympathetic to developments which are located within a town centre or edge-of-centre location (as identified in the Local Development Plan) as these are within close proximity to sustainable transport modes and there can be limited space for parking provision within such high density areas. In these locations, where a proposal cannot meet the minimum standards for parking as set out in the Roads Development Guide, the Council may accept a commuted sum from the developer in lieu of full parking provision.

This guidance supplements the Councils Roads Development Guidelines and should be read in conjunction with these.

Context

The National Roads Development Guidelines 2014 (NRDG) were produced in support of the Scottish Government's Designing Streets policy and can be found at www.pkc.gov.uk/roadsdevguide . The NRDG provide advice rather than policy or legal requirements and include guidance on parking provision for different types of use. The NRDG advise that there may be opportunities to accept a contribution/obligation in lieu of the full parking standard in sustainable locations. Further to this, it acknowledges that a lower parking provision may be appropriate in town centre locations where there is good access to alternative forms of transport and existing car parking facilities.

Minimum parking standards for the West Dunbartonshire Council area are detailed in Section 7 of the Council's Local Roads Development Guide and can be found at www.west-dunbarton.gov.uk/council/strategies-plans-and-policies/transport-policy/ . These standards are set out to ensure that the relevant parking provision is in place to support a development and avoid potential safety hazards. These are set out in tables 7.3 – 7.9 of the document.

Similar to the NRDG, the local guidelines outline that in circumstances where it is possible to encourage the use of public transport, developers may be asked to consider making a commuted payment in lieu of the provision of some of the on-site parking provision.

The local Roads Guidelines allow for some flexibility to the minimum parking standard where developments involve the refurbishment or modernisation of existing buildings within town centres.

Commuted Payment

The commuted sum that will be sought from a developer where the Council has agreed that such an approach is acceptable will be £3,500 per parking space (at financial year 2015/16 and will be increased in line with Council agreed increases in charges).

Payments received may contribute to one or more of the following projects within the vicinity of the town centre for which the development is proposed. These options are listed in order of preference.

- 1) Parking provision (Off-street and On-street)
- 2) Upgrade to existing parking provision
- 3) Parking management (signage etc)
- 4) Improvements to active travel / public transport provision
- 5) Implementing any relevant travel plan
- 6) Development of Sustainable/Active travel strategies

Payments will be held in a suspense account by the Council until such time as a relevant project can be implemented.

Advice

In all cases it is recommended that developers use the Council pre application advice service to discuss parking requirements with the Councils Planning and Roads and Transportation Service prior to submitting any planning application.