



East Dunbartonshire

Developer Contributions

Draft Supplementary Guidance 2016



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East Dunbartonshire Council

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Introduction



Introduction

This Supplementary Guidance is intended to support implementation of the East Dunbartonshire Local Development Plan (LDP). The relationship between the LDP, Supplementary Guidance and Planning Guidance is established in Scottish Government Circular 6/2013, and summarised in the table opposite.

Document	Purpose and Scope
Local Development Plan	Sets out the Council's policies for the development and use of land, including community strategies which identify opportunities for development, for the period up to ten years from adoption.
Supplementary Guidance: <ul style="list-style-type: none">– Developer Contributions– Design and Placemaking– Green Infrastructure and Green Network– Frontiers of the Roman Empire (Antonine Wall) World Heritage Site	Supplementary Guidance is statutory as it forms part of the development plan, and has that status for decision making. It is limited to the provision of further information or detail in respect of policies or proposals set out in the LDP. Supplementary Guidance will be adopted with the LDP and lasts for the period of the Plan.
Planning Guidance	Non-statutory planning guidance may be used to provide detail on a range of subject areas. This form of guidance should not be termed Supplementary Guidance and will not form part of the development plan. However, adoption of this guidance by the Council gives it formal status, meaning that it may be a material consideration in decision making. Planning guidance can be updated as required and without the need for scrutiny by Scottish Ministers. Such updates are normally required where a specific issue arises during the period of the Plan.

Please note that developer contributions/planning obligations are being considered as part of the Examination of the Proposed Local Development Plan. Should the Examination Report result in changes to the Local Development Plan which require more than minor changes to this Guidance then a further period of consultation will be carried out. Specific details are provided as relevant in this draft Guidance.



The Use of a Developer Contribution, including a Planning Obligation

The key legislation pertinent to development contributions is:

- Section 75 of the Town and Country Planning (Scotland) Act 1997 as amended by the Planning Etc. (Scotland) Act 2006.
- Section 69 of the Local Government (Scotland) Act 1973

Section 75 of the Town and Country Planning (Scotland) Act 1997 (as amended by the 2006 Act) provides that a person may either by agreement with the Planning Authority or unilaterally enter into a planning obligation restricting or regulating the use of land in the district of the Planning Authority, either permanently or during such a period as may be prescribed by the agreement or obligation. Section 75 Agreements may include financial provisions. Any agreement or obligation to which the owner of the land is a party may be recorded in the Register of Sasines or registered in the Land Register of Scotland and become binding on all future owners of the land affected by the agreement or obligation. Any breach of the agreement or obligation is enforceable by the Planning Authority.

Section 69 of the Local Government (Scotland) Act 1973 gives authorities the power to do anything which is calculated to facilitate, or is conducive or incidental to, the discharge of their functions. This provision enables agreements to be made which can include financial payments or the transfer of assets to a local authority where this would discharge their functions.

This Guidance has been developed in the context of the following policy, strategy and guidance frameworks and advice:

- Scottish Government Circular 6/2013 Development Planning
- Scottish Government Circular 3/2012: Planning Obligations and Good Neighbour Agreements
- Circular 4/1998 Planning Conditions
- Glasgow and Clyde Valley Strategic Development Plan, 2012
- East Dunbartonshire Local Development Plan

Circular 3/2012: Planning Obligations and Good Neighbour Agreements, paragraph 14, states that:

Planning obligations made under section 75 of the Town and Country Planning (Scotland) Act 1997 (as amended) should only be sought where they meet all of the following tests:

- necessary to make the proposed development acceptable in planning terms
- serve a planning purpose and, where it is possible to identify infrastructure provision requirements in advance, should relate to development plans
- relate to the proposed development either as a direct consequence of the development or arising from the cumulative impact of development in the area
- fairly and reasonably relate in scale and kind to the proposed development
- be reasonable in all other respects

The LDP sets out in its policies what is expected on site as part of development in order to ensure high quality new development across East Dunbartonshire. For some developments there may be requirements, either delivered on site or off site, which require the use of a developer contribution, including a planning obligation. LDP policy¹ therefore identifies what is required to ensure different types of development do not have an unacceptable impact on land use, the environment and infrastructure. This includes sustainable transport infrastructure, affordable housing, green infrastructure such as open space/ green network and school facilities.



This Guidance supports the implementation of LDP Policies. It brings certainty to developers and the community by addressing costs whilst responding to implications for infrastructure and services that arise from development. The Guidance will help the discussion of the need for potential contributions early on in the planning process. It ensures that the burden of additional infrastructure, facilities and services that are related to the development are absorbed by the landowner and developer, and not by the Council or other public service provider.

Existing deficiencies in public services, facilities or infrastructure can be made worse by new development and new deficiencies created. However, planning obligations are intended to address matters resulting from new proposals, not existing deficiencies. This includes the additional public infrastructure and service needs associated with the new development. In line with the policy test set out above, where planning obligations are used to secure developer contributions, they will only be sought where there is a clear link between the development and any mitigation offered as part of the contribution.

Supplementary Guidance on Developer Contributions therefore has two key aims:

- To set out the types and thresholds of development where a developer contribution may be requested, the level of contribution and the range of purposes for which it may be sought.
- To provide exact levels of developer contributions required or the methodology for their calculation

¹This is provided throughout the policies contained within the Proposed Local Development Plan but may be subject to change through the Examination and the suggested Policy 20 and this paragraph will be updated as a result. Policy 20 can be found in Appendix 3.





Determining the Need for and Type of Developer Contribution



Determining the Need for and Type of Developer Contribution

Where possible the infrastructure or environmental mitigation requirements of development should be addressed directly on site through site layout and design. The circular 3/2012 advises that to meet the necessity test planning obligations or other legal agreements should not be used to require payments to resolve issues that could equally be resolved in another way. It states that the Council should consider the use of a planning condition or alternative legal agreement before the use of a planning obligation. In particular a planning obligation is not necessary where the developer contribution for a landowner or developer may be implemented, for example, by a one-off payment towards the cost of infrastructure provision or the maintenance of open space.

The developer contribution required for a development will be decided at planning application stage based on its scale, location and particular circumstances. Table 1 sets out likely developer contributions for housing development and table 2 sets out likely ones for other types of development. These tables identify the type of purposes for which developer contributions will be sought and further detail for each developer contribution type, including the method for securing the contribution and costs. They also set out exemptions where a developer contribution is not required. For any development table 1 and 2 should be consulted to identify how the tables' guidance applies. This will assist early site development viability calculations and the extent to which this impacts on the total development cost and the residual land value. More information on the development management process and agreeing the relevant developer contribution can be found in section 4. Implementation and Delivery.

The developer contribution will be index-linked by reference to the General Building Cost Index as published by the Building Cost Information Service of the Royal Institution of Chartered Surveyors or such other index as the Council and the Developer may reasonably agree. The developer contribution will be index-linked from the date the Section 75 agreement or other appropriate legal agreement is concluded until the date the developer contribution falls due for payment.





Table 1. Housing Development - Determining the Need for a Developer Contribution

Developer Contribution Type	Local Development Plan Policy Requirement	Exemptions	Method for Securing the Contribution	Cost per housing unit (cost is at 31 March 2016 and subject to inflation)
Sustainable Transport	Policy 4	The need for and results of a Transport Assessment will determine whether a developer contribution is required. See Sustainable Transport Planning Guidance (or Transport Assessment and Travel Plans Guidance Note until the Planning Guidance is in place)	<p>Whilst sustainable transport infrastructure should be provided on site, a contribution may also be required to address impacts on the wider transport network (for all forms of transport and active travel) as a result of the development itself or cumulatively with other sites already with planning consent or sites allocated within the LDP. The Transport Assessment for a development will identify the impact caused by the development. In order to mitigate against this impact a developer contribution will be required to be consistent with and contribute towards projects identified in the Local Transport Strategy (including the Active Travel Strategy) and related A803/ A806 and A81 Route Corridor Studies.</p> <p>The method for securing the developer contribution towards transport will be applied consistently for all applicable housing developments. The cost will be based on:</p> <ul style="list-style-type: none"> • The total number of trips a development will generate during morning and afternoon peak periods (07:00-10:00 and 16:00-19:00) • The total vehicle movements on the network at present and as a result of the implementation of sites in the Local Development Plan • The total cost of implementing the Council's Local Transport Strategy and Active Travel Strategy interventions. <p>Appendix 2 includes a table which sets out a list of Local Transport Strategy, including Active Travel Strategy, projects that a developer contribution will contribute towards and which will be implemented by the Council.</p> <p>Each developer contribution that contributes towards this list (Appendix 2) from different developments must be proportional, regardless of the point in the development plan period that it is developed. Therefore the list will be maintained regardless of delivery of individual projects.</p>	To be determined on a site by site basis use.



Developer Contribution Type	Local Development Plan Policy Requirement	Exemptions	Method for Securing the Contribution	Cost per housing unit (cost is at 31 March 2016 and subject to inflation)
Green Infrastructure and Green Network, Community Facilities - Open Space, Nature Conservation	Policies 5, 7 & 8	<ul style="list-style-type: none"> Single house or less than five houses/flats Alteration &/or extension Sheltered/special needs housing is not required to contribute to play space. 	<p>All new or upgraded open space should meet the open space standards (accessibility, quantity and quality), set out in the Supplementary Guidance on Green Infrastructure and Green Network.</p> <p>All Sites of 5 houses / flats or more. The following should be provided:</p> <p>Play Space</p> <ul style="list-style-type: none"> Provision of play space on site if more than 400m from an existing play space. Contribution to play space if less than 400m from an existing play space via a safe and convenient walking route. <p>Open Space of Local Importance</p> <ul style="list-style-type: none"> Provision of an open space of local importance if more than 400m from an existing open space of local importance. Contribution to the upgrade or improvement of an open space of local importance if less than 400m from an existing open space of this type. <p>Open Space / Green Network of Neighbourhood Importance</p> <ul style="list-style-type: none"> Contribution to an open space of neighbourhood importance and/or green network opportunity within the community area. <p>Sites of 50 houses / flats or more. The following should also be provided:</p> <p>Open Space / Green Network of Regional/ strategic Importance</p> <ul style="list-style-type: none"> Contribution to a green network opportunity and/or the upgrade or improvement of an open space of regional importance. <p>The Green Network and Green Infrastructure Supplementary Guidance will identify: open spaces of regional importance to the whole of East Dunbartonshire, open spaces of local and neighbourhood importance for each community area and the opportunities for improving open space. It will also set out the open space standards, based on the East Dunbartonshire Open Space Strategy (2015 – 2020). Further detail on green network opportunities of strategic importance to the whole of East Dunbartonshire and of local importance for each community area, from the Green Network Strategy, will also be set out in the Green Network and Green Infrastructure Supplementary Guidance. This includes the key requirements set out in the LDP for individual sites.</p> <p>Long term maintenance of an open space by the Council will require a payment for 25 years maintenance costs.</p>	<p>Contribution to play space - £730 per house / flat</p> <p>Contribution to open spaces of local importance - £180 per house / flat</p> <p>Contribution to open spaces of neighbourhood importance and or green network opportunities in the relevant community area - £310 per house / flat</p> <p>For sites of 50 units or more: Contribution to the green network and/or open spaces of regional importance - £310 per house / flat"</p> <p>Long term maintenance by Council - costs will be calculated on a case by case basis.</p>



Developer Contribution Type	Local Development Plan Policy Requirement	Exemptions	Method for Securing the Contribution	Cost per housing unit (cost is at 31 March 2016 and subject to inflation)
Community Facilities - Education	Policy 7	<ul style="list-style-type: none"> • One bedroom properties • Single house plot • Specialist housing designed for groups which do not include children (such as for older people or assisted living). • Affordable Housing • Alteration &/or extension 	Contribution per unit required for each school where 90% capacity will likely be exceeded as a direct result of the development, either individually or cumulatively with other known developments (see Appendix 1). Contribution also applies where a school already exceeds 90% capacity.	<ul style="list-style-type: none"> - Primary £1,598 per unit (Subject to inflation – see Appendix 1) - Secondary £1,824 per unit (Subject to inflation – see Appendix 1) <p>Then apply payment % for no. of bedrooms: 2 bedroom= 50% 3 bedroom= 100% 4 bedrooms= 120% 5 bedrooms= 130%</p>
Affordable Housing	Policy 6	<p>Applies to new housing proposals, including conversion and market-led specialist housing.</p> <p>Exemptions:</p> <ul style="list-style-type: none"> • Residential institution • Single house plot • Single house in the green belt which is subject to occupancy conditions • Alteration &/or extension 	<p>Sites of 10 units or more</p> <p>25% of total units to be provided as affordable housing in line with the following:</p> <ol style="list-style-type: none"> 1. Be provided on-site and be fully integrated within the wider development (taking affordable housing management and requirements into account). 2. Provide a minimum 15% of the total number of units on site as social rent, with the remaining 10% provided as other affordable tenures (see glossary) that meet recognised local need as identified by the Housing Service. On sites with 25 units or less single tenures may be required, including the requirement to provide 100% social rented accommodation at the Council's discretion. 3. All affordable tenures for sale must be affordable to those earning less than the median income level for the area (40th and 50th percentiles). The Council sources this from the Scottish Government (CACI paycheck). In high value areas the Council can increase the maximum affordability level to 60th percentile. 4. All affordable tenures will be provided in perpetuity. 5. 10% of all new affordable developments must be accessible for those with particular needs i.e. elderly, wheelchair users. This may take the form of wet floor shower or fully wheelchair accessible housing. Additionally, consideration must be given to 'Housing For Varying Needs Standards' 	To be determined on a site by site basis use.



Developer Contribution Type	Local Development Plan Policy Requirement	Exemptions	Method for Securing the Contribution	Cost per housing unit (cost is at 31 March 2016 and subject to inflation)
			<p>Sites of 2-9 units</p> <p>A commuted sum is to be paid to the Council for use on affordable housing developments within the Council area. The commuted sum per unit on-site is calculated using the following method (based on an independent land valuation):</p> <ul style="list-style-type: none"> Unrestricted market value per plot (A) minus the restricted affordable housing value per plot (B) then divided by 4. 	
Community Facilities - Other	Policy 7	<ul style="list-style-type: none"> Single house Alteration &/or extension 	<p>In addition to education and open space requirements, developments may, either individually or cumulatively, give rise to a need for other community facilities including all weather sports pitches, sports facilities, cultural assets, religious buildings, health facilities and community buildings. In these instances a developer contribution will be sought on a case by case basis. In cases where suitable replacement facilities are agreed by the Council, a developer contribution may be required to secure delivery of the replacement facility.</p>	To be determined on a site by site basis use.
Water Environment and Flood Risk Alleviation	Policy 9	<ul style="list-style-type: none"> Single house Alteration and/or extension 	<p>Refer to the LDP community strategies and any relevant planning guidance, master plan/ planning brief in determining the specific requirements. Also refer to the local East Dunbartonshire Surface Water Management Plan and Local Flood Risk Management Plan when these are approved.</p>	To be determined on a site by site basis use.
Historic Environment - Antonine Wall World Heritage Site	Policy 10	<ul style="list-style-type: none"> Single house Alteration &/or extension 	<p>Refer to the LDP community strategies and to Supplementary Guidance on Frontiers of the Roman Empire (Antonine Wall) in determining the specific requirements; this could include landscaping to protect the setting of the World Heritage Site, interpretation (such as public realm works along the route of the wall) or archaeological assessment.</p>	To be determined on a site by site basis use.
Business and Employment	Policy 13	<ul style="list-style-type: none"> None 	<p>LDP Policy 13 safeguards employment land allocations for business, industrial, storage or distribution and generally proposals of this type are not supported. This contribution is only applicable in the exceptional circumstances where housing development of business land is assessed as acceptable in principle for a particular site.</p> <p>The level of contributions will be proportional to the scale of loss of business land or infrastructure requirement.</p>	To be determined on a site by site basis use.



Table 2. Other Development - Determining the Need for a Developer contribution

Developer Contribution Type	Local Development Plan Policy Requirement	Exemptions	Method for Securing the Contribution	Cost per housing unit (cost is at 31 March 2016 and subject to inflation)
Sustainable Transport	Policy 4	Applies to any development type. The need for a Transport Assessment will determine whether a developer contribution is required. See Sustainable Transport Planning Guidance (or Transport Assessment and Travel Plans Guidance Note until the Planning Guidance is in place).	<p>Whilst sustainable transport infrastructure should be provided on site, a contribution may also be required to address impacts on the wider transport network (for all forms of transport and active travel) as a result of the development itself or cumulatively with other sites already with planning consent or sites allocated within the LDP. The Transport Assessment for a development will identify the impact caused by the development. In order to mitigate against this impact a developer contribution will be required to be consistent with and contribute towards projects identified in the Local Transport Strategy (including the Active Travel Strategy) and related A803/ A806 and A81 Route Corridor Studies.</p> <p>The method for securing the developer contribution towards transport will be applied consistently for all applicable developments. The cost will be based on:</p> <ul style="list-style-type: none"> • The total number of trips a development will generate during morning and afternoon peak periods (07:00-10:00 and 16:00-19:00) • The total vehicle movements on the network at present and as a result of the implementation of sites in the Local Development Plan • The total cost of implementing the Council's Local Transport Strategy and Active Travel Strategy interventions. <p>Appendix 2 includes a table which sets out a list of Local Transport Strategy, including Active Travel Strategy, projects that developer contributions will contribute towards and which will be implemented by the Council.</p> <p>All developer contributions that contribute towards this list (Appendix 2) from different developments must be proportional, regardless of the point in the development plan period that it is developed. Therefore the list will be maintained regardless of delivery of individual projects.</p>	To be determined on a site by site basis use.



Developer Contribution Type	Local Development Plan Policy Requirement	Exemptions	Method for Securing the Contribution	Cost per housing unit (cost is at 31 March 2016 and subject to inflation)
Green Infrastructure and Green Network, Community Facilities - Open Space, Nature Conservation.	Policies 5, 7 & 8	Applies to any development type Exemptions <ul style="list-style-type: none"> • Conversion and/or change of use • Alteration &/or extension 	<p>Open space, green network, green infrastructure and enhancement of nature conservation designations should be provided as part of the development in line with LDP policies.</p> <p>Any developer contribution for off-site provision will be assessed on a site by site basis.</p> <p>The nature of the requirement will be based on the priorities in East Dunbartonshire Open Space Strategy, Green Network Strategy and Green Infrastructure and Green Network Supplementary Guidance (or Green Network Guidance Note until in place). The key requirements set out in the LDP for individual sites and any Masterplan/ Planning Brief should be taken into account.</p>	To be determined on a site by site basis use.
Water Environment - Flood Risk Alleviation or Water Quality	Policy 9	Applies to any development type Exemptions: <ul style="list-style-type: none"> • Single house • Alteration &/or extension 	Refer to the LDP community strategies and any relevant planning guidance, master plan/ planning brief in determining the specific requirements. Also refer to the local East Dunbartonshire Surface Water Management Plan and Local Flood Risk Management Plan when these are approved.	To be determined on a site by site basis use.



Developer Contribution Type	Local Development Plan Policy Requirement	Exemptions	Method for Securing the Contribution	Cost per housing unit (cost is at 31 March 2016 and subject to inflation)
Historic Environment - Antonine Wall World Heritage Site	Policy 10	<p>Applies to any development type</p> <p>Exemptions:</p> <ul style="list-style-type: none"> • Conversion and/ or change of use • Alteration &/or extension 	<p>Refer to the LDP community strategies and to Supplementary Guidance on Frontiers of the Roman Empire (Antonine Wall) in determining the specific requirements; this could include landscaping to protect the setting of the World Heritage Site, interpretation or archaeological assessment.</p>	<p>To be determined on a site by site basis use.</p>
Network of Centres and Retail	Policy 11 and 12	<p>Applies where a retail or commercial development with a gross floorspace of over 2,500m² is proposed outwith a town centre, and is contrary to the development plan – in such circumstances a retail impact analysis should be undertaken to understand the impacts of the development.</p>	<p>LDP Policies 11 and 12 together set out a town centre first policy and a presumption against proposals outwith the network of centres which are likely to have an adverse impact on any centre in the network. Therefore proposals of this type are not generally supported. This developer contribution is therefore only applicable in the exceptional circumstances where there is an identified need for retail or commercial development and where the proposal otherwise accords with all other aspects of the Plan. In the event of such proposals being granted, the Council wishes to ensure that the applicant/ developer contributes appropriately to mitigating the potential negative impacts on our town centres.</p> <p>Out of Centre developments which are shown to have an adverse impact on the vitality and viability of centres by diverting trade or footfall will therefore be required to make a proportionate contribution to the delivery of the interventions in the relevant town centre strategy, including the Kirkintilloch Town Centre Masterplan.</p>	<p>A development proposal which has been assessed by an agreed Retail Impact methodology to divert, for example, 10% of trade or footfall would be expected to meet 10% of the costs of delivering the town centre strategy.</p> <p>This contribution will be tied to the development of the site through a Legal Agreement and may, subject to negotiation, be delivered as a single sum or a series of contributions over the ten year period.</p>



Developer Contribution Type	Local Development Plan Policy Requirement	Exemptions	Method for Securing the Contribution	Cost per housing unit (cost is at 31 March 2016 and subject to inflation)
Business and Employment	Policy 10	Exemption: <ul style="list-style-type: none"> • None 	<p>LDP Policy 13 safeguards employment land allocations for business, industrial, storage or distribution and generally proposals of this type are not supported. This developer contribution is only applicable in the exceptional circumstances where housing development of business land is assessed as acceptable in principle for a particular site.</p> <p>The level of contributions will be proportional to the scale of loss of business land or infrastructure requirement.</p>	To be determined on a site by site basis use.
Low Carbon and Renewable Energy, Mineral Resources - Restoration and Aftercare	Policy 15 & 17 ²	Applies to: <ul style="list-style-type: none"> • Low carbon or renewable energy proposal of more than householder scale. • New or extended mineral workings. 	<p>LDP Policy 15 and 17 requires commercial proposals to set out a sustainable, fully costed, phased restoration and aftercare scheme to restore the site. It also states that it should identify a beneficial after-use for the site which also enhances the green network.</p> <p>The individual level of planning obligation for a development will be addressed by a legal agreement, such as a section 75 planning obligation restoration and aftercare bond. Supplementary Guidance on Green Infrastructure and Green Network provides information on the green network and opportunities to enhance it.</p>	To be determined on a site by site basis

²Policy 15 Renewable Energy and Low Carbon Technology in the Local Development Plan, Proposed Plan does not refer directly to planning obligations. However the principle of ensuring restoration and aftercare of this type of development is similar to that for mineral workings, and Policy 17 mineral resources referred directly to the potential use of a planning obligation for restoration and aftercare. The issue of a new plan policy for Planning Obligations, which sets out what types of development planning obligations may be required for; is subject to Local Development Plan Examination.



Implementation & Delivery



Implementation & Delivery

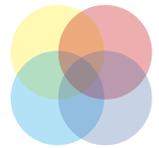
To facilitate the speed of delivery of the planning application process, it is important that developers discuss the likely levels of developer contributions with the Development Management Officer at the earliest opportunity. Scottish Planning Policy encourages the efficient and transparent handling of planning applications, this can be assisted by processing agreements, which cover the whole process, including a developer contribution and legal agreement.

Developers should:

- Check this Guidance for potential requirements and any other relevant guidance.
- Check for any site-specific requirements, including those stipulated in the LDP Community Sections, LDP Action Programme, Master plans or Planning Briefs.
- Discuss matters with the development management officer, relevant services such as housing and organisations, such as a Registered Social Landlord (RSL), prior to the submission of a planning application. A developer can draft an agreement with an RSL early in the process to ensure that the RSL's standards are met.
- Establish their preferred mechanism for the negotiation and delivery of any developer contribution (Section 75 agreement or other appropriate legal agreement like a section 69 agreement).
- Factor any developer contribution requirements into any land valuations and development viability calculations.
- Present to the Council a full development viability appraisal with all supporting financial and other information where the financial viability of the development scheme is considered to be in doubt as a result of a requested developer contribution.
- Should aim to conclude any agreement timeously.

The Council will:

- Suggest the use of particular types of planning conditions and legal agreements, appropriate to the circumstances. Use planning conditions where possible and only use planning obligations where they meet the tests set out in Circular 3/2012.
- Identify in a timely manner and negotiate where a development requires a developer contribution to mitigate infrastructure, environmental issues or community facilities required by the development, ideally at pre application stage and if necessary as part of a processing agreement.
- Consider all relevant factors which may impact on the financial viability of the development scheme. The Council's priorities in terms of necessary infrastructure and other priorities will take into consideration the economic circumstances of the development scheme. There may be exceptional circumstances where the provision of the required developer contribution might render a development unviable. The Council will be willing to review the timing or phasing of paying a developer contribution to assist the financial viability of a scheme.
- Review obligation costs set out in this Supplementary Guidance, for example to ensure they remain in line with inflation.
- Issue planning consent only when the Section 75 agreement or other appropriate legal agreement has been signed by all parties, and (if required) the agreement has been recorded in the Register of Sasines or registered in the Land Register of Scotland.
- Monitor developer contributions and seek payments when due.
- Hold the funds in a Council bank account. Ensure that a developer contribution is used within a reasonable time period after the planning approval and date of payment, five years for most obligations, ten years for contributions towards schools. After this period any unused funds will be returned to the developer.



In the absence of a concluded agreement or special circumstances for delay, the Council would expect developers to conclude the negotiations for any agreement timeously. In the case of local developments this should be within six months of the Planning Authority indicating that it is minded to grant the planning permission. In the case of major developments negotiations should be concluded within twelve months of such a date. Should the legal agreement not be concluded within the above timescales the Council may move to refuse the application, unless there have been extenuating circumstances which have delayed the legal agreement. This should be discussed and agreed with the planning case officer.

The Council will charge interest on the late payment of developer contributions at the rate of five per centum per annum above the bank base lending rate from time to time, from the date fourteen days after the developer contribution falls due until payment.

In the interests of providing an efficient service, Legal Services may require to undertake early legal work for the negotiation and agreement of the planning obligation, in parallel with considerations of the application by Development Management. This will be part of a processing agreement, if required. The involvement of Council Legal Services at any stage in the process of dealing with a planning application is not to be construed as inferring planning permission will be granted.





Glossary



Active Travel	Mode of travel powered by human physical activity, usually walking or cycling.
Affordable Housing	<p>The LDP provides the following definition of affordable housing: “Affordable housing is defined broadly as housing of a reasonable quality that is affordable to people on modest incomes.”</p> <p>Affordable housing may be in the form of:</p> <ul style="list-style-type: none"> • social rented housing – housing provided at an affordable rent and usually managed locally by the Council / a Registered Social Landlord (RSL) and including housing specifically designed for elderly people; • subsidised low cost housing for sale; <ul style="list-style-type: none"> o shared ownership – the owner purchases part of the dwelling and rents the remainder usually from the Council / an RSL; o shared equity – the owner purchases part of the dwelling, with the remaining stake purchased by the Council / an RSL. Unlike shared ownership, the owner pays no rent for the equity stake which is retained by the Council / RSL. While the Council / RSL does not receive any rental income in respect of their stake, it benefits from any equity gain when the house is sold; o discounted market housing – a dwelling sold at a percentage discount of its open market value to households in the priority client group; • low cost housing for sale without subsidy – non-subsidised affordable housing is likely to take the form of entry level housing for sale, some built at higher densities and with conditions attached to the missives designed to maintain the houses as affordable units to subsequent purchasers. This includes entry level housing without subsidy for first time buyers where it can be demonstrated that it is affordable to low-income household groups; or; • mid-market rented housing – housing with rents set at a higher level than purely social rent, but lower than market rent levels and usually provided through the Council / and RSL. <p>Qualifying Criteria</p> <p>A qualify criteria will be set for all tenures other than social rent to ensure that it targets those on moderate to low incomes and priority is given to those in housing need.The Scottish Government specifies that it is for local authorities to set the qualifying criteria for their area.</p> <p>The qualifying criteria set by East Dunbartonshire is generally as follows:</p> <ol style="list-style-type: none"> 1. Must be a first time buyer (excluding for mid-market rent) 2. Gross Income must be below the median income for the area which is currently £26,139 for a single person (CACI Income Date 2013 40th percentile) and £32,799 (median CACI income data 2013). This can increase to £40,397 in high value areas (60th percentile CACI income data 2013). 3. Must be in employment (mid-market rent only) 4. Preferably be on the Council’s Housing List 5. The maximum mortgage for a qualified applicant is set at 3 times an individual’s or joint salary. 6. Based on the 2013 income levels, the maximum affordable price would be £80,000 for a single person and £105,000 for two or more people. In area of high land values this can increase this to £120,000.
Commuted Sum	A commuted sum is an amount of money, paid by a developer to the Council, where the size or scale of a development triggers a requirement for the provision of (for example) affordable housing, but it is not possible to achieve an appropriate element of that required provision on site.



Cumulative Impact	Impact in combination with other development. That includes existing developments of the kind proposed, those which have permission, and valid applications which have not been determined. The weight attached to undetermined applications should reflect their position in the application process.
Developer Contribution	In line with Planning Circular 3/2012 Planning Obligations and Good Neighbour Agreements Local Authorities may use agreements under Section 75 of the Town & Country Planning (Scotland) Act 1997 to mitigate the impact of new development on infrastructure. Where a shortfall in infrastructure capacity has been identified the impact of new development may be mitigated through a financial contribution.
Green Infrastructure	Includes the 'green' and 'blue' (water environment) features of the natural and built environments that can provide benefits without being connected. Green features include parks, woodlands, trees, play spaces, allotments, community growing spaces, outdoor sports facilities, churchyards and cemeteries, swales, hedges, verges and gardens. Blue features include rivers, lochs, wetlands, canals, other water courses, ponds, coastal and marine areas including beaches, porous paving and sustainable urban drainage systems.
Green Network	Connected areas of green infrastructure and open space that together form an integrated and multi-functional network.
Open Space	Space within and on the edge of settlements comprising green infrastructure and/or civic areas such as squares, market places and other paved or hard landscaped areas with a civic function. Detailed typologies of open space are included in PAN65 and the Open Space Strategy.
Open spaces of Local Importance	Core assets include: <ul style="list-style-type: none"> • local park • civic space • private gardens/grounds • playspace <ul style="list-style-type: none"> – local equipped areas for play – local areas for play • allotments • cemeteries • amenity greenspace
Open spaces of Neighbourhood Importance	Core assets include: <ul style="list-style-type: none"> • neighbourhood park • playspace - neighbourhood equipped areas for play • local nature conservation site • natural/ semi natural greenspace • sports area (refer to sports pitch strategy)
Open spaces of Regional Importance	Core assets include: <ul style="list-style-type: none"> • Open space with a regionally important historical/ natural attraction including: Frontiers of the Roman Empire (Antonine Wall) World Heritage Site, nature conservation interest, local geodiversity site • open space with a sport or outdoor recreation attraction • open space with a recreational walkway/ cycle route



Planning Obligation	Planning obligations have a role in the development management process where they can be used to overcome obstacles to the grant of planning permission. In this way development can be permitted or enhanced and potentially negative impacts on land use, the environment and infrastructure can be reduced, eliminated or compensated for.
Specialist Housing	Housing which supports the independent living and care of older persons and those with a disability, including sheltered housing, care homes and other forms of assisted living.
Viability	Viability is the key factor which determines whether development proceeds or not. For development to actually take place on the ground, the value (revenue) generated from the development must exceed the costs of undertaking the development.





Appendices



Appendix I - School Capacity

- 1- Contribution only applies where the development is likely to result in a school exceeding 90% capacity where the site is located within that schools catchment, whether individually, or cumulatively with other sites already with planning consent.
- 2- The contribution will be spent on projects to increase capacity at each school affected by the associated development through one of the following:
 - new-build capacity at an existing school (for example by building an extension), or
 - additional capacity within new-build schools (for example through re-design), or
 - conversion of current non-teaching space to form new teaching space of an appropriate quality.
- 3- The cost per unit for each different school type have been calculated using the following formula:
 $(A \times B \times C = \text{£per/unit})$
A= Average space allocation in sqm required for each pupil (based on the Scottish Futures Trust (SFT) target for school build projects).
B= Cost per sqm of new space added (using SFT metrics for school build. Costs are baselined at Q2 2012 and inflation calculations will be carried out using BCIS All-in TPI Forecast)
C= Pupil product ratio (estimated number of new pupils generated by each new dwelling house). Note that the pupil product ratios in Bearsden and Milngavie reflect the higher proportion of children that attend non-denominational schools compared with the rest of the Council area.
- 4- When determining whether or not a contribution is required consideration will be given to both non-denominational and denominational schools at primary and secondary level.
- 5- Where a school is marked 'unlikely' this does not completely rule out the need for a contribution, this is particularly relevant in the case of windfall developments that have not been anticipated and considered in the LDP. In these circumstances early engagement with the Council is required to establish if a contribution may be sought.
- 6- Capacity at schools will be calculated using the Council Procedure Manual's for Primary and Secondary Schools Capacity published in 2011, or as updated.

- 7- The Council is progressing with a long term Primary School Improvement Plan (PSIP). Decisions regarding the school estate are made taking all known factors into account at the time of making the decision; therefore the outcome of such decision(s) does not prejudice the need for contributions.
- 8- If the Council has not spent the contribution within 10 years of receipt the payment will be returned to the developer.
- 9- As a result of emerging demand for nursery as a result of Scottish Government policy nursery contributions may be sought during the lifetime of this LDP; in these circumstances guidance will be produced and consulted on.

Secondary School	Likelihood of Exceeding 90%	Cost per Unit (Baselined at Q2 2012 and subject to inflation)
Bearsden Academy	Likely	£1,824
Bishopbriggs Academy	Likely	£1,824
Boclair Academy	Unlikely	£1,824
Douglas Academy	Likely	£1,824
Kirkintilloch High	Unlikely	£1,824
Lenzie Academy	Likely	£1,824
St. Ninians	Likely	£1,824
Turnbull High	Likely	£1,824



Primary School	Likelihood of Exceeding 90%	Cost per Unit (Baselined at Q2 2012 and subject to inflation)
Baldernock	Unlikely	£1,598
Baljaffray	Unlikely	£1,598
Balmuildy	Unlikely	£1,598
Bearsden	Likely	£1,598
Castlehill	Unlikely	£1,598
Clober	Unlikely	£1,598
Colquhoun Park	Likely	£1,598
Craigdhu	Unlikely	£1,598
Craighead	Unlikely	£1,598
Gartconner	Unlikely	£1,598
Harestanes	Unlikely	£1,598
Hillhead	Unlikely	£1,598
Holy Family	Likely	£1,598
Killermont	Likely	£1,598
Lairdsland	Likely	£1,598
Lennoxton	Unlikely	£1,598
Lenzie – Lenzie Moss	Likely	£1,598
Meadowburn	Unlikely	£1,598
Millersneuk	Likely	£1,598
Milngavie	Unlikely	£1,598
Mosshead	Unlikely	£1,598
Oxgang	Unlikely	£1,598
St. Agatha's – St Flannan's	Likely	£1,598
St. Andrews – St Joseph's	Likely	£1,598
St. Helen's	Unlikely	£1,598

Primary School	Likelihood of Exceeding 90%	Cost per Unit (Baselined at Q2 2012 and subject to inflation)
St. Machan's	Unlikely	£1,598
St. Matthew's	Unlikely	£1,598
Torrance	Unlikely	£1,598
Twechar	Unlikely	£1,598
Wester Cleddens	Unlikely	£1,598
Westerton	Unlikely	£1,598
Woodhill – Auchinairn	Likely	£1,598

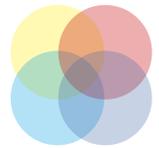


Appendix 2 – Transport

In order to mitigate against the impact of development on the wider transport network a developer contribution will be required to be consistent with and contribute towards projects identified in the Local Transport Strategy (including the Active Travel Strategy) and related A803/ A806 and A81 Route Corridor Studies. The table below sets out a list of these projects as set out in the Local Transport Strategy and Active Travel Strategy. The

projects in the table will be updated when a new Local Transport Strategy is developed. The costs in the table are subject to change over the lifetime of this Guidance as a result of inflation or detailed projects costs becoming available. The current costs are based on known costs, estimates based on previous projects and figures provided in the Route Corridor Studies produced for the Council.

Area	Intervention	Strategy	Cost	Guide
Council Wide	Provision of real time information on primary bus routes and at key stops	Local Transport Strategy	£80,000	Per corridor
	Implement bus priority measures such as signals and lanes to reduce bus journey time and improve punctuality		£1,200,000	Per corridor.
	Identify appropriate locations and implement the SCOOT system to improve traffic management		£100,000	
	New pedestrian crossing facilities		£15,000	Per new crossing facility.
	1.5 - East –West Connectivity Improvements – Allander Walkway to Cadder Bridge Explore feasibility of developing existing infrastructure at Cadder, along the Allander and River Kelvin, improving the Core Paths and extending them to meet at the river confluence, including the potential environmental effects of developing the infrastructure and considering potential concerns of habitat loss		£500,000	
	1.13 – East Dunbartonshire Loop Creation of an East Dunbartonshire Circular route, connecting the majority of settlements and plugging existing gaps. Links to be provided via : <ul style="list-style-type: none"> • Allander Walkway to River Kelvin Path (eastwards) • Cadder (works required to upgrade link between River Kelvin path and F & C Canal) • Kirkintilloch – Improved connectivity between NCRs 754 and 755 • Strathblane – investigate possible routes: via Old Mugdock Rd/ connect with West Highland Way into Milngavie / A81 to Milngavie Reservoirs • Milngavie town centre to Allander Walkway The mitigation measures recommended through the SEA Environmental Report for this Action will be considered and carried out prior to its implementation.	Active Travel Strategy	To be confirmed. Phases pending feasibility study.	
	1.16 - Secure Cycle Storage at Rail Stations and town centres. Provision of Sheltered cycle parking racks at all rail stations and town centres in EDC.		£2,000	For 10 spaces
	1.19 - 20 Mph Zones. Investigate the feasibility of formalisation of mandatory 20 Mph zones in residential areas through Traffic Regulatory Order; including any likely environmental effects. Problem speeding locations to be prioritised and TRO to be complemented by appropriate street-scaping, traffic calming, raised tables or width restrictions where appropriate. Any enhancements will be developed with high quality environmental and design standards employed.		£3,000,000	Estimated cost for Signage, Traffic calming measures, Streetscaping.
	2.1 Ensure schools are able to invest in adequate secure and sheltered cycle parking.		£2,000	For 10 spaces



Area	Intervention	Strategy	Cost	Guide
Bearsden and Milngavie	Upgrade of bus shelters and lay-bys and measures such as priority signals and lanes at the road network adjacent to Hillfoot Railway Station	Local Transport Strategy	£100,000	Per annum.
	Upgrade of bus shelters and lay-bys and measures such as priority signals and lanes at A81 Corridor through Bearsden and Milngavie		£100,000	Per annum.
	Implement travel hubs on the A81 Route Corridor at Hillfoot, Kessington and Burnbrae.		£400,000	Per hub
	Deliver appropriate junction and road improvements at: <ul style="list-style-type: none"> • Bearsden Cross • A81/A807 Junction • A81/B8030 Junction • A81/Boclair Road Junction • A81/Asda (Bearsden) Junction 		£40,000	Per junction
	Implement road safety measures in relation to the A809		£5,000	
	Deliver interventions to either increasing car park capacity or develop a Park-&-Ride facility adjacent to railway stations and bus routes.		£1,200,000	
	1.1 - Enhancement of Path and cycle network Investigate the feasibility of provision of new infrastructure or enhancement and its likely environmental implications, at: <ul style="list-style-type: none"> • Continuation of the Bears Way cycle scheme to Glasgow City Council Boundary (Committed)* • Mosshead/Craigdhu Wedge – upgrade path network including signage whilst considering potential concerns of habitat loss • A810 Duntocher Road corridor • B8050 Baljaffray Road/Grampian Way corridor • A808 Roman Road –connecting the A809 to the A81 • A810/A809 Duntocher Rd/Drymen Rd corridor 		£915,000	Bearsway Phase 2 estimate - £500,000 Healthy Habits Signage in Milngavie / Bearsden - £15,000 £400,000 approx. per 2 km of cycleway.



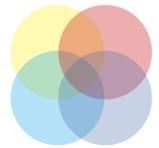
Area	Intervention	Strategy	Cost	Guide
Bearsden and Milngavie	<p>1.2 - Enhancement of Path and cycle network – Milngavie</p> <p>Investigate the feasibility of provision of new infrastructure or enhancement, and its likely environmental implications, at:</p> <ul style="list-style-type: none"> Path between Kilmardinny and Milngavie Town Centre - high quality shared use path, enhancing the existing path adjacent to Allander Leisure Centre to connect proposed Kilmardinny development to Allander Walkway. <p>Cycle link between Mains Estate and Allander</p> <p>Investigate the feasibility of providing enhanced cycle link between Mains Estate and Allander leisure Centre/A81. Potential routes include:</p> <ul style="list-style-type: none"> Craigdhu Road Hunter Road Craigton Rd/Gardens A81 cycle route on Woodburn Way/main St north of Park Road extension. Extend A81 cycleway to Milngavie Train Station and Milngavie Town Centre 	Active Travel Strategy	£550,000	<p>Kilmardinny to Milngavie path – approx. £150,000 pending feasibility</p> <p>Other projects –£400,000 approx. per 2 km of cycleway.</p>
	<p>1.11 – Milngavie – Active Travel Towns</p> <p>Pilot designation of Milngavie as an ‘Active Travel Town’. The development of Milngavie as an Active Travel Town will be taken forward through the town centre strategies (see action 1.18), including the Kirkintilloch Town Centre Masterplan (see action 1.9). The following will be considered further through this work:</p> <ul style="list-style-type: none"> Provision of secure cycle parking, enhanced information provision and high standards of public realm. 		Local Transport Strategy	£17,000
Bishopbriggs, Torrance, Balmore and Bardowie	Implement a travel hub in Bishopbriggs	Local Transport Strategy	£500,000	
	Upgrade of bus shelters and lay-bys and measures such as priority signals and lanes at A803 through Bishopbriggs		£100,000	Per annum.
	Deliver phase 4 and 5 of the Bishopbriggs Relief Road		£6,500,000	Estimated cost subject to feasibility and design work.
	<p>Deliver appropriate junction and road improvements at:</p> <ul style="list-style-type: none"> Bishopbriggs Cross Asda (Bishopbriggs)/Kirkintilloch Road Junction Crosshill Road (Strathkelvin Retail Park)/Kirkintilloch Road Junction 		£40,000	



Area	Intervention	Strategy	Cost	Guide
Bishopbriggs, Torrance, Balmore and Bardowie	Deliver interventions to either increasing car park capacity or develop a Park-&-Ride facility adjacent to railway stations and bus routes.	Local Transport Strategy	£1,200,000	
	1.4 Bishopbriggs/Forth and Clyde Canal access Investigate options to improve access from Forth and Clyde Canal into Bishopbriggs, including the environmental implications of these options.		£400,000	Feasibility study - £35,000 £200,000 per km of cycle-way/path.
	1.6 - A803 Improvements Implementation of an active travel corridor on the A803 between Colston Road and Torrance Roundabout with local links to Bishopbriggs destinations and existing regional walking, cycling and public transport connections. Any potential infrastructure should accommodate potential Quality Bus Corridor (QBC) measures where possible and ensure bus journey time is not adversely affected. Route alignments will take consideration of the developing alignments of the Glasgow cycle network routes. Investigate feasibility of implementation of local and regional cycling and walking connections to National Cycle Network design user standard; including: <ul style="list-style-type: none"> • connecting routes of Balmuildy/Hilton Rd. • Reduction of 40mph speed limit to 30 mph • Connection to Forth and Clyde canal to be provided on Balmuildy Rd • Provision of high quality, sheltered, cycle parking facilities. 	Active Travel Strategy	£400,000	Subject to feasibility. Range of measures included. Guide is £200,000 per km of cycle-way/path. Cycle parking £2,000 per 10 spaces approx.
	1.7 - Bishopbriggs Relief Road (BRR) / Westerhill Road – Active Travel Corridor. Implementation of a new Active travel (off road) route on Westerhill Rd parallel to Phase 4 of BRR. Investigate the feasibility of providing cycleways and footways at the side of the phase 5 of BRR carriageway, with supportive street scaping, LED lighting .	Local Transport Strategy	Corridor included in BRR tender so inclusive of whole project.	
	1.8 - Torrance to Birdston via the River Kelvin Railway path Investigate feasibility of developing River Kelvin Railway path. Upgrade of disused railway path to connect via desire line to replace meandering route around Hayston and Kirkintilloch Golf Clubs.		£200,000	Feasibility study ongoing.
1.12 - A807 Torrance to Milngavie/ Bearsden Investigate the feasibility of providing a connecting route between Torrance and Milngavie and Bearsden along the A807, including its environmental implications. Potential route could connect to Milngavie along A807.		Pending feasibility	£200,000 per km of cycleway/path	



Area	Intervention	Strategy	Cost	Guide
Kirkintilloch, Lenzie, Waterside and Twechar	Implement a travel hub in Lenzie	Local Transport Strategy Active Travel Strategy		
	Upgrade of bus shelters and lay-bys and measures such as priority signals and lanes at Kirkintilloch town centre			
	Deliver appropriate junction and road improvements at: <ul style="list-style-type: none"> • Kerr St/Cowgate/Catherine Street Junction • Lenzie Rd/Muirhead St Junction • A803/New Lairdsland Road Junction • Initiative Road (A806)/Waterside Road Junction 			
	Junction signage improvements to encourage use of A806		To be confirmed.	
	Deliver interventions to either increasing car park capacity or develop a Park-&-Ride facility adjacent to railway stations and bus routes.		£1,200,000	
	1.9 - Kirkintilloch Town Centre Masterplan Deliver the Kirkintilloch Town Centre Masterplan and associated public realm improvements in order to enhance conditions for walking and cycling.		£2,500,000	
	1.10 - Kirkintilloch/Lenzie to Bishopbriggs route Provision of an off road route adjacent to railway line connecting east Bishopbriggs with Kirkintilloch/Lenzie. Investigation must consider the potential environmental effects of developing the infrastructure and potential concerns of habitat loss		To be confirmed.	Feasibility study on-going
	1.11 - Kirkintilloch – Active Travel Town Pilot designation of Kirkintilloch as an 'Active Travel Town'. The development of Kirkintilloch as an Active Travel Town will be taken forward through the town centre strategies (see action 1.18), including the Kirkintilloch Town Centre Masterplan (see action 1.9). The following will be considered further through this work: <ul style="list-style-type: none"> • Provision of secure cycle parking, enhanced information provision and high standards of public realm. 	Active Travel Strategy	£2,000	Cycle parking £2,000 per 10 spaces approx. Public realm enhancements delivered through Kirkintilloch Masterplan.
1.3 Twechar: Towpath and Crossing Improvements Upgrade of towpaths around Twechar and investigate feasibility of implementing new crossing facilities.			£15,000	Per crossing. (Towpath works to be carried out by Scottish Canals).



Area	Intervention	Strategy	Cost	Guide
Lennoxtown, Milton of Campsie, Haughhead and Clachan of Campsie	Improve rural and single lane roads, including mitigation for adverse environmental effects.		£60,000	
		Total	£21,843,000	





Appendix 3 - Policy 20: Developer Contributions

This policy wording has been submitted to Scottish Ministers for Examination in response to a representation by the Scottish Government (please note that some references to planning obligations have been changed to developer contributions below). The full response sent to Scottish Ministers can be found in the Schedule 4 Form for Issue 18 Planning Obligations and the Scottish Government's comments on this policy wording provided through a further information request can be found at: <http://www.dpea.scotland.gov.uk/CaseDetails.aspx?id=117188>

Policy 20. Developer Contributions.

Development that gives rise to a need for affordable housing, new or improved public infrastructure, public facility and/or environmental mitigation will meet this need. The need from a development can arise either individually or cumulatively and will be met or provided on or off site. Other plan policies identify the specific provision which may be required.

During the development management phase conditions and other legal agreements might also be appropriate and should be considered before obligations, as per the necessity test set out in Circular 3/2012: Planning Obligations and Good Neighbour Agreements. Planning obligations will only be sought where they meet the policy tests set out in Circular 3/2012. The Council will expect applicants to make a fair and reasonable contribution which is related in scale and kind to the proposed development.

The type of contribution, whether financial or otherwise, should be agreed with the Council as part of the development management process and preferably as part of a pre-application discussion.

Supplementary Guidance on Developer Contributions will set out how the developer contributions policy will be implemented and the exact levels of developer contributions required or the methodologies for their calculation. Whilst the exact nature of contributions will be negotiated at planning application stage potential areas of contribution are/ will be highlighted in the Community Strategy Sections, supplementary guidance and/ or the relevant town centre strategy, development brief or masterplan.

Assessment of development will consider the requirement to deliver the following, through planning obligations where necessary. **All types of development** will consider:

- A. Sustainable transport infrastructure.
- B. Green network opportunities, open space provision and the support and management of green infrastructure, open space and nature conservation.
- C. The management of flood risk, provision and management of sustainable drainage systems, and provision of water and sewerage infrastructure.
- D. The conservation and management of the historic environment, in particular those related to the Frontiers of the Roman Empire (Antonine Wall) World Heritage Site, public realm or civic space.
- E. The provision of digital communications infrastructure.

The following types of development will consider:

- F. A market housing proposal will deliver 25% affordable housing on site, or for sites of less than 10 units through a commuted sum. This includes market led specialist housing but does not apply to a proposal for a single house.
- G. A housing proposal will contribute to community facilities, including education facilities, which will be additionally utilised as a result of the development.
- H. Policies 11 and 12 set out a sequential town centre first approach when assessing proposals which generate significant footfall. Where retail, commercial or other significant footfall generating development is considered potentially acceptable outwith the network of centres, the Council will require a suitable contribution towards implementation of the most relevant town centre strategy.
- I. A proposal for an alternative use on an identified employment site will create alternative business land or premises nearby.
- J. Any proposal for renewable energy, waste management or mineral working development may require a financial bond or legal agreement to ensure appropriate decommissioning and site restoration and aftercare arrangements."



East Dunbartonshire Developer Contributions

Draft Supplementary Guidance 2016

Other formats

This document can be provided in large print, Braille or on audio cassette and can be translated into other community languages. Please contact the Council's Corporate Communications Team at:

East Dunbartonshire Council, 12 Strathkelvin Place, Southbank,
Kirkintilloch G66 1TJ Tel: 0300 123 4510

本文件可按要求翻譯成中文，如有此需要，請電 0300 123 4510。

اس دستاویز کا ترجمہ اردو میں کر دیا گیا ہے۔ براہ مہربانی فون نمبر 0300 123 4510 پر رابطہ کریں۔

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Gabhadh an sgrìobhainn seo cur gu Gàidhlig ma tha sin a dhìth oirbh. Cuiribh fòn gu 0300 123 4510

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