

**APPENDIX F - DEVELOPMENT CONTRIBUTIONS SCHEME, SEDTAG
REPORT**

SOUTH EAST DORSET TRANSPORT ADVISORY GROUP – 17 MARCH 2005

TRANSPORT CONTRIBUTIONS FROM DEVELOPMENT

REPORT OF JOINT OFFICER GROUP

1. Purpose of Report

- 1.1 This report sets out a proposal for securing transport contributions from housing development on small infill sites.

2. Recommendation

- 2.1 The Strategic Planning and Transport Joint Committee be asked to endorse this transport contributions policy in principle, and notify the Regional Assembly that it is essential to the sustainable development of S. E. Dorset.
- 2.2 Full details of the scheme should be prepared in conjunction with Dorset Planning Officers Panel.

3. Policy Background

- 3.1 Government guidance, in Circular 1/97, advises that the adequacy of transport infrastructure is an important consideration in the granting of planning permission. It advises for transport improvements which are necessary for a development to take place to be made the subject of planning obligations, provided that the improvements are necessary, relevant to planning, directly related to the proposed development, and reasonable in all other respects. It should be noted that the interpretation of 'necessary' includes broader issues of planning policy and not just what is physically needed to make the development function.
- 3.2 Fair and reasonable contributions to transport can be sought by Planning Authorities, and the five Local Plans for the S. E. Dorset authorities each contain policies on transport contributions. The relevant policies are listed in Appendix A, and Policy MN22 in the Purbeck Local Plan makes specific reference to the cumulative impact of the development proposed.
- 3.3 The need for improvements to strategic transport infrastructure is set out in Policy TRAN 2 of the Regional Planning Guidance for the South West, RPG10. This is reinforced by Transportation Policy A of the adopted Bournemouth, Dorset and Poole Structure Plan. These policies require that planning Authorities aim to ensure that sufficient transport infrastructure is provided to meet the economic and social needs of the local area.

4. **The Problem**

- 4.1 In S. E. Dorset, continued development will contribute to traffic growth and potentially a disproportionate growth in congestion and deterioration in air quality. A comprehensive package of transport schemes and interventions is essential to minimise the growth in congestion, but current funding levels will not be sufficient to deliver the transport package.
- 4.2 Generally, major developments do provide adequate transport mitigation, and this is expected to continue. However, for smaller residential developments of less than 20 units it is estimated that less than 5% of the transport mitigation is achieved. The likely development of S. E. Dorset up to 2026 is expected to include 43,000 additional housing units of which over 30,000 are expected to be in small infill developments of less than 20 units. These are draft figures, and are obviously dependent on the final settlement strategy for S. E. Dorset, but they are unlikely to change radically, and have been used to calculate what level of developer contributions may be required.

5. **Transport Contributions Scheme**

- 5.1 The only practical solution to the above problem is to introduce a transport contributions scheme throughout S. E. Dorset which achieves appropriate mitigation from the large number of small infill residential developments which are almost certain to occur. There are two existing schemes in S. E. Dorset; (i) the East Dorset scheme was established in 1993 and has so far raised over £3.5m towards major road improvements in Verwood, Three Legged Cross and West Moors, and some of the road improvements have been implemented. (ii) the Purbeck scheme is set out in Draft Supplementary Planning Guidance of January 2005. Some preliminary agreements with developers have been made on the basis of this Draft SPG which relates the scale of contribution to the predicted traffic generation of the development. Sections 7 and 8 of the Purbeck Draft SPG show the methods of calculating contributions, and are in Appendix B.
- 5.2 A S. E. Dorset-wide contributions scheme is required, and should be based on the Purbeck example. Whilst the great majority of the monies collected will be spent on the Prime Transport Corridors it is right that some should be allocated locally. It is expected that development located close to high frequency bus services or a rail station, or in Town Centres will generate less car trips, so a discounted contribution would be appropriate. It is proposed that 10% of the contribution should be allocated locally, and that a discount of 20% be applied to development sites within 0.2km of a bus prime Transport Corridor.
- 5.3 The scheme would be initiated by the three strategic authorities, but would need to be administered jointly with the five local Planning Authorities in S. E. Dorset. The Planning Authorities will need to balance the various contributions required with the ability of the development to fund them. In particular, the S. E. Dorset settlement strategy is likely to require that affordable housing is related to smaller residential developments (the current threshold is 15 units). Hence, it must be

recognised that some sites may not be able to contribute the full amount for transport.

- 5.4 The transport contribution in the draft Purbeck SPG is £750 per car trip, and preliminary calculations for S. E. Dorset suggest a similar figure, of £800 per car trip. The figure will need to be revised in accordance with the revised housing figures and the final transport strategy recommended for S. E. Dorset.

6. Introducing the Contributions Scheme

- 6.1 These proposed transport contributions are an essential part of delivering the S. E. Dorset Local Transport Plan. Previously, similar policies have been introduced through the local Plan process, but these are being replaced by the Local Development Framework. Recent GOSW advice to some planning authorities has been that Local Plan policies cannot be modified until the new Framework is in place, implying a delay of 2 or 3 years. Thus, it is desirable to introduce the contributions scheme as part of the S. E. Dorset Local Transport Plan. The provisional Plan will be submitted in July 2005, and subject to GOSW advice, this is proposed as the introduction date.

7. Conclusions

- 7.1 Securing transport (and other) contributions from the large number of small infill developments in S. E. Dorset is essential to the future of the sub region, and the provision of a sustainable transport network. Allowing continued development without sufficient mitigation will result in a significant shortfall in transport provision, with a risk of excessive congestion and deterioration in air quality.

JOINT OFFICER GROUP

If you have any queries on this report, please contact Chris Francombe on 01202 262040.

**Appendix A - Transport Contributions Policies in Local Plans
Appendix B - Purbeck District Council, "Development Contributions towards Transport Infrastructure".**

APPENDIX A

INFRASTRUCTURE POLICIES OF PURBECK DISTRICT LOCAL PLAN, AMENDED ACCORDING TO PROPOSED MODIFICATIONS (NOVEMBER 2002)

POLICY MN 21: TRANSPORT INFRASTRUCTURE PROVISION

Development will not be permitted unless adequate transport infrastructure to serve that development is available or provided, including public transport, highways, cycleways and pedestrian routes.

Where improvements to transport infrastructure are necessary, legal agreements for contributions to fund the work will be sought, and contributions will be fairly and reasonably related in scale and kind to the proposed development.

POLICY MN 22: GENERAL INFRASTRUCTURE PROVISION WITH NEW DEVELOPMENT

Development should make appropriate provision for infrastructure and community facilities directly related to and necessary for the development, having regard to the type, location, scale, and cumulative impact of the development proposed.

CHRISTCHURCH LOCAL PLAN, ADOPTED MARCH 2001

**T18 ANY NEW DEVELOPMENT PROPOSAL LIKELY TO GENERATE
ADDITIONAL TRAFFIC WILL NOT BE PERMITTED IF IT MATERIALLY
AFFECTS ROAD SAFETY OR THE ABILITY OF THE EXISTING TRANSPORT
INFRASTRUCTURE TO ACCOMMODATE THE ADDITIONAL TRAFFIC,
UNLESS REMEDIAL MEASURES TO OVERCOME THE PROBLEM ARE
PROVIDED BY ANY OR ALL OF THE FOLLOWING MEANS:**

- 1) OFF-SITE HIGHWAY IMPROVEMENTS**
- 2) TRAFFIC MANAGEMENT MEASURES**
- 3) CYCLING AND PEDESTRIAN FACILITIES**
- 4) IMPROVEMENT TO PUBLIC TRANSPORT SERVICES**
- 5) TAXI STANDS**
- 6) NEW OR IMPROVED ACCESS AND SERVICE FACILITIES**

**IN LARGE DEVELOPMENT PROPOSALS A TRAFFIC IMPACT ASSESSMENT
WILL BE REQUIRED.**

POOLE LOCAL PLAN FIRST ALTERATION – ADOPTED MARCH 2004

T13 TRAFFIC GENERATED BY DEVELOPMENT

PLANNING PERMISSION FOR DEVELOPMENT WILL NOT BE GRANTED IF THE ADDITIONAL TRAFFIC GENERATED BY THE DEVELOPMENT WILL BE LIKELY TO ADVERSELY AFFECT ROAD SAFETY OR THE ABILITY OF THE TRANSPORT INFRASTRUCTURE TO ACCOMMODATE THE ADDITIONAL TRAFFIC UNLESS REMEDIAL MEASURES TO OVERCOME THE PROBLEM ARE PROVIDED.

A TRAVEL PLAN WILL BE REQUIRED FOR ALL PROPOSALS WHICH ARE LIKELY TO GENERATE SIGNIFICANT NUMBERS OF TRIPS BY CAR.

BOURNEMOUTH DISTRICT WIDE LOCAL PLAN ADOPTED 2002

POLICY 8.13

WHERE HIGHWAY IMPROVEMENTS ARE NECESSARY IN ORDER TO ENABLE A PARTICULAR DEVELOPMENT SCHEME TO PROCEED, CONTRIBUTIONS WILL BE SOUGHT FROM THE DEVELOPERS. THE SCALE OF CONTRIBUTIONS WILL TAKE INTO ACCOUNT THE SCALE AND KIND OF DEVELOPMENT AND WILL RELATE TO THE COST OF PROVIDING OR IMPROVING HIGHWAY FACILITIES THAT ARE FAIRLY AND REASONABLY REQUIRED FOR AND DIRECTLY ATTRIBUTABLE TO THE DEVELOPMENT.

7. Planning Contributions: Methodology

7.1 Dorset County Council's transport engineers have estimated, through the Trip Rate Information Computer System (TRICS) database, that:

- i. A single dwelling generates an average of 7 car trips per day/2-way
- ii. 100m² GFA (Gross Floor Area) of office development generates 12 trips per day/2-way
- iii. 100m² GFA of industrial development generates 7.5 trips per day/2-way

7.2 The methodology for assessing contributions is based on the following assumptions:

- i. The Purbeck District Local Plan allocates approximately 96,200m² GFA of industrial/commercial per year and 138 dwellings per year (2,356 dwellings over 17 years). However, the housing allocation was predicated upon development at Holton Heath as well as other smaller allocations. At the Local Plan public inquiry, the Inspector deleted most of these allocations, and a more accurate figure for housing completions in Purbeck has now been set at 1400 dwellings over the plan period, which is approximately 90 dwellings per year. This amount was allocated in the Replacement Structure Plan, which currently represents the most recent assessment of future housing provision. The same level of development in the 15 year period of the Purbeck Transportation Strategy (2005 – 2020) will be assumed.
- ii. The package of measures in the Purbeck Transportation Strategy to deal with anticipated future trip-making is estimated at £22 million (2003 prices).
- iii. Applying the Trip Rate Information Computer System (TRICS) database:
1,400 dwellings @ average 7 trips/day/2-way = 9,800 trips, 96,200m² GFA employment @ average 10 trips/day/2-way 100m² GFA = 9,620 trips.
Therefore total trip making from all new development (2005 – 2020) = 19,420 trips.
- iv. Based on the historic and projected allocation for integrated transport in Purbeck District over the 15-year Strategy period via the Local Transport Plan process, one-third of the cost (£7.4m) will be available from the public sector. Thus two-thirds of the cost (£14.6m) will have to be funded by future development.
- v. £14.6m divided by 19,420 trips = £750 per vehicle trip.

8. Planning Contributions: Residential Development

8.1 New Build

As the average house generates 7 trips per day, this number will be applied to a three-bedroom dwelling. In the case of smaller houses, a smaller trip generation will be applied, and in the case of larger houses, a larger trip generation will be applied, as follows:

1 bed dwellings:	5 trips/day/2-way = 5 x £750	£3,750 per dwelling
2 bed dwellings:	6 trips/day/2-way = 6 x £750	£4,500 per dwelling
3 bed dwellings:	7 trips/day/2-way = 7 x £750	£5,250 per dwelling
4 bed dwellings:	8 trips/day/2-way = 8 x £750	£6,000 per dwelling
5 bed dwellings:	9 trips/day/2-way = 9 x £750	£6,750 per dwelling
6 bed dwellings:	10 trips/day/2-way = 10 x £750	£7,500 per dwelling