

TRANSPORT CONTRIBUTIONS

1. INTRODUCTION

- 1.1 Policy DW-T8 of the adopted New Forest District Local Plan (first alteration) states that:-

Development must have or provide satisfactory means of access for motor vehicles (including service vehicles and buses where appropriate), cyclists and pedestrians, having regard to the nature of the development, its location and the adopted policies and standards of Hampshire County Council as strategic planning and transport authority. Development shall not cause or demonstrably increase danger to road users or conflict with existing or proposes schemes for traffic managements. Where development necessitates improvements to transport infrastructure or services off-site, developers will be required to contribute to the costs of those improvements (see also Policy DW-F1, Section C14). Contributions shall be directly related in scale and in kind to the proposed development.

- 1.2 Up until 1st April 2008, the transport contributions part of this policy was only applied to larger developments on the specific advice of the Highway Authority. However, most developments in the District are small scale and hence made no contribution notwithstanding their cumulative impact on the transportation network. In September 2007 Hampshire County Council adopted a policy which introduced a formulaic approach to calculating transport contributions to define how much each new development should contribute towards transportation improvements. HCC requested that each District adopt this policy and collect the relevant contributions.
- 1.3 New Forest District Council agreed to adopt this policy and to start to collect contributions on all relevant new developments in planning applications submitted on or after 1st April 2008.
- 1.4 NFDC will collect these contributions via Section 106 agreements and funds will be released for the implementation of appropriate schemes following discussions between Hampshire County Council and New Forest District Council.
- 1.5 The money will be available for spending on a wide range of transportation related matters. These include:- Town centre accessibility projects, safety engineering, passenger transport, cycling and pedestrian schemes, traffic management, safer routes to schools, transport information services and bus priority measures.

2. THE HAMPSHIRE COUNTY COUNCIL POLICY

- 2.1 Further details of this are given in a summary document which is attached to this report as Appendix 1.
- 2.2 Some important points to note from this policy are as follows:-
- (a) it is based upon the number of net additional multi-modal trips that the development is predicted to generate.

- (b) it applies to all residential developments from one new house or flat upwards. It does not apply to replacement dwellings.
- (c) it is at the discretion of the NFDC to reduce or waive the contribution where the economic viability of the development might be prejudiced. This might apply, for example, to rural exception affordable housing schemes or brownfield developments involving exceptional development costs such as the site being heavily contaminated.
- (d) it applies to all commercial developments of 100 square metres or more but if the scheme is of a scale that requires a Transport Assessment this will be used to judge the level of the contribution.

3. THE CURRENT SITUATION

- 3.1 It has recently come to the Deputy Town Clerk's attention that the District Council has not been pursuing the collection of Transport Contributions for all relevant planning applications.
- 3.2 As an example, the officer's report to Planning Development Control Committee on Application Number 08/93517 for the development of 26 dwellings in Eastfield Lane states:

"The proposal generates a requirement for a contribution to be made towards transportation improvements in the area. Whilst the applicant has expressed their willingness to provide this, they have requested justification through the Area Transport Strategy. However, the ATS has not yet been published and the local plan does not refer to anything specific within or close by the development site. As such, and in light of recent Inspector's decisions with regard to this policy, it has been concluded that the contribution should not be pursued in this instance."

The *Inspector's decisions* referred to relate to Appeal Decisions where the Inspector appointed by the Secretary of State for Communities and Local Government has ruled that there is no justification for a transport contribution as "no indication as to what schemes or transport improvements they would be allocated so as to be related to the development and reasonably benefit the site".

Although Application Number 08/93517 was refused, if it had been approved it could have generated a contribution in the region of £94,000.

- 3.3 As Members will be aware, there are numerous transport related projects that have been identified in the Town Plan and in the Walking and Cycling Strategy, some of which will only be achieved through the receipt of developers' contributions. These projects will be brought together in the emerging Town Access Plan, the role of which is to help secure and direct transport contributions to identified schemes. Until that document has been adopted by both the District and County Councils, it is understood that the Councils will endeavour to identify appropriate schemes for each proposed development and, if possible and not already available, draw up plans to demonstrate those schemes.

4. RECOMMENDATION

- 4.1 It is recommended that the District and County Councils be requested, as a matter of urgency, to prepare appropriate policies and/or strategies that clearly show the need for contributions from developers for transportation improvements (such as those listed in paragraph 1.5) arising from approval of planning applications.

Transport Contributions Policy

September 2007

1 Introduction

- 1.1 This policy will introduce a formulaic approach to calculating transport contribution across the County which will define the level of contribution which new development should contribute. This policy is designed to be applicable to developments of all sizes, from a single unit upwards.
- 1.2 The formula is based on the transport impact of each development in accordance with Circular 05/2005. The basic measurement of transport impact will be quantified by the number of multi-modal trips that a development is expected to generate. A financial value is then be attached to each multi-modal trip
- 1.3 In order to calculate the level of contribution payable it is necessary to first establish the net additional multi-modal trips generated by the site. This number of trips is then multiplied by the agreed cost per trip.

2 How to Calculate the Transport Contribution

- 2.1 The table below illustrates the cost per trip and the number of multi-modal trips per dwelling/100 sqm floor area needed to calculate the contribution payable.

| C3 - Residential | Cost per Trip (£) | Household Occupancy | Multi-Modal Trips (per dwelling) | Cost per dwelling (£) |
|-----------------------------|--------------------------|----------------------------|---|------------------------------|
| 1 Bed Dwelling | 535 | 1.3 | 3.7 | 1980 |
| 2-3 Bed Dwelling | 535 | 2.42 | 7.0 | 3745 |
| 4+ Bed Dwelling | 535 | 3.5 | 10.2 | 5457 |
| B - Employment | Cost per Trip (£) | | Multi-Modal Trips (per 100sqm) | Cost per 100 sqm (£) |
| B1 Business | 230 | | 18.7 | 4301 |
| B2 General Industry | 230 | | 7.5 | 1725 |
| B8 Warehouse & Distribution | 230 | | 9.4 | 2162 |

- 2.2 The residential multi-modal trip rates within the above table apply to all residential developments within the County, regardless of size.
- 2.3 The employment multi-modal trip rates within the above table only apply to those developments which do not require a TA. Where a TA is required the agreed multi-modal trip rate will be used to calculate the contribution.
- 2.4 For all other types of development, for instance leisure, retail or a nursing home, the multi-modal trip rate will be determined by the TA or Transport Statement submitted with the planning application and the cost per trip used for the employment uses will be applied.

3 Local weighting factor and economic viability

- 3.1 For developments other than residential, the economic viability of the site will be considered and there will be scope to negotiate from the starting contribution calculated using this policy. However, that case must be supported by the Planning Authority to demonstrate that there is a need for the development and that the viability of the development will be put in jeopardy should the County Council insist of a level of contribution in line with the policy.

4 Future review of the costs

- 4.1 It is intended to use appropriate indexation to review and update the policy in forthcoming years. This indexation will be in line with that used to index the financial contributions within the Section 106 Agreements.

5 Section 278 Agreements and Travel Plans

- 5.1 Section 278 Agreements will identify the works required to access the site. If the package of works agreed includes some works which may be considered to have wider public benefit, for instance a section of cycleway, the cost of these works may be deducted from the contribution.
- 5.2 If a Travel Plan is produced and secured by way of a Section 106 Agreement with a bond, the elements of the plan that are bonded and may provide wider public benefit may be deducted from the contributions

6 What will the contributions be spent on?

- 6.1 The contributions collected will be spent on improvements to transport and the highway developed through the Area Transport Strategies by the Area Transport Teams.
- 6.2 The contributions will be allocated to schemes or transport improvements which may reasonably benefit the site, in accordance to the terms of the Section 106 Agreement and Circular 05/05, and will not be spent elsewhere in the County.