

# **Dartford Borough Council Local Development Framework Core Strategy**

## **Kent Thameside Strategic Transport Programme**

### **1. Introduction**

- 1.1 Dartford and Gravesham Borough Councils are consulting on the development of a joint policy in relation to the Kent Thameside Strategic Transport Programme. Whilst the consultation in the two boroughs is taking place to slightly different timescales, all consultation responses will be considered and assessed jointly so as to formulate a common policy for the two boroughs. The consultation considers a funding mechanism for the delivery of a strategic transport programme in Kent Thameside in the context of the Government's strategy for the Thames Gateway and the development strategy laid out in the South East Plan. Kent Thameside covers the urban area north of the A2 in Dartford and Gravesham.
- 1.2 In broad terms the two Boroughs are expected to produce 25,000 homes and in the order of 50,000 jobs by 2026. A substantial proportion of this already has planning permission. As part of the process of producing the Local Development Framework's (LDF's) the two Councils have been exploring with Kent County Council and the Highways Agency the capacity of the transport system to accommodate growth, which comes from both the new development and the general background growth in traffic. The output of this work has been a strategic transport investment programme.
- 1.3 Planning policies are already in place to minimise inessential car use and encourage sustainable travel, but these are not enough to prevent growth in traffic. The programme needs to go hand in hand with these measures, and together they will form part of the Council's planned approach to sustainable development.
- 1.4 A requirement for a tariff of £5,000 per new dwelling has already been introduced on an interim basis by both Councils in late July 2007 (see Appendix A). It is now proposed to incorporate a policy on the funding of the strategic transport investment programme into the Local Development Framework but before doing so the Council wishes to hear from parties affected by the proposals. Some informal consultation on the issues and options has already been carried out with those parties most directly and immediately affected. The Council now wishes to extend informal consultation to a wider audience. The results of the consultation will be used to develop the Council's Preferred Options on a Strategic Transport Programme. These Preferred Options will be further consulted on as part of the Council's Core Strategy Preferred Options and Submission documents.
- 1.5 The Council acknowledges that it would be preferable in principle to delay the introduction of the tariff until consultation has taken place. However, by this time, planning applications currently in the pipeline (which together could account for well over 2,500 homes) will have become overdue for determination. The Council would then face the choice of approving them without a tariff payment, or refusing them because strategic transport capacity would not be available to accommodate them.
- 1.6 The Council has therefore decided that, on the balance of planning considerations, it would be better to introduce the tariff requirement as soon as practicable but leave open the scope for review following consultation. This paper sets out the issues and the rationale for the current proposals and poses questions on which your views are particularly welcome.

A series of questions are set out in the text, but repeated in Appendix C for convenience.

## 2. Context for the Proposals

- 2.1 Kent Thameside forms part of the Thames Gateway area of regeneration as set out in the Government's Thames Gateway Interim Plan (DCLG, November 2006), and as originally set out in RPG9a (Thames Gateway Planning Framework, 1995). For Kent Thameside this means the delivery of 25,000 homes and 50,000+ jobs by 2026. Key to this is the delivery of the development at Ebbsfleet around the International Station that opens this year. This could offer up to 20,000 jobs, and a chance for local residents to work locally. The 17 minute train journey time to Central London will dramatically changes Kent Thameside's accessibility. The large extent of change at the Thames Gateway level, as well as potential unpredicted changes at the national policy level or social behaviour, makes prediction of future transport patterns difficult.
- 2.2 Kent Thameside has always been focussed on the concept of public transport-orientated development ,that is development on a series of major sites with a greatly enhanced public transport system. Within these, a Green Grid network, incorporating walking and cycling routes and linking with existing communities, will increase opportunities for non-vehicular modes of transport.
- 2.3 Coupled with the focus on public transport is the aim to reduce the requirement for travel by providing new residential communities' everyday facilities, such as schools, shops and health services on-site, as well as by creating a North Kent economy which is less reliant on external commuting. Two jobs for every new home are proposed, with Ebbsfleet International station as the main economic driver. A successful Kent Thameside economy requires that the trunk road network functions effectively and that it adequately serves the new development sites and existing built areas. In the context of growth, the impacts of road safety, noise and air quality will need to be addressed.
- 2.4 In preparing the respective LDFs a key question for both Borough Councils is ensuring that there is adequate infrastructure of all sorts to support the plans. The focus of this paper is on the provision of transport Infrastructure. Considerable investment has already taken place in schemes provided by a mixture of funding from Central Government, Kent County Council's integrated transport programme and the private sector. Examples include:
- Channel Tunnel Rail Link (High Speed 1) and Ebbsfleet International Station
  - Major new junction on the A2 to serve Ebbsfleet station and completion of Thames Way (STDR 4)
  - A2 Widening Phase 1 (Bean to Pepper Hill)
  - Crossways Boulevard (STDR 1)
  - Bob Dunn Way (Dartford Northern Bypass)
  - Upgraded Bean Junction and access links to Bluewater
  - *Fastrack* routes A and B
  - A2/M2 widening scheme
  - Denton Relief Road
- 2.5 A considerable amount of investment is taking place currently to further enhance

the transport network:

- A2/A282 junction improvement
- M25 widening Junction 2-3
- A2 Phase 2 widening (Cobham to Pepper Hill)
- CTRL Domestic Rolling stock
- *Fastrack* enhancement of an additional 2.5 km at Thames Way (Northfleet) and Everards link (Greenhithe)
- Small scale enhancement works

Excluding railway investment the current programme amounts to some £418.6m, funded from a variety of Government, Local Authority and developer sources.

- 2.6 A considerable amount of transport modelling work has been done using the Kent Thameside Transportation Model, which has been updated to a 2005 base. The technical work has been undertaken by Jacobs, with substantial inputs from the Borough Council's, Kent County Council (as Transport Authority), and the Highways Agency (as trunk road authority). This shows that if current commitments (sites with a planning permission issued) and transport projects are built, journey times across the area will increase by 11% by 2026. If the identified but not yet committed (in terms of planning permission) are added to this, the journey times increase by 20%, with some very significant areas of congestion. In particular the Highways Agency is concerned about flows on the A2 and M25/A282 which have to handle long distance (and international) flows as well as local access.
- 2.7 This has led onto the exploration of additional transport schemes and measures that could tackle the congestion issues and avoid the planning authorities having to refuse otherwise acceptable applications on transport grounds.
- 2.8 Until now, the Councils, working with Kent County Council (the Transport Authority) and the Highways Agency, have sought to agree with developers a package of measures specific to each separate development, which would enable development to proceed. Each package has been secured through legal agreements (s.106) and/or conditions attached to planning permissions.
- 2.9 This approach raised a number of difficulties, the principal ones being:
- (i) the transport impact of development is cumulative; it cannot easily be directly associated with any one site, and it is difficult therefore to agree a self-contained package of measures for each development;
  - (ii) the pattern of transport investment which arises from a site specific approach is piecemeal, and is dependent on each development coming forward at a particular time and in a particular sequence;
  - (iii) the site-specific approach forces the Council's to agree all the details of each transport package at the time when planning permission is granted, whereas external circumstances may change throughout the development programme, leading to transport requirements or opportunities which are new and/or different to those agreed.
- 2.10 These and other difficulties have led to significant planning delays, which are characterised by developers, the Councils, the Transport Authority and the Highways Agency being unable to reach a common basis of agreement about how the transport impacts of a particular development should be addressed.
- 2.11 A further weakness of the traditional approach is that it does not give sufficient

consideration to the cumulative impact of smaller developments. These contribute proportionately to the overall transport problems of the area, but it tends to be only the larger developments, particularly those close to trunk roads, which attract the interest of the Highways Agency. These larger developments are then expected to provide solutions to transport problems which are, in effect, partly caused by the cumulative effect of smaller schemes. It could be argued that this is inequitable.

**Q1. Do you agree with the broad analysis set out above of the transport issues that need to be addressed?**

a) Yes

b) No – if so what would you suggest

**Q2. Do you think that all developments should contribute proportionately to the provision of the strategic transport capacity, or should it just be the larger schemes?**

### 3. Strategic Transport Investment Programme

3.1 The Council's have been advised by Kent County Council, with the involvement of the Highways Agency, on the type and mix of transport schemes which would best deal with the pressures on the transport network without generating yet more demands. The County Council has agreed a programme of eleven schemes, at a cost of £166 million (at today's prices), which *at the present time* appears capable of reasonably containing the transport impacts across Kent Thameside. These proposed schemes are as follows (see also map at Appendix B):

SCHEME	COST £(M)	Timing	What scheme will achieve
Ebbsfleet junction improvement	25.000	2014/15	Access onto A2 for Ebbsfleet, Eastern Quarry and Northfleet Embankment
Bean Junction improvement	25.000	2014/15	Eastern Quarry access and Bluewater
Demand Management on A2	35.000	2012/13	Even out and manage flows - has air quality benefits
Hall Road junction further improvement	2.000	2016	Relates to the operation of Ebbsfleet/Pepper Hill junctions
London Rd/St Clements Way junction, Greenhithe	6.500	2014	Key cross roads in Greenhithe
Urban Traffic Management & Demand Management across Kent Thameside	5.000	2008/12	Linking traffic signals under computer control and demand management measures
Thames Way dualling STDR4	10.000	2015/16	Enhanced access to Ebbsfleet
Dartford town centre	10.000	2010/11	Circulation improvements
Gravesend Transport Quarter	10.000	2012	Rathmore Road link

A206/Marsh St, Dartford improvement	3.000	2018	Access to North Dartford area
<i>Fastrack</i> : Northfleet to Garrick Street	12.500	2016/17	Linkage into Gravesend Town Centre
Contingencies	20.860		
Administration Costs	1.140		
<b>TOTAL</b>	<b>£166.00</b>		

- Q3. Do you agree with the suggested package of schemes listed above, bearing in mind that funding is limited and each scheme proposed requires a sound justification?**
- Q4. Are there any particular schemes that you would add or subtract from the list, giving your reasons for this?**
- 3.2 Even with a strategic transport programme, the modelling predicted that traffic conditions will be worse than at present. It suggested that average peak journey times across Kent Thameside would be 25 to 30% slower than today, with the worst delays in the evening peak. On the other hand, public transport journey times, frequency, reliability and geographical coverage, would all be significantly better than they are now. A package of demand restraint measures (travel plans, ramp metering, car parking restraint/cost etc) are also being explored and would be expected to improve conditions further.
- 3.3 Such a programme would be over and above those transport schemes which deal with the direct access and internal circulation arrangements for each new development, the public transport systems and services within and serving these, and any transport demand management measures within the sites. For example there is expected to be a *Fastrack* route across Eastern Quarry to Ebbsfleet. Note also that rail schemes have been excluded as these are usually part of much larger projects over which the Kent Thameside Authorities have no control.
- 3.4 It is important to note that while this programme reflects the County Council's best current estimate of what will be required over the next fifteen years, many factors can change over such a long period. Firstly the pace and sequence of development may turn out to be different from that which has been assumed. Secondly, the model may be shown to have over or under estimated some factors. Thirdly, changes in employment patterns, travel costs and national transport policy can all lead to impacts which differ from those forecast.
- 3.5 The Councils consider that for these reasons any Strategic Transport Programme should be flexible, so that as the development programme unfolds, the right schemes can be brought forward at the right time in accordance with prevailing circumstances. The Borough considers that this is preferable to agreeing the programme once and for all, and then sticking to it regardless of circumstances.
- 3.6 However, the programme and the development proposals have to be sufficiently linked that they can be planned and brought forward together, especially if it is envisaged, as this consultation paper suggests, that developers should provide a significant part of the funding for the programme.

3.7 Some of the schemes in the programme are reasonably well defined and can be costed with a fair degree of precision. Others are less developed, and further work will be required before their nature and cost can be firmly established. To reflect this, and to also take some account of the uncertain effects of cost inflation, cashflow management and financing, a contingency sum of 15% has been included in the programme.

**Q5. Do you think that a flexible programme which is reviewed every year is better than one which is fixed, even if it means that the projects may change during the development period?**

**Q6. The planning system expects that when developers are asked to fund infrastructure, the Local Planning Authority can show a direct relationship between the need for the project and the development in question. Do you think that financial contributions to a flexible programme can meet this test? If not, how else could the need for flexibility be reconciled with the planning tests?**

**Q7. How much flexibility do you think can be justified? Should this be limited to the timing of projects and their design, or do you think there should be enough flexibility to substitute one scheme for another or add more schemes if the transport impacts are not sufficiently contained?**

#### **4. Implementation: Funding**

4.1 It would be neither appropriate nor practicable to fund the entire Strategic Transport Programme from developer contributions. In the first place, not all of the transport problems arise as a direct or sole consequence of new development in Kent Thameside, although this development aggravates them. In the second place, the development value vested in the sites, most of which are expensive to develop and are required to fund many other facilities besides transport, is insufficient to provide all the funding required. It has been assumed that the programme will be funded from a mixture of public and private sector contributions.

4.2 The Councils have been in discussion with Government and other partners, as a result of which the Department of Communities and Local Government (CLG) has recently confirmed funding commitments amounting to £74 million towards the programme, including £51 million from the Department for Transport (of which £25 million is allocated towards the A2 Bean Interchange via SEERA's Regional Funding Allocation), and £23 million from CLG itself. These funding commitments are contingent on the Council introducing a system of financial contributions from developers which will provide a further funding stream.

4.3 Dartford Borough Council has recently secured from Land Securities a financial contribution to transport infrastructure of £40 million as part of the planning agreement for the Eastern Quarry development. This also anticipates the introduction of a broader system, so that a full package of measures can be funded, and the planning permission is contingent upon this broader system being introduced.

4.4 These initial commitments provide a fund of £114m against a requirement of £166m to fully implement the proposed Strategic Transport Programme. The Council proposes that the outstanding £52 million should be shared equitably among those developments for which planning permission has not yet been granted. Taking Dartford and Gravesham together and excluding the rural areas

south of the A2, which are outside the Kent Thameside area, these schemes are likely to account for an estimated 10,458 homes to reach the targets in the South East Plan (6,094 in Dartford and 4,364 in Gravesham). The table below shows how this works out in terms of the £5,000 per dwelling assumption.

#### PRIVATE SECTOR CONTRIBUTION

Land Securities Eastern Quarry		£40.00m
DBC Tariff	6,094 @ £5K =	£30.47m
GBC Tariff	4,364 @ £5K =	£21.82m
<b>SUB-TOTAL PRIVATE SECTOR CONTRIBUTION</b>		<b>£92.29m</b>

#### PUBLIC SECTOR CONTRIBUTION

Department for Communities & Local Gov.		£23.00m
DfT (including Regional Allocation)		£51.00m
<b>SUB-TOTAL PUBLIC SECTOR CONTRIBUTION</b>		<b>£74.00m</b>
<b>TOTAL FUND</b>		<b>£166.29m</b>

- 4.5 It is proposed that these contributions are levied by means of a flat-rate tariff on each home permitted. This option has the merit of being clear and predictable, and fair to all residential developers. It could be argued that different types or sizes of residential development in different locations can generate different traffic impacts and hence should be charged at differing rates, but these are difficult arguments to prove beyond question and would lead back to the site-by-site approach described in paragraphs 2.8 to 2.10 of this report, which has only resulted in delay and uncertainty.

**Q8. Do you agree with the principle of the fixed tariff approach or would you suggest another route?**

- 4.6 The interim policy which has been adopted sets a threshold of ten or more homes, below which level the tariff should not be levied. Higher or lower thresholds were considered. It was considered that a higher threshold was not equitable, as the impacts are generated equally by all residential developments. Sites of fewer than ten homes were excluded from the interim policy solely because such developments have not traditionally been accustomed to making financial contributions generally (for example they are excluded from the County Council's planning contributions scheme for Education facilities), and to introduce an interim policy with immediate effect might catch smaller developers unawares. This is a pragmatic consideration, and the Council considers that in the final scheme, the cumulative impact of development, regardless of size, needs to be given due consideration.

**Q9. Do you consider that there is a threshold below which the tariff is not required? How do you think this can be justified?**

**Q10. Do you consider that £5,000 per home is a reasonable and justifiable contribution towards the provision of strategic transport capacity given the financial circumstances?**

**Q11. Do you think that different rates should apply to different types, sizes or locations of residential development? If so, how could a system be devised which is clear, predictable and equitable, and which does not lead to argument about site-specific impacts?**

4.7 Commercial development also generates transport demands which the developer should contribute to meeting. However, it is more problematic to reduce the requirement for financial contributions to a simple formula. Commercial development can take a wider variety of forms than residential development, including anything from prime office development and high value hotels to local shops and industrial units, each with very different traffic generating characteristics and different viability margins.

4.8 Therefore, while commercial developments will be expected to contribute where appropriate and reasonable to strategic infrastructure, it is proposed that these contributions are kept outside the tariff arrangements. The calculations set out above do not take account of these non-residential contributions because their scale is difficult to predict. It should be noted, however, that the majority of future commercial growth is the subject of pre-existing planning consents, including those for Crossways, Ebbsfleet and The Bridge.

**Q12. Do you think that commercial developments should contribute to a strategic transport fund on a formula basis? Given the considerations above, how do you think a formula could be devised which is equitable and predictable?**

4.9 The funding of the programme will involve cashflow management since the precise timing of the receipt of income is uncertain. There are likely to be periods of cashflow deficit. The Councils' and/or the administrators of the programme will need to optimise the revenue stream to keep these deficits within manageable limits.

4.10 The phasing of the tariff payments will affect the cashflow. Generally speaking it is in the interests of the programme to receive tariff payments as early as possible in the construction process. At the same time, the Council acknowledges that developers have their own cashflow constraints. A compromise needs to be established between these conflicting considerations.

4.11 For example, one way of implementing the phasing would be that, for developments of more than 50 homes, 25% of the total tariff amount could be paid upon commencement of development, with the remainder payable annually in proportion to the completions in that year, and with the amounts calculated such that the entire amount will be paid by the time the development is 50% complete. This formula would ensure that infrastructure can be funded before developments are completed, but it would also spread the burden for the developer to a degree. For developments of less than 50 homes a simpler formula may be appropriate.

**Q13. Do you consider that the example given for the phasing of payments is fair and workable? Can you suggest any other preferable means of phasing tariff payments ?**

4.12 Tariff payments would need to be index-linked to a base date, using an appropriate index which will proof the tariff against cost price inflation. The Construction Price Index is likely to provide the best basis for indexation, although composite indices have been suggested.

**Q14. Do you agree with the use of the Construction Price Index? How else do you consider the fund can be protected from inflation?**

**5. Statutory Planning Framework**

- 5.1 Policies T1 and T2 of the adopted Dartford Local Plan and QL12 and IM1 of the Kent and Medway Structure Plan provide an existing statutory framework for the tariff system. Policies T1 & T13 of the Gravesham Local Plan 2<sup>nd</sup> Review provide the most recent local guidance for Gravesham. Policy CC5 of the Draft South East Plan Core Document provides emerging guidance on the issue. DCLG Circular 05/2005 provides a basis for pooled developer contributions and the means of determining the fairness and equity of any such system
- 5.2 Both Borough Councils intend to embed both the Strategic Transport Programme and the tariff requirement into their Local Development Frameworks. It is envisaged that the Core Strategies will set out the general requirement for the Strategic Transport Programme, since without this, the general level of development likely to be proposed in the Core Strategies to meet the South East Plan targets will not be achievable. It will also set out the tariff requirement, as one of the means by which the programme will be implemented.
- 5.3 Consideration is being given to incorporating the more detailed application of the policy and the specifics of the Strategic Transport Programme within Supplementary Planning Documents.

**6. Operational Framework**

- 6.1 To make the system work it will be necessary to collect and manage the funds (including the tariff contribution and the public sector funding) and commission the schemes from the agreed programme. This is not an unusual arrangement, and there are many examples where facilities are funded in this way.
- 6.2 However, the critical differences in this case are: firstly that the contributions will not fund one facility but several, and secondly that it may be necessary to review the content of the programme from time to time to ensure that it remains relevant to prevailing circumstances. So the order in which schemes come forward may need to be adjusted from time to time, and it may even be necessary to substitute or add schemes.
- 6.3 The Borough and County Councils intend to finalise the operating framework as a matter of urgency, so that it is clear to developers how tariff payments will be managed and used. It is envisaged that the decisions on the content and timing of the programme will remain with the Local Planning Authorities and the Transport Authority, who will confirm the programme, with or without changes, annually. One option is to create a formally constituted joint board for this purpose.
- 6.4 The Councils do not consider that it would be justifiable to allow developers to participate in the decisions about the programme, but equally it recognised that they have a legitimate interest in how their contributions are used. Normally this interest is protected because s.106 Agreements tie contributions to precise schemes. Where there is flexibility a different arrangement is needed.
- 6.5 The Councils currently envisage that there would be a consultation forum which would include developers who have, or are expected to, contribute to the Strategic Transport Programme. The views of other interested parties (Highways Agency, transport operators) will also need to be represented. The purpose of the forum would be firstly to allow developers to discuss the relative priority of schemes in the programme, taking into account their own plans in relation to the timing and

speed of their developments, and secondly to provide accountability. The Local Authorities decision making mechanism, however constituted, would be required to produce an Annual Report which reviews the programme and which sets out how the financial contributions have been used to date and set out the proposals for the forthcoming investment period.

- 6.6 It will also be necessary to establish an Accountable Body, whose role is to take responsibility for the funds and ensure that the schemes are commissioned when required. The preference would be for the Accountable Body to be one of the local authorities, as this avoids the need for new administrative machinery to be set up, and may also avoid certain costs. A binding relationship needs to be established between the Local Authorities when setting the programme, and the Accountable Body. The Councils are working to settle the principles of the operating framework as soon as practicable.

**Q15. Do you consider that these proposals provide adequate safeguards? Do you have any other suggestions for securing accountability?**

## **7. Non transport requirements**

- 7.1 The two Councils are aware that some local authorities are considering introducing an overall tariff-type contribution which is intended to cover all infrastructure requirements including transport and community facilities. The Councils do not envisage introducing such a system in Dartford or Gravesham at this stage. It is currently envisaged that other requirements will continue to be negotiated on a site-by-site basis, and in the case of some County Council requirements such as Education and libraries, there are existing formulae for calculating the need for contributions which it is anticipated will remain unchanged

**Q16. Do you agree that the strategic transport tariff should be kept separate from other planning requirements?**

**Q17. Should the transport tariff be given a higher priority over other planning requirements?**

## **8. Any other comments?**

**Q18. Do you have any other comments or suggestions in relation to the planning and funding of transport infrastructure?**

## **Appendix A**

### **Interim Policy on Strategic Transport Tariff**

**As agreed by Dartford Cabinet on 26<sup>th</sup> July and General Assembly on 30 July 2007**

This policy establishes the detailed arrangements by which saved policies T1 and T2 of the Borough of Dartford adopted Local Plan, policies QL12 and IM1 of the Kent and Medway Structure Plan and Policy CC5 of the Draft South East Plan Core Document will be implemented.

Residential development north of the A2 (as shown on the map) will be required to contribute to a common pool to fund the strategic transport improvements needed to support the sustainable growth of the area.

The required improvements are set out in the form of a Strategic Transport Programme which will be reviewed annually by Dartford Borough Council, Gravesham Borough Council and Kent County Council.

The contribution will be by way of a standard tariff of £5,000 per dwelling, at 2007/8 prices. The tariff will be linked to the Construction Price index and will be revised annually every April, commencing at April 2008.

The tariff will apply to all new residential development comprising 10 or more units. Conversion of buildings to 10 or more housing units will also be subject to the tariff, with the exception of the conversion of single family homes.

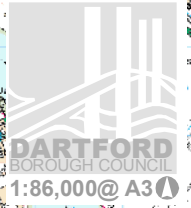
Commercial development is excluded from payment of the fixed rate tariff. Financial contributions will, nonetheless, be sought from applicants for commercial development towards the strategic transport programme and will be assessed on the merits of each scheme.

The tariff will be payable at the commencement of work on the site. For larger schemes, where development is phased, payments will be made at the commencement of each phase of the scheme in relation to the number of units to be provided in that phase.

The tariff will cover contributions to the Strategic Transport Programme only and will not replace other S106 or S278 contributions, in particular, site-specific transport measures, or requirements relating to other community infrastructure and facilities.

The interim policy will apply until such time as the Council adopts the Core Strategy as part of the LDF, or this policy is reviewed and an amended policy is introduced by the Co

# Appendix B Proposed Schemes to be funded through a Strategic Transport Tariff



**DARTFORD BOROUGH COUNCIL**

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright 2007

Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings  
Dartford Borough Council 100025870 2007

**Legend**

- ▬ Kent Thameside Boundary
- ▬ - - - Tariff Schemes
- Sites
- ▬ - - - A2 Demand Management

## Appendix C

### CONSULTATION QUESTIONS

- Q1.** Do you agree with the broad analysis set out above of the transport issues that need to be addressed?
- a) Yes
  - b) No – if so what would you suggest
- Q2.** Do you think that all developments should contribute proportionately to the provision of the strategic transport capacity, or should it just be the larger schemes?
- Q3.** Do you agree with the suggested package of schemes listed above, bearing in mind that funding is limited and each scheme proposed requires a sound justification?
- Q4.** Are there any particular schemes that you would add or subtract from the list, giving your reasons for this?
- Q5.** Do you think that a flexible programme which is reviewed every year is better than one which is fixed, even if it means that the projects may change during the development period?
- Q6.** The planning system expects that when developers are asked to fund infrastructure, the Local Planning Authority can show a direct relationship between the need for the project and the development in question. Do you think that financial contributions to a flexible programme can meet this test? If not, how else could the need for flexibility be reconciled with the planning tests?
- Q7.** How much flexibility do you think can be justified? Should this be limited to the timing of projects and their design, or do you think there should be enough flexibility to substitute one scheme for another or add more schemes if the transport impacts are not sufficiently contained?
- Q8.** Do you agree with the principle of the fixed tariff approach or would you suggest another route?
- Q9.** Do you consider that there is a threshold below which the tariff is not required? How do you think this can be justified?
- Q10.** Do you consider that £5,000 per home is a reasonable and justifiable contribution towards the provision of strategic transport capacity given the financial circumstances?
- Q11.** Do you think that different rates should apply to different types, sizes or locations of residential development? If so, how could a system be devised which is clear, predictable and equitable, and which does not lead to argument about site-specific impacts?
- Q12.** Do you think that commercial developments should contribute to a strategic transport fund on a formula basis? Given the considerations above, how do you think a formula could be devised which is equitable and predictable?

- Q13. Do you consider that the example given for the phasing of payments is fair and workable? Can you suggest any other preferable means of phasing tariff payments ?**
- Q14. Do you agree with the use of the Construction Price Index? How else do you consider the fund can be protected from inflation?**
- Q15. Do you consider that these proposals provide adequate safeguards? Do you have any other suggestions for securing accountability?**
- Q16. Do you agree that the strategic transport tariff should be kept separate from other planning requirements?**
- Q17. Should the transport tariff be given a higher priority over other planning requirements?**
- Q18. Do you have any other comments or suggestions in relation to the planning and funding of transport infrastructure?**

If you or anybody you know requires this or any other Council information in another language, please contact us and we will do our best to provide this for you. Braille, audio tape and large print versions of this document are available upon request.



Tel: 01322 343213  
Fax: 01322 343047  
Email: [LDF@dartford.gov.uk](mailto:LDF@dartford.gov.uk)



**Calls are welcome via typetalk**