

Rushmoor Plan

PLANNING FOR RUSHMOOR'S FUTURE



Planning Contributions - Transport

Supplementary Planning Document

RUSHMOOR
BOROUGH COUNCIL

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2.1 The role of this document

This is a Supplementary Planning Document (SPD), and sets out the Council's approach to determining transport contributions when considering planning applications for development in Rushmoor.

This document has been developed as part of the Rushmoor Borough Council Local Development Framework (LDF) as required by the Planning and Compulsory Purchase Act (2004).

The document has been subject to a sustainability appraisal and should be read in conjunction with the sustainability appraisal document.

The SPD will be reviewed annually as part of the Annual Monitoring Report (AMR)⁽ⁱ⁾.

The objective of this SPD is to provide clarity to developers, planning officers, stakeholders and local residents regarding the basis on which transport contributions will be sought. The SPD details the transport contributions that may be required, the qualifying development, and monetary contribution formulae where appropriate.

2.2 Status of the document

The Supplementary Planning Document (SPD) has been prepared in accordance with Planning Policy Statement (PPS) 12: Local Development Frameworks (2004), and the associated Town and Country Planning (Local Development) (England) Regulations.

This document will supplement the 'saved' Local Plan Review policies **IMP1** and **TR8**, and form part of the emerging Local Development Framework (see section 4.5 'Local policy context').

The principles contained in the SPD are intended to provide potential developers intending to pursue a development proposal with clear guidance in terms of transport contributions. Whilst the SPD will be a material consideration in the assessment of such development proposals, it is not intended to be prescriptive.

The approved SPD will form part of the planning framework for Rushmoor but it does not form part of the statutory development plan and will not be subject to independent examination.

In accordance with Government Circular 05/2005 – Planning Obligations, the Council intends that this SPD will set out the implications for planning contributions for the relevant topic-based policy (i.e. transport) in the transitional period before policies are in place within relevant Development Plan Documents under the LDF.

2 Introduction

This document sets out a number of principles:

- Principle 1: Qualifying development
- Principle 2: Multi-modal trips
- Principle 3: Net increase in trips
- Principle 4: Residential multi-modal trip rates
- Principle 5: Employment multi-modal trip rates
- Principle 6: Other types of development
- Principle 7: Deductions from required contribution
- Principle 8: Transport Assessments (TA)
- Principle 9: Necessary transport improvements
- Principle 10: Monitoring of improvement schemes
- Principle 11: Allocation of funds
- Principle 12: Unspent contributions
- Principle 13: Implementation of transport improvements

2.3 Structure of the document

The remainder of this Supplementary Planning Document is structured as follows:

- Chapter 3 provides general information about planning obligations. It also covers the role of Hampshire County Council and the existing arrangements regarding transport contributions;
- Chapter 4 covers the relevant legislative and policy context;
- Chapter 5 sets out the method to calculate transport contributions and provides an overview of the principles relevant to the application of transport contributions;
- Chapter 6 explains how the contributions would be allocated for highway and/ or public transport improvements .

3.1 What are Planning Contributions?

Transport contributions are one constituent of a wider remit known as 'planning obligations'.

Planning contributions, also known as Section 106 Agreements, are legally binding agreements typically negotiated between local authorities and developers in the context of planning applications. They are a mechanism by which measures are secured to make development acceptable, which would otherwise be unacceptable in planning terms.

Used properly, planning contributions enhance the quality of both the development and the wider environment, to help ensure that the development makes a positive contribution to the creation of a sustainable Borough.

As part of the emerging Local Development Framework (LDF) Rushmoor Borough Council will be reviewing its policy on other planning contributions. In the interim, the following publications provide information and guidance on the Council's approach to other planning contributions besides transport:

- Financial Contributions for Open Space in Association with New Housing Development Interim Advice Note (2000)
- Affordable Housing Supplementary Planning Guidance (2003)
- Policies H6, H6.1, OR4, OR4.1, in the Local Plan Review (2000) **See 4.5 'Local policy context'**.

3 Background

3.2 The existing arrangements within Hampshire County

Hampshire County Council is the local highway authority responsible for the majority of transportation and highway issues, while the Borough Council is the local planning authority and acts as agent for the County on certain highway matters, such as traffic management and the maintenance and improvement of roads.

Until late 2004 Hampshire County Council was the body responsible for negotiating and collecting all transport contributions within the County. However, Highways Development Control Agency Agreements were signed with 10 out of the 11 districts within Hampshire which allow the respective planning authorities to secure transport contributions up to a specified sum of money.

The County has largely relied on negotiating contributions on the basis of a Transport Assessment (TA) submitted in support of a planning application. In some cases, generally with residential developments, a figure per dwelling is informally applied to arrive at an estimated figure, which is then the subject of detailed negotiations with the developer. This approach leads to inconsistencies between the levels of contributions sought in different parts of the County and the method(s) used to derive each figure.

Hampshire County Council therefore adopted a standard Transport Contributions Policy as the highway authority in September 2007. This SPD sets out Rushmoor Borough Council's approach to implementing Hampshire County Council's policy at the borough level.

4.1 The Legislative context

A planning contribution is a legally binding agreement entered into by a developer / landowner (normally with a Local Planning Authority) to carry out certain works, or to provide, or contribute towards the provision of measures to mitigate the negative impacts of their development to enable it to go ahead (i.e. it ensures that adequate infrastructure is in place to support development). It is used to secure measures that cannot be secured by imposing a planning condition or by other statutory means.

Town and Country Planning Act 1990

Planning obligations are secured under Section 106 of the Town and Country Planning Act 1990. Section 106 of the Town and Country Planning Act 1990 provides for 'payments of money, either of a specific amount or by reference to a formula, and require periodical payments to be paid indefinitely or for a specified period'.

In accordance with the Act, planning contributions:

- May restrict the development or use of land; require specified operations or activities to be carried out; require land to be used in any specified way; or require cash payments to be made;
- May be either positive, i.e. requiring a person to carry out a specified action, or negative, i.e. restricting the person from developing or using the land in a specified way;
- May be entered into either by agreement with the Local Planning Authority or by an undertaking by the developer to which the Local Planning Authority is not a party (e.g. unilateral undertakings in appeal cases);
- Must be entered into by means of a Deed (which can be varied later if necessary
- by 'Deed of Variation');
- Must be registered as a local land charge (for the Purposes of the Local Land Charges Act 1975);
- Run with the land and may be enforced against the person entering into it and against any successors in title; and
- Can be enforced by means of injunction.

It is under this guidance that the Highway Authority negotiates and secures financial contributions from developers towards transport infrastructure or services to mitigate for the additional transport needs and burden imposed on the existing network.

4 Legislative & Policy Context

4.2 National policy context

Circular 05/2005 Planning Obligations

Circular 05/2005 provides guidance to local authorities on the use of planning obligations and was issued on 18 July 2005 by the ODPM to replace the Department of the Environment Circular 1/97. The Circular clarifies the basis on which planning obligations should be assessed in terms of their acceptability against policy and provides further guidance on the process of securing obligations.

Planning obligations are 'intended to make development acceptable which would otherwise be unacceptable in planning terms'. Contributions are secured in order to mitigate against a development's impact or to encourage more sustainable transport practices.

There are five Policy Tests which planning obligations must meet. These are that the obligations must be:

- Relevant to planning;
- Necessary to make the proposed development acceptable in planning terms;
- Directly related to the proposed development;
- Fairly and reasonably related in scale and kind to the proposed development; and
- Reasonable in all other respects.

This guidance is in general accordance with that previously contained within Circular 1/97, although there are some substantive changes in approach as a result of Circular 05/2005. The new guidance encourages local authorities to employ formulae and standard charges where appropriate.

These models can help to expedite negotiations and ensure predictability by indicating the likely size of contributions at the earliest possible stage. They also promote transparency by making indicative figures public and assist in accountability in the spending of monies.

Circular 05/2005 advises that where the combined impact of a number of developments creates the need for infrastructure, it may be reasonable for developers' monetary contributions to be pooled to allow infrastructure to be secured in a fair and equitable way. In cases where individual development will have some impact but not sufficient to justify the need for a discrete item of infrastructure, planning authorities may seek monetary contributions towards future provision as long as the need is demonstrated.

The Circular also clarifies that where an item of infrastructure, made necessary by the cumulative impact of a series of developments, is provided before all developments have come forward, any subsequent developers may still be required to contribute to the relevant proportion of the costs.

Legislative & Policy Context 4

Practice Guidance

Government guidance on planning contributions also need to be read in conjunction with guidance on planning conditions set out in Circular 11 /95. This makes clear that, where appropriate, objections to the grant of planning permission should be overcome by conditions rather than planning contributions in the first instance if possible.

The Department of Communities and Local Government (formerly known as the ODPM) has released practice guidance for Section 106 planning obligations, including 'Planning Obligations: Practice Guidance' (2006) and a 'Model Planning Obligation Agreement'⁽ⁱⁱ⁾.

The Planning Obligations Practice Guidance provides local planning authorities and anyone carrying out development with practical tools and methods to help improve the development, negotiation and implementation of planning obligations.

National Planning Policy

The key national policy documents which have been considered in preparing this SPD are:

Planning Policy Statement 1: Delivering Sustainable Development (PPS1) (2005)

PPS1 sets out the Government's key principles, which support the core principle of sustainable development that underpins planning. The following key principles are relevant to this document:

- Address the causes and potential impacts of climate change (for example, through reducing the need to travel by private car).
- Promote high-quality, inclusive design in the layout of new developments and individual buildings, in terms of their function and impact, over the lifetime of the development.
- Prepare development plans that include clear, comprehensive and inclusive access policies, in terms of both location and physical access.

Accommodating growth in transportation infrastructure is also a key part of the planning responsibilities of the Council in sustaining its communities and is set out in Planning Policy Statement 1 (PPS1).

Supplement to Planning Policy Statement 1: Planning and Climate Change (2007)

This supplement states that planning has a key role in helping to tackle climate change, helping to shape sustainable communities that are resilient to and appropriate for the climate change now accepted as inevitable. The supplement states planning authorities should expect new development to create and secure opportunities for sustainable transport in line with PPG13 (see below) including through the preparation and submission of travel plans providing for safe and attractive walking and cycling opportunities.

Planning Policy Guidance 13: Transport (PPG13) (2001)

This PPG's objectives are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices.

ii This is available online at: <http://www.communities.gov.uk/publications/planningandbuilding/planningobligationspractice>

4 Legislative & Policy Context

The justification for seeking obligations in respect of Travel Plans is set out in Government Guidance within Planning Policy Guidance Note 13 'Transport' (March 2001), and the Office for the Deputy Prime Minister and the Department for Transport Best Practice Guide titled 'Using the Planning Process to Secure Travel Plans' (July 2002).

4.3 Regional policy context

The Regional Transport Strategy (2004)

The Regional Transport Strategy forms Chapter 9 of Regional Planning Guidance 9 (RPG9) for the South East region, and as such forms part of the Borough's development plan.

Policy T2 (Management Issues) states development plans should include policies giving priority to ensuring where possible that the location, design and construction of all new transport infrastructure projects enhances the environment and communities affected.

Policy T13 (Travel Plans and Advice) states local authorities should identify those categories of major traffic generating developments for which travel plans should be sought through the development control process⁽ⁱⁱⁱ⁾.

The South East Plan (Regional Spatial Strategy)

The South East Plan is a new type of planning document. It sets out a vision for the future of the South East region to 2026, outlining how we need to respond to challenges facing the region such as housing, the economy, transport and protecting the environment. The South East Plan will replace RPG9 as the Regional Spatial Strategy as part of the development plan. The Plan has been submitted in draft form for Government consideration in March 2006.

The inadequacy of infrastructure provision to keep pace with delivery of planned levels of growth in South East England was one of the key issues identified through the development of the South East Plan.

The draft Plan emphasises the need for Local Development Documents to re-balance the transport system in favour of non-car modes. The draft Plan urges local authorities to identify those categories of major travel generating developments, both existing and proposed, for which travel plans should be developed.

The draft Plan is accompanied by an Implementation Plan which identifies the infrastructure critical to the delivery of the Plan^(iv).

iii Information about this strategy is available online at: www.go-se.gov.uk/gose/transport/regTransportStrat/.

iv Information about the South East Plan is available online at: <http://www.southeast-ra.gov.uk/southeastplan/>.

4 Legislative & Policy Context

4.4 The Local Transport Plan (LTP)

Hampshire Local Transport Plan (2006- 2011)

The Hampshire Local Transport Plan (LTP) sets out the County Council's transport strategy for the five year period 2006-2011. The Plan contains an overarching vision of a transport strategy that "enhances quality of life and economic prosperity by connecting people, communities, employment, goods, services and amenities". In support of this vision, the Plan contains a number of key objectives, such as reducing the impact and effect of congestion, to increase accessibility, to promote safety, and to widen travel choice.

The Local Transport Plan (LTP) has seven objectives:

1. To improve access to services
2. To promote safety
3. To reduce the impact and effect of congestion
4. To widen travel choice
5. To contribute towards improvements in air quality
6. To support wider quality of life objectives
7. To encourage value for money and efficient asset management

The North East Hampshire Transportation Strategy is incorporated into the Hampshire Local Transport Plan (LTP) 2006-2011^(v).

The LTP includes an objective to make sure that development provides contributions, where appropriate, for improvements to the wider transport network, particularly pedestrians, cycles and passenger transport.

v The LTP is available online at: <http://www3.hants.gov.uk/hampshire-transport/local-transport-plan.htm>

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4.5 Local policy context

This Supplementary Planning Document (SPD) is intended to support the policies in the Rushmoor Local Plan, whilst recognising other planning documents that are emerging as part of the Rushmoor Plan (Local Development Framework) .

Rushmoor Local Plan Review (1996-2011)

The Rushmoor Local Plan Review (1996-2011) includes planning policy on transportation, and will remain in place until superseded by adopted Local Development Framework documents.

The Local Plan Review includes a transport strategy. A key aspect of this is the control of new development to ensure that travel needs are minimised. The effective integration of land use and transport planning will be achieved through consideration of existing and proposed land uses. The objective is to reduce the need to travel by improving the range of activities available locally and to make better use of existing services, especially public transport.

The Local Plan Review states that where necessary, new development and redevelopment schemes should fund off-site highway works in the locality. In particular, the councils will negotiate with developers regarding contributions which are fairly and reasonably related in scale and kind to the proposed development, to secure the early provision of highway and other transport improvement schemes. Agreements will need to ensure that highway infrastructure keeps pace with traffic pressures from new developments.

Policy TR8 of the Rushmoor Local Plan Review (2000)

"Where improvements to the local transport infrastructure are made necessary by new development or redevelopment, developers will normally be required to enter into a legal agreement for contributions to fund the work. Contributions may be sought towards the improvement of local public transport facilities or services, highways, cycleways, footways, public car parking or other provisions forming part of an integrated local transport strategy".

Policy IMP1 of the Rushmoor Local Plan Review (2000)

"On sites of over one hectare the Council will seek to secure the appropriate level of contribution towards necessary infrastructure and community facilities that are required as a direct result of the development itself, taking into account existing and planned provision of these facilities. A financial contribution may be accepted in lieu of the actual provision of facilities."

Supplementary Planning Documents (SPDs)

A number of Supplementary Planning Documents are either adopted or are emerging, and will form part of the emerging Local Development Framework (LDF).

4 Legislative & Policy Context

The following SPDs provide more location-specific information on planning contributions required, and may be worth consulting when considering development in those locations^(vi).

The Farnborough Town Centre SPD (adopted 2007)

This SPD states the Council will negotiate with developers on the planning obligations associated with development in Farnborough town centre. It is anticipated that each development should support its own site-specific infrastructure costs, and make an appropriate contribution to a general infrastructure fund. This fund will pool contributions from individual developers and landowners to help the Council fund key transport improvement projects identified in this SPD which cannot be attributed to specific site or landowner.

Emerging Aldershot Town Centre SPD

This SPD is due for adoption summer 2008. The consultation document includes a transportation strategy which seeks to improve public transport services and infrastructure to improve travel choice. The draft SPD also states the Council will negotiate with developers on the planning obligations associated with development in Aldershot town centre. Each development should support its own site-specific infrastructure costs and make an appropriate contribution to a general infrastructure fund. Site-specific infrastructure costs will be determined by Rushmoor as the local planning authority and Hampshire County Council as the highways authority on a site by site basis. A number of priority schemes for urban improvement in Aldershot Town Centre have been identified.

The draft SPD states: "The general infrastructure fund will pool contributions from individual developments to help fund the public realm and infrastructure projects identified in the SPD of benefit to broader areas of the town centre. Rushmoor acknowledges the requirement for a contribution to the general infrastructure fund will need to be informed by detailed financial viability testing based on the development of more detailed designs for specific sites and their associated costs and values".

Emerging Aldershot Urban Extension SPD

This SPD is due for adoption by summer 2008. The consultation document includes a chapter on transport and access, and outlines the financial contributions that will be required to fund particular public transport facilities and planned improvements, as part of any major planning application. The consultation document also states that a Transport Assessment (TA) for the Urban Extension will be required as part of any major planning application. This would need to include a clear assessment of measures to be introduced in mitigation of transport impacts.

vi Adopted and emerging and Supplementary Planning Documents (SPDs) are available online at: www.rushmoor.gov.uk/spds.

Methodology & Key Principles 5

Calculating Transport Contributions

The Hampshire County Council Transport Contributions Policy introduced a formulaic approach to calculating transport contribution across the County which will define the level of contribution which new development should contribute.

Principle 1

Qualifying development: The Hampshire County Council Transport Contributions policy is designed to be applicable to developments of all sizes, from a single unit upwards. All development proposals where contributions are required to mitigate the transport impacts of development qualify.

Contributions will be secured in order to mitigate against a development's transport impact or to encourage more sustainable transport practices. The formula is based on the transport impact of each development (in accordance with Circular 05/2005).

Principle 2

Multi-modal trips: The basic measurement of transport impact is quantified by the net increase in the number of multi-modal trips that a development is expected to generate. A financial value is then attached to each multi-modal trip.

A multi-modal trip rate per development has been derived from a schedule of trip rates (below) produced by the County Council for residential uses and those in the B Use Class. For residential development, from the National Travel Survey and the National Transport Trends statistics of the Office of National Statistics an annual multi-modal trip rate of 1,044 per person has been determined. This equates to $(1044 / 365)$ 2.9 multi-modal trips per person a day which is then applied to dwelling sizes.

5 Methodology & Key Principles

Table 5.1 Schedule of average trip rates (per person) for different purposes. Source: National Travel Statistics-Transport Statistics 2006.

	Walk	Bicycle	Car driver	Car passenger	Motorcycle	Other private	Local bus	Rail/ underground	Other public	All modes
Commuting/ business	20	5	122	19	2	1	14	12	3	198
Education/ escort education	48	1	23	25	-	3	11	2	1	114
Shopping	51	2	87	44	-	1	17	2	2	206
Other escort	10	-	58	27	-	-	2	-	-	97
Personal business	26	1	46	26	-	1	7	1	1	109
Leisure	49	5	99	94	1	2	13	6	8	277
Other	41	-	-	-	-	-	-	-	-	42
All purposes	245	14	435	236	4	9	63	23	15	1044

Table 5.2 Schedule of trip rates per household based on household size.

Household Size	Annual Rate	Daily Trip Rate
1 Occupant	1044	2.9
2 Occupant	2088	5.9
3 Occupant	3132	8.7
4 Occupant	4176	11.6

In the case of the B Use Class trip rates have been derived from the TRICS Database.

Table 5.3 Schedule of trip rates per 100 sqm. Source: TRICS Database 2007 (a)

Use Class	Multi-Modal Trips (per 100 sqm)
B1 Business	18.7
B2 General Industry	7.5
B8 – Warehouse and Distribution	9.4

Where development is proposed that does not fall within the Use Classes defined in this policy the multi-modal trip rates will be negotiated with the Development Control Engineer.

Methodology & Key Principles 5

Principle 3

Net increase in trips: Where a site has a previous use, the net increase in multi-modal trips will be used to calculate the contribution.

Where a site has been dormant for 5 years or more, all traffic generated by a proposed new use of the site will be considered to be new to the network. This means that all multi-modal trips generated by the new development will be used to calculate the contribution.

Principle 4

Residential multi-modal trip rates: The residential multi-modal trip rates apply to all residential developments within the Borough, regardless of size.

The trip rates for residential uses have been derived from assumed household occupancy levels and grouped according to the number of bedrooms.

A financial value per trip for residential developments has been derived from the known cost of providing transport infrastructure required to serve new development. This is based upon the costs of providing the off-site transport infrastructure required to adequately serve new development in 2006 / 2007 transport mitigation packages at a variety of sites across the County.

The average cost per residential multi-modal trip has been determined by the Hampshire County Council to be £535.

Table 5.4 Cost per residential multi-modal trip (per dwelling).

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

5 Methodology & Key Principles

Principle 5

Employment multi-modal trip rates: The employment multi-modal trip rates 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.

Table 5.5 Cost per employment multi-modal trip (per 100 sqm).

B - Employment	Cost per Trip (£)	Multi-Modal Trips (per 100sqm Gross External Area)	Cost (£) (per 100 sqm Gross External Area)
B1 Business	230	18.7	4301
B2 General Industry	230	7.5	1725
B8 Warehouse & Distribution	230	9.4	2162

The same approach as for residential (Use Class C3) has been taken for the B Use Class.

The financial cost of £230 per trip has been used for developments that fall within the B Use Class this has been derived from the average cost per multi-modal trip from several major developments within Hampshire.

Principle 6

Other types of development: For all other types of development, for instance leisure, retail or a nursing home, the multi-modal trip rate will be determined by the Transport Assessment or Transport Statement submitted with the planning application and the cost per trip used for the employment uses will be applied.

The financial value per trip for each of the B Use Classes is considered to be applicable to all uses which fall outside of residential and the B Use Classes.

The multi-modal trip rates for these developments will be agreed with the Development Control Engineer and the financial value will then be applied.

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 S106 Agreements.

Methodology & Key Principles 5

Section 278 Agreements & Travel Plans

Principle 7

Deductions from required contribution: The cost of works associated with Section 278 agreements (essential highways works) and Travel Plans which provide wider public benefit, will be deducted from the calculated transport contribution.

Under Section 278 of the Highways Act 1980, works to a public highway can only be secured where the works are related to development as outlined under sub-section (3):

"For alterations to the existing highways, carried out under Section 278 Agreements, where they are required solely to serve the development and provide no general benefits to the public or the Highway Authority".

Section 278 Agreements will therefore identify the works required to access the site. If the package of works agreed includes a component 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.

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.

Principle 8

Transport Assessments (TA): Transport Assessments will be required in accordance with national guidance, to assess the impact and acceptability of new development proposals.

National guidance is set out in *Guidance on Transport Assessments* (DfT, March 2007) and *Circular 02/2007 Planning and the Strategic Road Network*.

Should this assessment identify any impact on the local or strategic road network that will *not* be remedied by measures (as listed on the Council's website at: www.rushmoor.gov.uk/transportimprovements to be delivered through planning contributions), further measures specific to the development must be provided and funded by the developer to mitigate their impact.

Detailed information relating to Travel Plans and Transport Assessments can be found in the Car and Cycle Parking Standards SPD (Rushmoor Borough Council, 2008) and through consultation with the Council's Transportation Strategy Officer.

6 Allocation of funds

What will the contributions be spent on?

Principle 9

Necessary transport improvements: Transport contributions will be required where it can reasonably be demonstrated that the future use of the development will benefit from a proposed transport improvement.

The transport improvements will be shown on a list known as the “Proposed Transport Improvements list” which will be maintained by the Council’s Transportation Strategy Officer.

The list will be reviewed and updated regularly to include highway safety issues and to reflect local needs (this will include schemes that have been identified by School Travel Plans).

The Proposed Transport Improvements list can be viewed on the Council web site at : www.rushmoor.gov.uk/transportimprovements.

All transport improvement schemes will need to be considered as separate development projects, and comply with the relevant planning requirements including assessment under the Habitats Regulations.

Principle 10

Monitoring of improvement schemes: The Proposed Transport Improvements list will also be used to monitor the expenditure of contributions received against the improvements identified at the planning application stage.

The Proposed Transport Improvements list of schemes is reviewed annually by the Environment Policy Review Panel and reported to the Hampshire Action Team (HAT)- Highways meeting.

Principle 11

Allocation of funds: Transport contributions will be allocated to schemes or transport improvements, (including contributions to secure the provision of bus services for up to 5 years), in accordance to the terms of the Section 106 Agreement and Circular 05/05, and will not be spent elsewhere in the County.

The expenditure of planning contributions will not be used to replace existing Local Planning Authority funding of projects. Instead planning contributions will be used to mitigate the additional impact of new development, either alone or together with funding from other sources.

Allocation of funds 6

Following receipt by the Council, monetary contributions will be passed to the County Council in accordance with a Development Control Highway Agency Agreement, who will keep them in an interest-bearing account and ring-fenced for the purpose for which they were intended.

Principle 12

Unspent contributions: Contributions remaining unspent at the end of a time period specified in the Planning Contributions Agreement will be returned to the payee on request along with any interest accrued.

In the event that monetary contributions have been paid and the planning permission has never been implemented the onus is upon the developer to safe-guard their interests in the Section 106 Agreement (i.e. the developer must seek repayment of the monetary contributions).

Principle 13

Implementation of transport improvements: Should planned improvements needed in mitigation of development not proceed as planned then contributions will be returned to the developer. However in view of the need to pool contributions to enable the delivery of specific schemes, the Section 106 contribution will require the contributions to be retained for 20 years.

In Rushmoor the policy will be used to obtain development contributions for planned transport improvements and not to fund deficiencies in budgets that should be provided by the County as highway authority.

A Glossary

Local Development Framework (LDF)	A non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents. An LDF is comprised of Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents. The local development framework will also comprise of the Statement of Community Involvement; the Local Development Scheme; the Annual Monitoring Report.
Local Planning Authority	The local authority or council that is empowered by law to exercise planning functions. Often the local borough or district council. County councils are the authority for waste and minerals matters.
Local Transport Plan	A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy. Local transport plans should be consistent with the policies and priorities set out in the Regional Transport Strategy as an integral part of the Regional Spatial Strategy.
Planning Obligation	A legal instrument under Section 106 of the 1990 Town and Country Planning Act which restricts or regulates the use of the development or land. It may also ensure the delivery of infrastructure associated with a development (see Planning Gain). Sometimes called "Section 106" agreements.
Section 106 Agreement (S.106)	A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
Section 278	A financial mechanism which is an arrangement under the 1980 Highways Act through which a developer pays for the highway improvements works and their future maintenance.
Supplementary Planning Document	A Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.

Local Development Framework (LDF)	A non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents. An LDF is comprised of Development Plan Documents (which form part of the statutory development plan) and Supplementary Planning Documents. The local development framework will also comprise of the Statement of Community Involvement; the Local Development Scheme; the Annual Monitoring Report.
Transport Assessment	A technical document detailing the potential transport impacts of a proposed development, and ways of mitigating these impacts.
Transport Infrastructure	Roads, cycleways, footpaths and public transport.
Travel Plan	A travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel plans can be required when granting planning permission for new developments.

B Useful Contacts

For further information regarding this document or interpretation of Transport Contributions please contact the Planning Policy Team:

E-mail: plan@rushmoor.gov.uk

Tel: 01252 398 200

Alternatively write to:

Planning Policy (Transport Strategy)
Rushmoor Borough Council
Farnborough Road
Farnborough
Hampshire
GU14 7JU

For further information regarding the Hampshire Local Transport Plan contact:

Transport Policy
Environment Department
Hampshire County Council

Tel: 01962 846047

Fax: 01962 845190

For further information transport improvements in Rushmoor please visit:

www.rushmoor.gov.uk/transportimprovements.

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