

CABINET
25 SEPTEMBER 2008

Appendix C: Interim Policy on Kent Thameside Strategic Transport Tariff

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.

Development in the Kent Thameside area of the borough (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.

For residential development, the contribution will be by way of a standard tariff of £5,000 per dwelling at 2007/8 prices. The tariff will apply to all developments comprising a net addition of two or more residential units, including building conversions.

For non residential developments within the use classes set out in the table below, the tariff will be at the rates shown.

Land Use	£ per 100 sq. m.	Minimum Threshold
B1a, B1b	£5,000	100 sq. m
B1c, B2	£3,500	140 sq. m
B8	£1,750	280 sq. m
Hotels with non-resident facilities, eg conferencing, restaurants	£450 per bedroom	10 bedrooms

For all other non-residential developments requiring a Transport Impact Assessment, a financial contribution will be sought which is based on the traffic generated by the development, and which equates in "rate per trip" terms to the rates in the table.

For the time being, the non-residential tariff rates will be applied on a flexible basis whilst the impact of the policy is monitored.

The tariff is linked to the Construction Price Index and will be revised annually every April.

For residential developments comprising 50 dwellings or fewer, the tariff will be payable at the commencement of work on the site. For larger schemes, where development is phased, payments will be made according to an agreed schedule, with the intention that 25% of the payment be made on commencement of development, and that the whole of the payment be made by the time the development is 50% complete.

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.

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This revised 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 Council.