

Summary of Objection to Purbeck Draft SPG received from consultation	County Response October 2006
Contrary to Circular 1/97	In 2002 the Local Plan Inspector stated that any further development in Purbeck would worsen the traffic situation along the A351. In 2004 the Purbeck Transportation Strategy (PTS) recommended a package of measures to reduce congestion along the A351 and make better use of the wider transport network. In recent months transportation modelling work has shown that in order to accommodate the development allocated to Purbeck by the RSS over the next 20 years, new development must contribute to the required PTS transportation improvements. This new interim guidance sets out a standard, formulaic, tariff based approach now encouraged by government in circular 05/2005 to secure development contributions towards the infrastructure which is required to mitigate against the negative impacts of new development. The new guidance is now in full accordance with circular 05/2005 which supersedes 1/97.
Charges are excessive	The Local Plan Inspector stated that it would be inappropriate to grant permission for further development that would exacerbate an already unsatisfactory situation along the A351. Therefore transportation improvements are required to allow future development in Purbeck which development should contribute towards. The level of contribution being sought for development is necessary to mitigate the development impact. Not all the costs of improving transport infrastructure in Purbeck are being met by new development, one third of the required funding is coming from Dorset County Council through the Local Transport Plan process.
Will inhibit development in Purbeck	Government policy requires development to provide measures which mitigate its impact and encourages a tariff based approach. This guidance is in line with this advice. Rather than stifle development, this guidance will allow development to go ahead otherwise Purbeck District Council will have to refuse all future development on the basis of the Local Plan Inspector's recommendation that any future development was unacceptable as it would worsen the traffic situation on the A351 at Sandford.
SPG has no legal status as Local Plan is not adopted	This updated version of the document has been produced by the County Council as interim guidance not SPG. Purbeck District Council will take forward this work and adopt a similar document as a Supplementary Planning Document (SPD) as part of their Local Development Framework (LDF).
Charge should not be made at time of application	Non-payment of the contribution will be a reason for refusal of the planning application. Payment of the financial contribution is not mandatory at the same time as submission of the planning application but will be required before the application can be determined. Alternatively a formal undertaking to pay the contribution can be made by way of a planning obligation under Section 106 of the Town and Country Planning Act.
Unnecessary tax on development	Government policy requires development to provide measures which mitigate against its negative impact. The approach taken in this guidance is in line with this advice set out in circular 05/2005. Recent transportation modelling work (see Transportation Background Paper for the Purbeck Core Strategy) has also proved that in order to accommodate the levels of development required in the RSS, contributions must be made to improve the transport network in Purbeck.
Purbeck should not be penalised by problems on A351/A352 as much of the traffic is travelling between conurbation and Weymouth	The level of contribution being sought for development is necessary to mitigate the development impact. A direct impact occurs on the road network from new development within Purbeck as well as from through traffic. Not all the costs of improving transport infrastructure in Purbeck are being met by new development, one third of the required funding is coming from Dorset County Council through the Local Transport Plan process.
Charge will be passed on to house buyers	As developers are being made aware of these charges at the very beginning of the process they will be able to factor them in to the price they pay for the land. The proportion of new build to existing housing stock each year is very small. The market will self regulate to ensure new development will not be disproportionately higher in price. Not all the costs of improving transport infrastructure in Purbeck are being met by new development, one third of the required funding is coming from Dorset County Council through the Local Transport Plan process.
Affordable housing will be more difficult to deliver	As developers are being made aware of these charges at the very beginning of the process they will be able to factor them in to the price they pay for the land. Affordable housing should pay the same level of contribution as market housing as it generates the same number of vehicular trips and therefore places the same demands on the network.
30 year payback rule unworkable & payment of interest	There is no reason why this should be unworkable as the appropriate systems are in place. This approach has been successfully applied by other authorities

