

Dover Strategic Highway Contributions Tariff Guidance Note – October 2024

Planning Obligations for all new dwellings within the tariff zones towards Whitfield Roundabout and Duke of York Roundabout Upgrades on the A2.

For new development sited within relevant zones of the district (see map Page 2), Dover District Council collects proportionate financial contributions towards the planned improvements/upgrades to the Whitfield and Duke of York Roundabouts, as set out in Policy SP12 of the [Local Plan to 2040](#). The improvements to these roundabouts are required to mitigate the cumulative impacts of all new housing development and their transport movements on these two highway junctions on the A2.

What are the planned upgrades?

The [Infrastructure Delivery Plan 2023](#) (IDP) sets out the details of the proposed upgrades to both roundabouts which have been agreed with National Highways (NH) and Kent County Council Highways (KCC).

For Whitfield Roundabout, the upgrades scheme has been identified with the agreement of NH and KCC which mitigates Local Plan growth and Phase 1 of Whitfield Urban Expansion (already permitted). The proposal does not bring the junction back within capacity but provides sufficient additional capacity to accommodate the expected growth and improves the operation and safety of the roundabout. The mitigation includes a three-lane circulatory arrangement, with signalised arms and priority junctions, additional flare lanes and an extension of the existing underpass.

See the following transport modelling documents for more for detail of the project:

- Whitfield Roundabout Transport Modelling Technote (May 2022) (Reg 19 Forecasting Report Appendix B)
- Whitfield Roundabout Feasibility Design – Highways Design Review (March 2022) (Reg 19 Forecasting Report Appendix B)

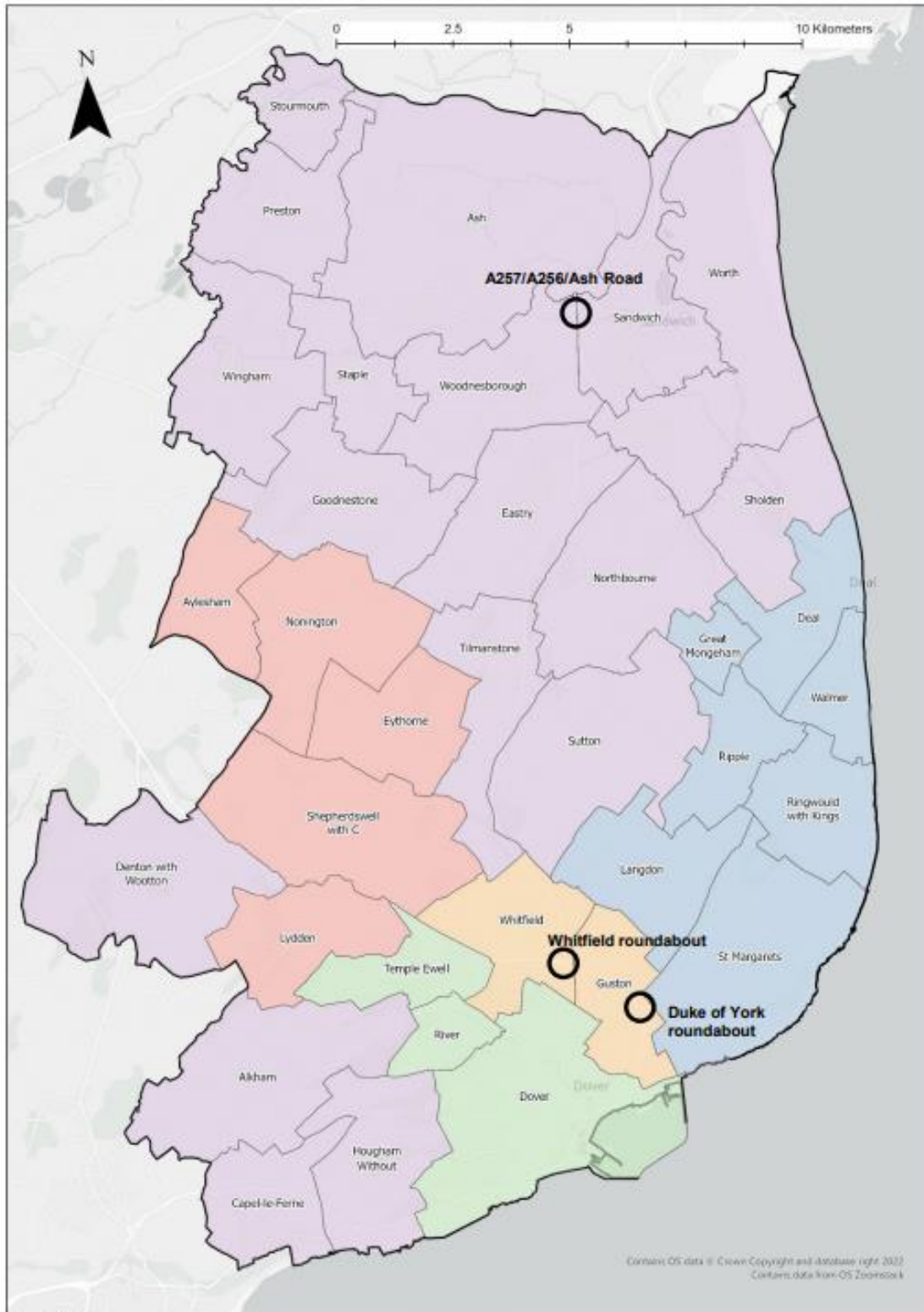
For the Duke of York (DoY) roundabout, the upgrade involves the provision of additional lanes to approach roads, the roundabout itself and the provision of traffic lights.



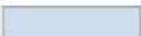


See the following Transport modelling documents for more information of the project:

- Duke of York Mitigation Technical Note (May 2021) (Reg 19 Forecasting Report Appendix C)
- Technical Note: Duke of York Design Review (June 2021) (Reg 19 Forecasting Report Appendix C)
- Duke of York Roundabout Cost Plan Nr 1 Rev A (July 2021)

What are the zones this tariff applies to?

Proportionate Contributions for Whitfield and Duke of York roundabout Local Plan Mitigation schemes by parish



Tariff Zone	
	Aylesham area
	Dover Urban area
	Outside tariff zones
	Deal area
	Whitfield (incl Whitfield Urban Expansion)
	Strategic junction improvements

What is the tariff amount?

Zone	Location/Site (Includes whole parished area)	Per Dwelling Rate*
1 (Yellow)	Whitfield including the Whitfield Urban Expansion (WUE) and Guston	Between £1,550 and £1,910
2 (Green)	Dover Urban Area (including Temple Ewell and River)	£1,050
3 (Blue)	Deal/Walmer/ Sholden/ Kingsdown/ Great Mongeham/ St.Margarets-at Cliffe/ Langdon/ Ripple	£2,100
4 (Red)	Aylesham/ Nonington / Lydden/ Eythorne/ Elvington/ Shepherdswell/ Coldred	£1,260

*All payments made will be index linked (BCIS) from October 2022 (Date of roundabout costings)

These tariff rates supersede the original tariff set out in the [IDP and IDS 2023](#).

The tariff amounts are based on fully funding both mitigation schemes. The collection of funds needs to first enable the delivery of the Whitfield roundabout mitigation scheme, which is due to be open to traffic by 2029. Developments that will come forward within the Whitfield Urban Expansion (WUE) Local Plan allocation will have the greatest impact on both roundabouts, so the tariff payments associated with these schemes will need to be at an early point in the delivery of these sites.

What types of development does the tariff apply to?

The tariff applies to all new residential development (any creation of a new dwelling) in the zones above (whether allocation or windfall). The tariff does not apply to householder development (for example extensions).

Applications for other types of development, such as employment and tourism uses, will be required to undertake Transport Assessments and modelling to ascertain the site-specific financial contributions required towards either or both of the mitigation schemes.

Significant windfall residential development outside of the zones listed above will also be considered on a case-by-case basis, if it is considered they impact on these junctions.

How have the proportionate tariff contributions been calculated?

The tariff zones are based on data from the Local Plan transport modelling, including trip data relating to the site allocations and expected windfall development, and the impacts those trips have on Whitfield Roundabout and Duke of York (DoY) Roundabout.

The data for geographical areas which had similar rates was then merged to create a 'Zone', as some areas were shown to have more trips using each or both of the roundabouts than other areas of the district.

Once this was established, indicative housing capacities from the Local Plan modelling were applied to the zones. The percentage of total trips on each of the roundabouts was then factored against the total costs of the mitigation proposals, and then proportioned out to the number of expected dwellings in that zone.

The per dwelling rates above include a 5% buffer to allow for potential non-delivery of sites and other potential risk factors in relation to non-payment.

The resulting tariff set out above is a starting point for assessment of contributions. However, it is important to note that Transport Assessments will be required in accordance with Local Plan Policy TI2, and updated traffic modelling or changes in modal shift may be considered at the time of planning applications.