

CIL Justification for Highway Contributions

08/12/2022

S62A-2022-0012

The highway authority has not completed the full review of the TA in particular in relation to the impact of the traffic from the development on Stansted Mountfitchet where Vissum models have been used and that different results are coming forward from two planning applications in the same area. This junction is highly sensitive to traffic due to its design and location and it is important the impact on it are understood.

Relevant Legislation and Policies

Regulation 122 of the Community Infrastructure Levy Regulations 2010, as amended, sets out the tests for the use of planning obligations. Obligations should only be sought when they meet the following tests and the obligations are:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development, and;
- c) Fairly and reasonably related in scale and kind to the development.

The following policies are referred to in support of the case that the proposed planning obligations meet these tests:

NPPF 2021

Paragraph 110 of the Framework states that appropriate opportunities to promote sustainable transport modes can be – or have been - taken up. Paragraph 112 states that proposal for new development should give priority first to pedestrian and cycle movements, both in the scheme and with neighbouring areas and second - so far as possible – to facilitating access to high quality public transport. Paragraph 113 states all developments that will generate significant amounts of movement should be required to provide a travel plan.

Uttlesford Local Plan 2005


Policy GEN1 – Access


This Policy stated that development will be permitted if it makes provision for appropriate access including ensuring that the traffic generated can be accommodated on the transport network,

ensuring safety and for all highway users and encourages movement other than the car.

COMPLIANCE TABLE

Obligation	Amount	Reason	Policy Compliance	Calculation /assumptions
Bus contribution	£534,200 (index linked)	<p>Essex County Council is developing a passenger transport strategy for Uttlesford, part of this strategy is to increase the provision in Elsenham and enhance the existing hourly service to provide a half hourly service that serves key locations, Stansted Mountfitchet, Bishop Stortford and Stansted Airport. To do this the current service must be doubled which requires 2 additional buses per day.</p> <p>There is also a need to provide a Sunday service and extending evening services. This is important for this area as Stansted Airport the biggest employer in the area and shift patterns vary over a 24 hour period</p> <p>Within the context of the national bus strategy <i>Bus Back Better</i> Essex County Council has developed and formally adopted a <i>The Essex County Council Bus Service Improvement Plan, 2021 – 2026</i> (ECC BSIP) the council is also in the process of developing a bus strategy for Uttlesford. The emerging strategy focusses on improving the currently limited services in Saffron Walden which experiences congestion and has Air Quality Management Area in the centre.</p>	<p>NPPF 2021 paragraphs 110 and 112</p> <p>Local Plan policy Gen 1</p>	<p>A contribution a £2671 per dwelling is sought, a total of £534,200 (£2671 x200)</p> <p>From experience of ECC tender prices a bus for 1 year of day time services (Mon-Sat) is £140,000 - £150,000 Sunday services for a year are £20,000 Evening (Mon-Sat) £40,000. Total £200,000 - £210,000</p> <p>Support of a service for a minimum 5 years is accepted as giving it time establish and become commercially viable and the cost of this service for day time only is £140,000 x 2= £280,000 (to provide 2 buses) for 5 years is £280,000 x 5 = £1,400,000. This sum has been secured from three other sites in the vicinity through the same level of contribution per dwelling, therefore the delivery of the enhancements so provided these sites come forward the funding is secured.</p> <p>However the funding will come forward at different times as the sites start to be developed. Having more funding for secured for a longer period will ensure that the service is given more time to become commercially viable and that the longer period for delivery of all the sites, and their associated passengers will be covered.</p>

		<p>The ECC BSIP outlines the approach to securing bus service improvements to new developments, which is to take funding per dwelling and support a bus strategy for the local area (paras 266-270) link below.</p> 		<p>Sunday and evening services also require 2 buses for provision and extension of services £20,000 + £40,000 x2 = £120,000 per annum.</p> <p>This contribution will support the service (ie 2 buses) for approximately 4.45 years for a Sunday and extended evening service. Or the daytime service for 2.6 years.</p> <p>The contribution would be combined with other contributions already secured to enhance services for the site to the key locations.</p>
Highway Works Bus stop enhancements	<p>Works* and commuted sum</p> <p>£21,690.18 (index linked)</p>	<p>Enhancement to bus stops on Station Road, with real time information, 150018012004 Railway Station N and 1500IM2128 Railway Station SE. Works to provide in-shelter electronic display on the Southbound side and a free-standing pole-mounted display on the Northbound side.* Commuted sum for maintenance</p> <p>To provide information at bus stops nearest to the site.</p>	<p>NPPF 2021 paragraphs 110 and 112</p> <p>Local Plan policy Gen 1</p>	<p>Works (conditioned) and a commuted sum for maintenance of £21,690.18 this assumes the cost of energy and maintenance for a 15 year period and 1 replacement for both signs. This has been provided by the Passenger Information Manager.</p> <p>* works to be conditions commuted sum in S106 – happy to do which ever is the most practical.</p>
Improvement Scheme in Stansted Mountfitchet	£25,000	<p>The traffic from this site will impact on Stansted Mountfitchet and in particular Grove Hill junction. The highway authority is carrying out feasibility for a scheme to effectively enforce the weight restrictions on Grove Hill and possibly regrade some of the road network.</p>	<p>NPPF 2021 paragraphs 110</p> <p>Local Plan policy Gen 1</p>	<p>Estimated cost of the design and feasibility, to be pooled with other S106 funding and Highways Panel Funding.</p>
Residential Travel Plan monitoring fee	£1596 per annum	<p>For monitoring and support a residential travel plan from the Essex Trave Plan Team. To ensure the plan is being implemented</p>	<p>NPPF 2021 paragraphs 110, 112 and 113</p> <p>Local Plan policy Gen 1</p>	<p>Fixed fee details in the ECC Developers Guide to Infrastructure, (inflation has been added to the figure in the document)</p>

	(index linked).	and is effective in encouraging sustainable transport to from and within the site. Annual charge from first occupation to 1 year after final occupation		
Residential Travel Plan		Details to be included in the S106 Co-ordinator Promotional Activities Provision of membership to car club, travel voucher/miles and space and car on site Liftshare Targets for reduction of single occupancy travel	NPPF 2021 paragraphs 110, 112 and 113 Local Plan policy Gen 1	Identified in submitted travel plan.
Travel Packs		To provide information and incentives to travel by active and sustainable transport £100 Travel Vouchers per dwelling for use on public transport Public transport Information Maps	NPPF 2021 paragraphs 110, 112 and 113 Local Plan policy Gen 1	£100 would provide 20 all day passes on the bus, approximately 4 return tickets on the train.