

CIL Justification for Highway Contributions

**62A/22/0000002 Friends School, Saffron Walden
08 September 2022**

Essex County Council as the highway authority has made comment on the UU and sent to the applicant. We have concerns about the approach of the applicant as the purpose of obligations the highway authority has put forward is to support the residential travel plan (which is not in dispute) by improving active travel and sustainable transport to and from the site. Saffron Walden experiences congestion and has an Air Quality Management Area in the centre and improved options for residents to use sustainable transport is key in mitigating the impact of new development on the highway.

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.

| Obligation | Amount | Reason | Policy Compliance | Calculation /assumptions |
|---------------------------------------|-------------------------|--|--|---|
| Bus contribution | £280,000 (index linked) | <p>To support the enhancement of bus services in Saffron Walden through a bus strategy and directly serving the site, enhancing services and infrastructure to key attractors within the town and surrounding areas including the train station and local supermarkets.</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>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>NPPF 2021 paragraphs 110 and 112</p> <p>Local Plan policy Gen 1</p> | <p>A contribution a £2800 per dwelling is sought, a total of £280,000</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>This contribution will support 1 bus for approximately 1.4 years. But would be combined with other contributions already secured to enhance services for the site to the key locations.</p> |
| Town Centre Connectivity Contribution | £100,000 (index linked) | <p>To enhance of local cycling and pedestrian facilities as identified, but not limited to, those in the Uttlesford Cycling Action Plan (CAP) (link below) and the Saffron Walden Neighbourhood Plan which relate to the site and facilitate walking and cycling to key</p> | <p>NPPF 2021 paragraphs 110 and 112</p> <p>Local Plan policy Gen 1</p> | <p>A cost estimate has been derived by looking at the scheme closest to the site. Route 13 in CAP is on Peasland Road, (which this site accesses onto) including advisory cycle lanes, parallel crossing and footway conversion on Thaxted Road. The level 1 cost for this scheme in the CAP is up to £100,000.</p> |

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| | | <p>locations including routes from the site to and within the town centre.</p> <p>The sum was derived by taking a scheme from the CAP that will facilitate access to the retail park and employment area off Thaxted Road. As the elements of the strategy will be delivered through different streams of funding, the wording is flexible to allow contributions different any of those serving the site to be delivered.</p> <p>[REDACTED]</p> | | (statutory undertaker, traffic management, inflation etc are unknown so this is a contribution to the scheme) |
| Residential Travel Plan monitoring fee | £1596 per annum (index linked). | <p>For monitoring and support a residential travel plan from the Essex Trave Plan Team. To ensure the plan is being implemented and is effective in encouraging sustainable transport to from and within the site.</p> <p>Annual charge from first occupation to 1 year after final occupation</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> <p>[REDACTED]</p> |