

**From:** Steven Brown [REDACTED]  
**Sent:** Thursday, March 28, 2024 3:56 PM  
**To:** Section 62A Applications <section62a@planninginspectorate.gov.uk>  
**Cc:** [REDACTED]  
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**Subject:** RE: S62A/2023/0031 Land North of Thaxted Road, Saffron Walden

Afternoon Leanne

Essex County Council's Highways and Transportation response dated 11 March 2024 confirmed no objection to the proposal, and suggested the imposition of 6 no. conditions.

The Applicant (Kier Ventures Ltd) is satisfied with the wording of conditions (1), (2), (3), (4) and (6).

However, the Applicant is not agreeable to the wording of suggested condition (5), which reads as follows:

5. **Bus accessibility:** prior to first occupation of the proposed development, the Developer shall submit to the Local Planning Authority for approval, in consultation with the highway authority, details relating to bus facilities on the site, including the ability for a bus to turn using the development's internal loop road as shown in principle on drawing 23075-TK01, and stop facilities if required by the highway authority. Once approved, the Developer will ensure that the turning route is retained in that form at all times and kept free of obstruction

**Reason:** in the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policy DM9 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011

The Applicant is of the view that the proposed wording fails the tests at paragraph 56 of the NPPF, as it is not necessary, relevant or reasonable.

The Applicant's highway consultant (Milestone Transport) has provided the following commentary in responding to the proposed wording:

*The Transport Statement (updated February 2024) demonstrates that the Site is accessible to regular bus services that already exist along the Thaxted Road corridor. The nearest westbound and eastbound bus stops are within 300 metres (4 minute walk time) of the edge of the Site and are already served by regular bus services between Saffron Walden and Great Dunmow. The applicant is willing to contribute towards the upgrade of these bus stops, possible in terms of the inclusion of Real-Time Passenger Information (RTPI) at these stops, if required and justified, in accordance with the approach at Regulation 122(2) of the CIL Regulations 2010.*

*The Site is therefore not reliant on the introduction of the Circular Bus Service. It is understood that the Council and the Highway Authority are only in early discussions with operators and the neighbouring Knight Retail Park on the feasibility and practical implications of introducing this service and associated infrastructure, neither of which is within the gift of the applicant to either deliver or contribute towards.*

*If the Council, Highway Authority, operators and landowners can reach agreement on the introduction of the Circular Bus Service then this will, evidently, enhance and improve the accessibility credentials of the Site, but crucially, the Site's ability to meet the requirements of the Framework (paragraphs 104, 105, 110, 111 & 112) is not in any way beholden on its successful implementation at some date in the future.*

The Applicant would be grateful if the Inspector could have regard to their comments on suggested condition (5) when determining the application.

Finally, I would be grateful if you could confirm next steps in the process (if any), as well as the timescales for receipt of a decision.

I trust the above is clear and I look forward to hearing from you.

Enjoy the Easter weekend.

Thank you.

Best wishes

Steven Brown BSc Hons DipTP MRTPI

Woolf Bond Planning Ltd

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