

CIL Compliance Statement: Highways

By Mrs. A. Piechocki TPS, BSc (Hons), MSc, MSc
On behalf of Staffordshire County Council as the Local
Highway Authority

Patshull Road, Albrighton, Shropshire WV7 3BH

Application Number: 24/02108/OUT
Planning Inspectorate Ref. 6007402
Appeal by Boningdale Developments Ltd

22 September 2026



1. Introduction

1.1.1 This statement is submitted by Staffordshire County Council as the neighbouring Local Highway Authority (SCC Highways) in support of the Unilateral Undertaking (Section 106 of the Town and Country Planning Act 1990 (as amended)) relating to the development proposed in outline at Patshull Road, Albrighton, Shropshire WV7 3BH. It demonstrates the approach to agreeing the SCC Highways planning obligation and how it meets the tests as set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010:

- 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.

2. Proposed Development

2.1.1 The development proposals subject to this appeal are for outline permission to include access for a mixed-use development comprising up to 800 no dwellings, a care home of up to 80 units, a secondary school and local centre with associated access, infrastructure , landscaping and drainage.

3. Impacts on Staffordshire's Local Highway Network

3.1.1 Although the majority of development vehicular trips are anticipated to route through Shropshire, traffic impact assessments undertaken by the appellant demonstrated that some development vehicular trips would route through Staffordshire with the following two junctions experiencing a severe impact (as reference in the National Planning Policy Framework (NPPF)):

- A41/ A464 Holyhead Road/ A41 Newport Road signalised junction; and
- Heath House Lane/ A41 Holyhead Road/ Wrottesley Park Road signalised junction.

3.1.2 Mitigation schemes were proposed for both junctions, to be delivered via Section 278 agreements under the Highways Act 1980. However, a review of the proposed mitigation scheme for the A41/ A464 Holyhead Road/ A41 Newport Road signalised junction (in terms of queuing and capacity), concluded that the proposed mitigation scheme would offer little benefit to highway capacity and would result in the loss of the existing safety scheme implemented by SCC Highways. Therefore, it was agreed that the

MOVA (Microprocessor Optimised Vehicle Actuation) adaptive traffic control systems currently installed at this junction would instead be validated on neutral morning and evening peak periods at approximately 400 and 800 housing occupations.

- 3.1.3 As it would be difficult to enforce 800 housing occupations due to changes in the number of houses that are actually consented and built-out under any reserved matters applications, and fluctuations in resident occupations, SCC Highways requested flexibility for when the validations were undertaken during the build-out of the appeal site, with these to be determined by SCC Highways. This was agreed by the appellant as was dealing with this mitigation via a Section 106 contribution.

4. Contribution Calculation

- 4.1.1 SCC Highways issued a formal Conditional Form X response to the planning application on 10/06/2025. The conditional response was based on securing a Section 106 contribution of £3,000 (index linked) for the MOVA validation at the A41/ A464 Holyhead Road/ A41 Newport Road signalised junction and delivery of the agreed mitigation scheme at the Heath House Lane/ A41 Holyhead Road/ Wrotesley Park Road signalised junction via a Section 278 agreement.

- 4.1.2 Since issuing the Form X, the costs associated with MOVA validation have changed and the contribution now sought by SCC Highways is £3,620.42 in line with SCC Highways' current maintenance contract with the service provider SWARCO:

- MOVA validation £1,033.00
- Compile MOVA data set £ 193.69
- Reconfigure Controller £583.52
- Sub Total £1,810.21
- Total two sites £3,620.42

5. CIL Compliance

- 5.1.1 It is the opinion of SCC Highways that the S106 contribution for MOVA validation at the A41/ A464 Holyhead Road/ A41 Newport Road signalised junction meets the tests as per Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.

Necessary to make the development acceptable in planning terms

- 5.1.2 The cumulative traffic impacts of the proposed development would result in a severe impact at the A41/ A464 Holyhead Road/ A41 Newport Road

signalised junction based on the existing junction layout. Mitigation is required to reduce the residual impact to an acceptable level/ demonstrate nil-detriment at the junction. MOVA validation at the junction would be a cost-effective solution to mitigating development vehicular trip impact allowing the signals to be optimised based on traffic flows, thereby reducing severe impacts on operational capacity through the junction.

Directly related to the development

- 5.1.3 The contribution is required solely in connection with the proposed development and will be used at trigger points to be determined as the appeal site is built out. At this stage, the trigger points are expected to be at approximately 400 and 800 occupations.

Fairly and reasonably related in scale and kind to the development.

- 5.1.4 The larger mitigation scheme previously proposed by the appellant would have cost significantly more than MOVA validation with little benefit provided to the operational capacity of the junction. Therefore, the requested contribution is fair and reasonably related in scale and kind to the proposed development.

6. Conclusion

- 6.1.1 The contents of this CIL Statement have demonstrated that the Section 106 contribution of £3,620.42 sought by SCC Highways meets the tests as per Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.