

**TOWN AND COUNTRY PLANNING ACT 1990 (AMENDED) SECTION 78  
APPEAL**

**by**

**Barratt David Wilson Homes (Mercia)**

**AGAINST**

**The refusal of planning permission by Redditch Borough Council for residential development (Class C3) with a vehicular access point onto Hither Green Lane, play areas, public open space including footways and cycleways, sustainable urban drainage systems and all other ancillary and enabling infrastructure at Land West of Hither Green Lane, Redditch**

**Planning Inspectorate reference:**

APP/Q1825/W/24/3350905

**Redditch Borough Council Reference:**

21/01830/FUL

**Planning Obligations and CIL Compliance Statement**

**by Redditch Borough Council**



**Date: 10.01.25**

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## **1.0 Introduction**

- 1.1 This statement outlines how Redditch MBC considers that the planning obligations outlined in the committee report dated March 2024 would satisfy the tests in the Community Infrastructure Levy Regulations. This statement is submitted by the Council to assist the Inspector with his assessment under Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended).
- 1.2 Paragraph 56 of the Framework states that: "Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition."
- 1.3 Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is (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.
- 1.4 Financial contributions to mitigate the impact of the development cannot be secured by condition, and consequently, an obligation is required. Paragraph 58 of the Framework states that: "Planning obligations must only be sought where they meet all of the following Tests" (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.
- 1.5 Redditch Borough Council is not a "charging authority" for the Regulations and currently does not have CIL Charging Schedule. This Statement has been prepared in connection with the appeal to consider the compliance of each of the planning obligations proposed in the Appellant's current draft section 106 agreement which is under discussion.
- 1.6 The Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019 inserted regulation 121A and Schedule 2. These require local authorities to publish annual infrastructure funding statements, setting out how much CIL is collected, how much is spent and what it is spent on. Similar provision is made in relation to planning obligations agreed under section 106 of the Town and Country Planning Act 1990. Redditch's most recently published Infrastructure Funding Statement is provided in Appendix 1 – Redditch Borough Council Annual Infrastructure Funding Statement 23-24.

## **2.0 Relevant Planning Policy**

2.1 The development plan for Redditch BC, and for the purposes of this appeal, comprises the Redditch Borough Plan No. 4 (2030), adopted in January 2017.

2.2 The following policies within the development plan are relevant to the obligations being sought on the appeal site, and to support the case that these obligations meet the CIL tests:

- Policy 4 – Housing Provision
- Policy 6 – Affordable Housing
- Policy 11 – Green Infrastructure
- Policy 12 – Open Space Provision
- Policy 13 – Primarily Open Space
- Policy 16 – Natural Environment
- Policy 19 – Sustainable Travel and Accessibility
- Policy 20 – Transport Requirements for New Development
- Policy 28 – Supporting Education, Training and Skills
- Policy 31 – Regeneration for the Town Centre
- Policy 40 – High Quality Design and Safer Communities
- Policy 44 – Health Facilities

2.3 The following Supplementary Planning Documents are also relevant:

- Planning Obligations for Education Contributions (2007)
- Open Space Provision Supplementary Planning Document (2007)

2.4 The Waste Core Strategy for Worcestershire is also considered to be a relevant material consideration.

### **3.0 Obligations**

#### **Obligation- Affordable Housing**

- 3.1 Paragraph 63 of the Framework advises that *"the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies"*. Paragraph 64 continues *"where a need for affordable housing is identified, planning policies should specify the type of affordable housing required, and expect it to be met on-site unless: a) off-site provision or an appropriate financial contribution in lieu can be robustly justified; and b) the agreed approach contributes to the objective of creating mixed and balanced communities."*
- 3.2 The Council understands that the appellant agrees to provide affordable housing on-site in accordance with the development plan.
- 3.3 The obligation to provide affordable housing is directly related to the development, as all new residential developments of this scale are required, by Policy 6, supported by evidence in the SHMA, to provide affordable housing appropriate to the scale and location of the development to ensure the need for a mix of housing tenures to be provided across the borough is met.
- 3.5 The position of the local planning authority is that the onsite provision of affordable housing as set out in the s106 Agreement is fairly and reasonably related in scale and kind. Without a planning obligation securing the provision of an adequate proportion and mix of affordable housing, the proposal would fail to meet the housing needs of the district and area in general and would therefore be contrary to the provisions of Policy 6 and paragraphs 61, 63, 64, and 66 of the Framework.
- 3.6 The scheme proposes the provision of 66 affordable dwellings in total (42 of these will be affordable rent and 24 will be shared ownership).

#### **Obligation - Custom Build plots**

- 3.7 While custom build plots are not a specific requirement of the development plan, Policy 4 Housing Provision does seek a mix of housing types in terms of size, scale, density, tenure and cost that reflects the Borough's housing needs. The appellant has included that the provision of 2 custom-housebuilding plots as part of the appeal scheme's housing offer, it follows that this obligation would be necessary.
- 3.8 This obligation has been volunteered by the appellant as part of the scheme's market housing offering. It therefore directly relates to the proposed development.
- 3.9 As noted above, this obligation would not ordinarily be sought by the Council as there are no policies within the development plan directly related to self- and custom-housebuilding. However, given that the appellant has volunteered this obligation, it is considered to be fairly and reasonably related in scale and kind to the development. In terms of CIL compliance self- and custom-build housing does not fall within the definition of infrastructure for the purposes of CIL regulations, as defined by Section 216(2) of the Planning Act 2008 (as amended).

## **Obligation - Town Centre Contribution**

- 3.10 The Council endorsed Redditch Town Centre strategy which was developed alongside earlier versions of the Borough of Redditch Local Plan demonstrated a need for the following projects to take place under Policy 31 Regeneration for the Town Centre.
- Tackling the Ringway
  - Improving Public Spaces and Car Parking
  - Sense of Arrival and Signage
  - Improving the Café and Restaurant Offer
  - Enhancing the evening and nighttime economy
  - Enhancements to Church Green
  - Tackling the Train Station
  - Rejuvenation of Silver Street/Royal Square
  - Improved Lighting, Safety and Security in the Town Centre
  - Public Art Programme
  - Encouraging Town Centre Living
- 3.11 This need is set in the context of the town centre needing to maintain and enhance its role within the region. Whilst the strategy was initially being considered under the guidance of the old PPGs/PPS and the Regional Spatial Strategy, their abolition and replacement with the NPPF/NPPG doesn't remove the need for the town to grow and evolve.
- 3.12 The wider context is now set in the much more advanced BORLP4 which confirms the new dwelling requirement as 6300 new dwellings up to 2030. The location of the new developments to reach the 6300 requirement has been influenced by the proximity and accessibility to the town centre. Therefore, for development proposals to be as sustainable as possible, the future residents will rely on the town centre for a large proportion of their work, shopping and leisure activities.
- 3.13 The contribution would be sought for Public Realm Improvements, this would include resurfacing and new street furniture - bins, benches and lighting etc. The scheme is costed at £3,280,636.00 which when divided by 6049 (housing commitments), comes out at £542 per unit.
- £542 x 214 homes = £115,988.
- 3.14 The enhancement of the public spaces is a consistent feature of both the previously council endorsed town centre strategy and now the BORLP4 in the form of Policy 31 Regeneration for the Town Centre, which confirms the list of projects as above for which contributions will be sought. In order for the sustainable development of the town to continue, it is essential that the wider developments contribute to the upkeep and improved vitality of the town centre, which the residents of the new developments will heavily rely upon. Therefore it is considered appropriate for new residential development to contribute to these important town centre projects. This contribution is therefore necessary to make the development acceptable in planning terms, by virtue of Policy 31. Directly related to the development, by virtue of its proximity and the likelihood that the new residents will make use of this important key facility and fairly and reasonably related in scale and kind, by virtue of the use of the formula approach in this instance, for the reasons outlined above.

### **Obligation - Waste Management**

- 3.15 Each dwelling proposed as part of the development will need to be served with adequate refuse containers to ensure the adequate storage of waste and recyclable materials. Where financial contributions are calculated using a pro-rata formula, they are therefore necessary. The provision of household waste receptacles is directly related to the proposed development and will directly benefit the future residents of the development proposed.
- 3.16 This is in accordance with the Waste Core Strategy for Worcestershire Policy WCS17 (Appendix 2), which, among other things, requires development to include measures adhering to the waste hierarchy, such as storage and collection of recyclable material. This strategy is specifically referenced in paragraph 1.15 of the Local Plan.
- 3.17 Dwellings within Redditch Borough Council area require a contribution of £31.29 (1 x green bin / 1 x grey bin) per dwelling.
- 3.18 The financial contribution towards the provision of household waste containers is based on the estimated cost of providing the required set of bins for each house and is, as such, in accordance with the Waste Core Strategy and the Local Plan and is therefore considered fairly and reasonably related in scale and kind to the development.

### **Obligation - Offsite Sports Facilities Contribution**

- 3.19 The Framework sets out the national policy for both the protection of and provision of open space. In relation to the provision of open space in new developments. Framework paragraph 103 states:
- ‘Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.’*
- 3.20 The Council’s Open Space Study 2023<sup>1</sup> provides the ‘robust and up-to-date assessment of the need for open space, sport and recreation facilities’ referred to in paragraph 103 of the Framework. The Open Space Study identifies the quantitative and qualitative need for a range of typologies of open space within the borough, including amenity green space, (accessible) natural green space, parks and recreation grounds, play space, and allotments, and proposes standards that aim to meet these identified needs. The detailed leisure response is included in Appendix 3 and should be read alongside the associated leisure calculations in Appendix 4.
- 3.21 In terms of off-site sport facilities provision, based on the outdoor sports facility space that new residents will require (0.338 ha) a contribution of £50,635.80 has been calculated (on the basis of £15 per square metre) (See Appendix 4). The Council’s leisure service has indicated that The

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<sup>1</sup> [Open Space Study](#)

Playing Pitch Strategy for Redditch indicates that to protect, enhance and bring pitches back into use at the Abbey Stadium. It also suggests areas similar with protect and enhance for Terrys Memorial field adjacent Redditch Utd FC. To explore the possibility of changing rooms at this site. There is also the Cricket, Rugby and Hockey Club site adjacent to that. These are the nearest sites, but also Greenlands and Arrow Valley South pitches and facilities require improvement.

### **Obligation - Teenagers and Young Persons Contribution**

- 3.22 The Council's Open Space Study 2023<sup>2</sup> provides the 'robust and up-to-date assessment of the need for open space, sport and recreation facilities' referred to in paragraph 103 of the Framework. The Open Space Study identifies the quantitative and qualitative need for a range of typologies of open space within the borough, including amenity green space, (accessible) natural green space, parks and recreation grounds, play space, and allotments, and proposes standards that aim to meet these identified needs. The detailed leisure response is included in Appendix 3 and should be read alongside the associated leisure calculations in Appendix 4.
- 3.23 In terms of Teenagers and Young Persons provision, based upon the Teenagers and Young Persons space that new residents will require (0.005 ha) a contribution of £33,142,51 has been calculated (on the basis of £638 per square metre) (See Appendix 4). The Council's leisure service have confirmed that this will be applied towards the enhancement and improvements of teenage and young person's equipment at Abbey Stadium. The provision of Teenagers and Young Persons contribution is considered to comply with Policy 12 Open Space Provision as well as the Framework.
- 3.24 The Teenagers and Young Persons is required to meet the needs of the new population generated by the development. The provision of offside facilities is directly related to the proposed development and will directly benefit the future residents of the development proposed.
- 3.25 The provision and access to Teenagers and Young Persons, in accordance with Policy 12 Open Space Provision is considered fair and reasonable.

### **Obligation - Golf Course Reconfiguration**

- 3.26 As outlined in the Appellant's Statement of Case, it is acknowledged that whilst there will be a quantitative loss in terms of the existing golf course area, the qualitative improvements to the new golf course will provide equivalent or better provision. To support Policy 12 Open Space Provisions and Policy 13 Primarily Open Space.
- 3.27 The provision of a reconfigured golf course is required to comply with the above planning policies. The obligation would provide a reconfigured 18-hole golf course on the remaining part of the Abbey golf course.
- 3.28 It is considered that it is directly related to the development, as the proposed development results in the loss of an element of the Abbey golf course. It is necessary to offset and mitigate the loss of designated open space, which would arise as a direct result of the development.

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<sup>2</sup> [Open Space Study](#)



- 3.29 It is fairly and reasonably related in scale and kind, because it will provide an equivalent 18 hole golf course and refers only to the golf reconfiguration works (as outlined on the golf masterplan) that the appellant has proposed.

#### **Obligation - Planning Obligation Monitoring Fee Redditch MBC**

- 3.30 On 1st September 2019, the Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019 were introduced. These regulations make a number of changes to both the Community Infrastructure Levy (CIL) itself and introduce new requirements to report and monitor the collection of planning obligations. Approval was received at a meeting of Executive Committee on 29th October 2019 to include a monitoring charge within all future planning obligation agreements (Section 106 agreements and Unilateral Undertakings), with immediate effect (Appendix 5). The detailed figures requested are outlined below.
- 3.31 A monitoring fee is necessary to ensure that planning obligations set down in the agreement are met. Contribution directly related to achieving the implementation of the planning obligations. The formula is based on a per obligation rate and therefore is fairly and reasonably related in scale and kind to the development. The obligation is in proportion to the scale of the development and reflects the District Council's estimated costs for monitoring the s106 agreement.

<b>Contribution</b>	<b>Type of obligation</b>	<b>Base monitoring fee</b>	<b>Trigger point monitoring fee</b>	<b>Total</b>
<b>Affordable Housing</b>	Direct provision on site	£368.40	£153.01	<b>£521.41</b>
<b>Custom Build housebuilding plots</b>	Direct provision on site	£368.40	£153.01	<b>£521.41</b>
<b>Town Centre Contribution</b>	Financial	£368.40	£153.01	<b>£521.41</b>
<b>Waste and Recycling</b>	Financial	£368.40	£128.29	<b>£496.69</b>
<b>Offsite Sports Facilities Contribution</b>	Financial	£368.40	£128.29	<b>£496.69</b>
<b>Teenagers and Young Persons Contribution</b>	Financial	£368.40	£128.29	<b>£496.69</b>
<b>WCC Highways</b>	Financial			
• <b>School Transport Services</b>		£222.45	£114.17	<b>£336.62</b>
• <b>Community Transport Services</b>		£222.45	£114.17	<b>£336.62</b>
• <b>Bus Service Strategy</b>		£222.45	£114.17	<b>£336.62</b>
• <b>Bus Service Infrastructure</b>		£222.45	£114.17	<b>£336.62</b>
<b>Golf</b>	Direct provision on	£368.40	£128.29	<b>£496.69</b>

	neighbouring site			
<b>Education</b>	Financial	£222.45	£114.17	<b>£336.62</b>
<b>Herefordshire &amp; Worcestershire CCG provision</b>	Financial	£368.40	£128.29	<b>£496.69</b>
<b>Complex Site Fee</b>	Financial	£507.29 per year (three years in total)		<b>£1521.87</b>
			<b>Total</b>	<b>£7252.65</b>

### **Obligation - Education**

- 3.32 In terms of education demand, Worcestershire County Council (WCC) has considered the impact of this proposed development on local schools. The introduction of additional residential development in the area will increase the demands on existing education provision. Consequently, contributions towards additional education provision to support the proposal are necessary and based on a formula relating to existing pupil numbers and school capacities in the local catchment. This is in accordance with Policy 28 Supporting Education Training and Skills, which, among other things, requires developers of all major applications to provide education and training or funding towards the provision of education and training for residents in order for them to have the necessary skills to access employment opportunities.
- 3.33 Further details regarding Education Provision obligation are outlined in the specific response by WCC Education (included in Appendix 6). It is noted that these figures have subsequently been updated.
- 3.34 Overall the Council considers that the Education contribution is necessary to meet the needs of the new population generated by the development. The education contribution is based on the County Council approved detailed multipliers. The provision of school places is directly related to the proposed development and will directly benefit the future residents of the development proposed. The level of contribution towards education provision accords with the requirements of Policy 28 and is therefore considered fair and reasonable under the local plan policy.

### **Obligation - Highway Contributions**

- 3.35 The County Highway Authority is seeking a contribution towards a range of highway and transport improvements outlined in their representation below (included in Appendix 7).

- 3.36 Worcestershire County Council (WCC) is the Local Highway Authority (LHA) for roads within Worcestershire and is acting in its role as Statutory Consultee to assess the impact of the proposals on the highway network and provide advice to the Local Planning Authority (LPA). The policy framework in which the LHA operates includes the National Planning Policy Framework, Redditch Local , and the Worcestershire Local Transport Plan 4 (LTP4), which covers the roads affected in Worcestershire.
- 3.37 These contributions have arisen from the development management process and have been considered against Section 122 of the Community Infrastructure Levy Regulations 2010 (as amended) and the 3 tests detailed in the FRAMEWORK paragraph 57 which are:
- Necessary to make the development acceptable in planning terms;
  - Directly related to the development; and
  - Fairly and reasonably related in scale and kind to the development.

#### **Obligation - Community Transport**

- 3.38 £22,037 contribution towards the provision of Community Transport. WCC has a duty to consider the transport needs of elderly and disabled residents under the Transport Act 1985 and Equalities Act 2010.
- 3.39 The County Council has specific duties, under the 1985 Transport Act, to take account of the transport needs of elderly and disabled residents and further duties to residents' protected characteristics that include the elderly and disabled, under the Equalities Act 2010.
- 3.40 The development would generate trips by residents with mobility impairments who are unable to access conventional public transport; the site would yield residents identified with these specific needs. It is this group that would require access to a door-to-door transport service such as that provided by Community Transport.
- 3.41 The contribution is proportionate based upon the scale of the development proposals and derived using an evidence-base which is applied across the County where the need for Community Transport has been identified.

#### **Obligation - Bus Service Infrastructure**

- 3.42 £10,000 contribution towards 2 flagpole bus stops internal to the site.
- 3.43 There is scope to enhance the public transport services for residents from this new development.
- 3.44 The contribution is proportionate based upon the scale of the development proposals and installation costs of flagpole bus stops to support the bus service strategy obligation and will enable passengers to identify and access this facility.

#### **Obligation - School Transport**

- 3.45 £644,261.94 contribution towards free transport must be provided to those children of compulsory school age and attending the nearest catchment school for the home address, provided that the distance between home and school is in excess of the statutory requirement for the pupil's age. Despite the proximity of this site to Redditch the designated schools for this site are all in the Bromsgrove School pyramid due to the established catchment areas. However, the existing

service does not have the capacity to transport the number of additional children generated by this development. A new service will need to be created to transport children for this proposed development. A contribution would be required to cover the cost of transporting children from this development for a five-year period.

- 3.46 When a development site comes forward, Worcestershire County Council identifies schools that are considered to be directly related to the development, including admission criteria, catchment areas and accessibility<sup>3</sup>. Free transport must be provided to those children of compulsory school age and attending the nearest catchment school for the home address, provided that the distance between home and school is in excess of the statutory requirement for the pupil's age.
- 3.47 In terms of School Transport, this is considered to be directly related to the development. The contribution is proportionate based upon the scale of the development proposals and derived using an evidence-base which is applied to developments across the County where the need for school transport has been identified.

#### **Obligation - Bus Service Strategy**

- 3.48 The Diamond bus 62/63 service is to be diverted into site to serve the wider areas, terminating at Redditch Town Centre. Contribution – £439,576.80. Costs for the Diamond bus 62/63 service to be diverted into site.
- 3.49 The nearest bus stops to the site are located approximately north of the proposed development, on the Dagnell End Road (B4101) and are served by the 517 (Earlswood– Redditch route) which runs one trip in each direction S45 (Alvechurch - South Bromsgrove High School via Barnt Green & Rubery), which both run one trip in each direction. There is a need to enhance the public transport services. This is necessary to promote the use of sustainable modes of transport for future residents of the site, promoting travel choice and therefore, reducing reliance on private car travel in accordance with paragraph 110 of the Framework.
- 3.50 The provision of new housing would increase demand for bus services which are currently operated just twice daily. There is scope to enhance the public transport services for residents from this new development.
- 3.51 The contribution is proportionate based upon the scale of the development proposals and operating costs of public transport services.
- 3.52 Overall The Council considers that these contributions are in accordance with the aims of policies 19, and 20 of the Local Plan, which among other things, require financial contributions towards public transport, pedestrian, cycle and highway infrastructure to ensure the sustainable movement of people.

#### **Herefordshire & Worcestershire Clinical Commissioning Group (CCG) Medical Infrastructure**

- 3.53 The provision of health care facilities is necessary to meet the demand generated by the development, in accordance with the following Local Plan policies and guidance within the Framework.

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<sup>3</sup> Based on Department for Education Statutory Guidance: Home to school travel and transport (July 2014)

- 3.54 A set of 13 non-prioritised objectives have been developed that reflect the aspirations of the vision and provide direction for the BORLP4 policies, this includes ensuring there is a range of health facilities that support existing and new communities and to promote the role of healthy living through good planning as well as support for the provision of new or improved primary health care and related activities identified in Policy 44 Health Facilities
- 3.55 Herefordshire & Worcestershire Clinical Commissioning Group (CCG) provided comments on the application (Appendix 8), stating that the development will create new demand for health care facilities in the area. indicated that the proposed development is likely to have an impact on the services of the Kingfisher PCN GP practices. The NHS CCG has requested a contribution of £81,650 towards a local GP practice to facilitate a capital project to increase capacity, which the development would have an impact on. Redditch MBC considers this is in compliance with Policy 44 Health Facilities and paragraph 58 of the Framework and CIL regulations as the obligation is directly related to the development as residents of the development will create demand for local health care facilities.
- 3.56 The obligation is fairly and reasonably related in scale and kind given that health care facilities are required to meet the demand generated by the development and taking into account the extent of the development and the estimated number of future residents.

#### **4.0 Conclusion**

- 4.1 This note has been prepared by Redditch MBC in order to assist the Inspector when considering the Section 106 and sets out in policy terms how the various planning obligations have been assessed or calculated and how they are to be delivered.
- 4.2 Redditch MBC is satisfied that the request meets the relevant requirements for contributions. In that they are necessary, directly related to the development and fairly and reasonably related in scale and kind to the development.

**Appendix 1 – Redditch Borough Council Annual Infrastructure Funding Statement 23-24**



**Redditch Borough Council**  
**Annual Infrastructure Funding Statement**  
**23-24**



## Contents

Introduction

Section 106 (S106) Obligations

- S106 Contributions Summary
- S106 Contributions to be received under planning obligations entered into between 1 April 2023 and 31 March 2024
- S106 Contributions received in 2023/24
- S106 Contributions spent in 2023/24
- S106 Contributions secured in 2023/24
- S106 Contributions secured between 1 April 2011 and 31 March 2024 (not yet received)
- S106 Contributions received between 1 April 2011 and 31 March 2024 (unspent)

Appendix 1: How the IFS meets the requirements of the Regulations

## Introduction

Local Planning Authorities (LPAs) are required to produce an annual Infrastructure Funding Statement (IFS) in conformity with The Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019 (No.1103)<sup>1</sup>, which came into force on 1 September 2019 (the Regs).

Part 10A (Reporting and monitoring on CIL and planning obligations) of the Regs sets out details about planning obligation receipts and anticipated expenditure. This is to provide clarity and transparency to local communities and developers on the infrastructure and expenditure in relation to planned development.

Redditch Borough Council is not a CIL charging authority, therefore this report provides a summary of financial contributions the Council has secured through S106 agreements from new developments for off-site infrastructure works and affordable housing.

Schedule 2 of the Regs refers to the reporting of details relating to any funding or provision of infrastructure which is to be provided through a highway agreement under Section 278 (S278) of the Highways Act 1980, which was entered into during the reported year. Redditch Borough Council is not a Local Highway Authority, therefore all S278 agreements for Redditch Borough should be reported by Worcestershire County Council as the appropriate Local Highway Authority.

The information included in the report will be updated annually and published on the Council's website. This will ensure the most up to date information on the amount of developer contributions received from new developments in addition to information on where these monies have been spent is readily available to members of the public and other interested parties.

This IFS covers the monitoring year 2023/24 (1st April 2023 to 31st March 2024).

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<sup>1</sup> <https://www.legislation.gov.uk/uksi/2019/1103/contents/made>

## Section 106 Obligations

Section 106 of the Town and Country Planning Act 1990 allows Local Planning Authorities (LPAs) to seek both physical on-site obligations and off-site financial contributions, when it is considered that a development will have negative impacts that cannot be dealt with through conditions in the planning permission. This includes the payment of monies towards infrastructure or securing affordable housing. Collectively, these are known as planning obligations and may take the form of a Section 106 (S106) agreement between a developer/landowner, the Council and possibly other parties, or alternatively, a unilateral undertaking providing a legal commitment by the developer alone.

Obligations form part of a planning permission, but are only used when planning conditions are unsuitable, because of their complexity and the delay they can add to the planning process. Since 2010 it has been a legal requirement that that planning obligations may only constitute a reason for granting planning permission for the development if the obligation is:

- (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 Council generally negotiates S106 contributions for the following:

- Open Space, Play Areas and Sports Facilities
- Affordable Housing
- Town Centre
- Waste & Recycling
- Education
- Highways & Transport
- Financial Contributions Monitoring Fee

Affordable housing contributions are generally provided on-site unless it is not practical do so, whereby an off-site financial contribution will be sought. Off-site financial contributions are reported in the IFS, however on-site affordable housing provision will be reported in the annual Housing Land Availability document, which can be found on the Council's website at:

<https://www.redditchbc.gov.uk/council/policy-and-strategy/planning-policies/monitoring.aspx>

S106 contributions for Education or Highways & Transport infrastructure are included in S106 agreements drawn up as part of the planning process, however these funds are paid directly to Worcestershire County Council, as Education and Highway Authority and will be reported in the IFS of that Council.

The Regs now allow LPAs to charge a Monitoring Fee through S106 obligations, to cover the cost of the monitoring and reporting on delivery of that S106 obligation as described above. Monitoring Fees can be used to monitor and report on any type of planning obligation, for the lifetime of that obligation. However, Monitoring Fees should not be sought retrospectively for historic agreements.

The Council approved the introduction of a Legal Obligation Monitoring Fee at the Executive Committee on 29 October 2019. The schedule below was subsequently ratified by Full Council on 20 January 2020. Monitoring Fees are amended from time to time and currently will be charged as follows:

Trigger	Fee
<b>Obligations: Borough Council Recipient:</b>	
All contributions (financial or non-monetary) per Obligation	£368.40
Pre-commencement per Obligation	£128.29
Other (phased payments/provision of Infrastructure) per trigger point	£190.67
Other (eg. occupation restrictions or removal of Permitted Development Rights) per trigger point	£153.01
<b>Obligations: Another Signatory Recipient:</b>	
All contributions (financial or non-monetary) per Obligation	£222.45
Pre-commencement per Obligation	£77.68
Other (phased payments) per trigger point	£114.17
<b>Obligations: Complex major Sites:</b>	
Ongoing monitoring of complex major sites	£507.29 per year

Monitoring fees are subject to annual revisions

This document records all S106 contributions secured, received, and spent during 2023/24. The figures recorded in this document represent the most accurate figures at the time of reporting and can be subject to change.

## S106 Contributions Summary

The tables below summarise the S106 contributions that have been secured, received and spent between 1 April 2023 and 31 March 2024. The following pages give further details of these.

### S106 Contributions to be received under planning obligations entered into between 1 April 2023 and 31 March 2024

Infrastructure Type	S106 contributions entered into (£)
Open Space, Play Areas and Sports Facilities	>83,467.00
Town Centre	>123,034.00
Waste & Recycling	>8,063.75
Financial Contributions Monitoring Fee	11,228.30
Affordable housing	53,394.90
Biodiversity	198,841.00
<b>Total (£)</b>	<b>&gt;478,028.95</b>

Infrastructure Type	S106 contributions entered into (£)
Non-monetary - Affordable Housing Contribution	>78 units
<b>Total (non-monetary)</b>	<b>&gt;78 units</b>

Infrastructure Type	S106 contributions entered into (£)
Healthcare (for onward payment)	229,513.00
<b>Total to be forwarded/payable to other organisations</b>	<b>229,513.00</b>

### S106 Contributions received between 1 April 2023 and 31 March 2024

Infrastructure Type	S106 contributions received (£)
Open Space, Play Areas and Sports Facilities	**68,262.04
Town Centres	***10,298.00
Environmental Improvements	21,980.54
Waste & Recycling	5,158.16
Financial Contributions Monitoring Fee	1,685.00
Healthcare	60,743.30
<b>Total</b>	<b>** ***168,127.04</b>
Affordable Housing contribution	<b>40 units</b>

\*\*includes £60,198.00 held by Bromsgrove District Council as Monitoring Authority to be used towards named projects in Redditch Borough

\*\*\*includes £10,298.00 held by Bromsgrove District Council as Monitoring Authority to be used towards named projects in Redditch Borough

**S106 Contributions spent between 1 April 2023 and 31 March 2024**

<b>Infrastructure Type</b>	<b>S106 contributions spent (£)</b>
Open Space, Play Areas and Sports Facilities	211,206.56
Town Centre	13,065.09
Financial Contributions Monitoring Fee	1,360.85
<b>Total</b>	<b>225,632.50</b>

**S106 Contributions secured between 1 April 2023 and 31 March 2024 (not yet received)**

None

**S106 Contributions secured between 1 April 2011 and 31 March 2024 (not yet received)**

<b>Infrastructure Type</b>	<b>S106 contributions not spent (£)</b>
Open Space, Play Areas and Sports Facilities	<b>£50,696.40</b>
<b>Total</b>	<b>£50,696.40</b>
On-site affordable housing	<b>44 units</b>

**S106 Contributions received between 1 April 2011 and 31 March 2024 (unspent)**

<b>Infrastructure Type</b>	<b>S106 contributions not spent (£)</b>
Open Space, Play Areas and Sports Facilities	<b>322,876.88</b>
Town Centre	<b>246,334.19</b>
<b>Total</b>	<b>569,211.0720</b>

## ***S106 Contributions to be received under planning obligations entered into 2023/24***

The tables below identify the relevant planning applications for which contributions are to be received under s106 Obligations entered into:

<b>Open Space, Play Areas &amp; Sports</b>	<b>Planning Application Details</b>	<b>S106 contributions (£)</b>
<b>Facilities</b>	21/00447/OUT The Alexandra Hospital, Woodrow Drive, Redditch Playing Pitch Contribution:  Public Open Space Facilities Contribution:	£232.40 per 1 bed dwelling; £321.90 per 2 bed dwelling; £454.98 per 3 bed dwelling; £572.28 per 4 (or more) bed dwelling  £327.64 per 1 bed dwelling; £453.65 per 2 bed dwelling; £655.28 per 3 bed dwelling; £806.49 per 4 (or more) bed dwelling
	20/01650/FUL Land Off Far Moor Lane and West of The A435 Birmingham Road, Far Moor Lane, Redditch, Worcestershire (Cross boundary planning application with Stratford-on-Avon District)  - off site sports facility contribution  -commuted sum (if Public Open Space transferred to the Borough Council)	83,467.00  40.00 sqm of POS
	<b>Total</b>	<b>&gt;83,467.00</b>



Town Centre	Planning Application Details	S106 contributions (£)
	22/00976/FUL Lowans Hill Farm, Brockhill Lane, Redditch	9,214.00
	21/00447/OUT The Alexandra Hospital, Woodrow Drive, Redditch	542.00 per dwelling (x92 dwellings =£49,864.00)
	20/01650/FUL Land Off Far Moor Lane and West of The A435 Birmingham Road, Far Moor Lane, Redditch, Worcestershire (Cross boundary planning application with Stratford-on-Avon District)	113,820
	<b>Total</b>	<b>&gt;123,034.00</b>

Waste & Recycling	Planning Application Details	S106 contributions (£)
	20/01650/FUL Land Off Far Moor Lane and West of The A435 Birmingham Road, Far Moor Lane, Redditch, Worcestershire (Cross boundary planning application with Stratford-on-Avon District)	6,570.00
	22/00976/FUL Lowans Hill Farm, Brockhill Lane, Redditch	710.60
	21/00447/OUT The Alexandra Hospital, Woodrow Drive, Redditch	41.80 per dwelling together with £299.00 per 1,100 litre communal waste bin & £330.00 per 1,100 litre communal recycling bin
	22/00333/FUL St Gregorys Roman Catholic Church, Winyates Way, Redditch	782.25
<b>Total</b>	<b>&gt;8,063.75</b>	

Affordable housing	Planning Application Details	S106 contributions
	22/00976/FUL Lowans Hill Farm, Brockhill Lane, Redditch - commuted sum	53,244.90
	20/01650/FUL Land Off Far Moor Lane and West of The A435 Birmingham Road, Far Moor Lane, Redditch, Worcestershire (Cross boundary planning application with Stratford-on-Avon District) - first homes administration fee	150.00
<b>Total</b>	<b>53,394.90</b>	

<b>Non-monetary: Affordable housing units</b>	<b>Planning Application Details</b>	<b>S106 contributions</b>
		Number of units
	20/01650/FUL Land Off Far Moor Lane and West of The A435 Birmingham Road, Far Moor Lane, Redditch, Worcestershire (Cross boundary planning application with Stratford-on-Avon District)	53
	21/00447/OUT The Alexandra Hospital, Woodrow Drive, Redditch	No less than 20% (20% of 92=19)
	22/00333/FUL St Gregorys Roman Catholic Church, Winyates Way, Redditch	25
<b>Total</b>	<b>&gt;78</b>	

<b>Financial Contributions Monitoring Fee</b>	<b>Planning Application Details</b>	<b>S106 contributions (£)</b>
	22/00976/FUL Lowans Hill Farm, Brockhill Lane, Redditch	1,509.50
	21/00447/OUT The Alexandra Hospital, Woodrow Drive, Redditch	2,621.30
	20/01650/FUL Land Off Far Moor Lane and West of The A435 Birmingham Road, Far Moor Lane, Redditch, Worcestershire (Cross boundary planning application with Stratford-on-Avon District)	5,488.00
	22/00333/FUL St Gregorys Roman Catholic Church, Winyates Way, Redditch	1,610.00
	<b>Total</b>	<b>11,228,30</b>

<b>Healthcare  For onward payment to health service providers</b>	<b>Planning Application Details</b>	<b>S106 contributions (£)</b>
	20/01650/FUL Land Off Far Moor Lane and West of The A435 Birmingham Road, Far Moor Lane, Redditch, Worcestershire (Cross boundary planning application with Stratford-on-Avon District)	
	- Hereford and Worcestershire CCG Contribution	68,511.00
	- Worcestershire Acute Hospitals NHS Trust Contribution	161,002.00
<b>Total</b>	<b>229,513.00</b>	

<b>Miscellaneous</b>	<b>Planning Application Details</b>	<b>S106 covenants/ contributions</b>
	22/01316/OUT Rear of Sambourne Lane, Astwood Bank	Covenants regarding construction of self-build or custom house building.
	22/00333/FUL St Gregorys Roman Catholic Church, Winyates Way, Redditch	Construct new footpath
	20/01650/FUL Land Off Far Moor Lane and West of The A435 Birmingham Road, Far Moor Lane, Redditch, Worcestershire (Cross boundary planning application with Stratford-on-Avon District) – Biodiversity off-setting	£198,841.00
	<b>Total</b>	<b>£198,841.00</b>

## ***S106 Contributions received in 2023/24 (unspent)***

The tables below identify the relevant planning applications under which S106 contributions were received by the Council during the 2020/21 monitoring period.

<b>Open Space, PlayAreas &amp; Sports</b>	<b>Planning Application Details</b>	<b>S106 contributions received (£)</b>
	20/01060/FUL adj Clive Works, Edward Street, Redditch	8,064.04
	19/01575/FUL Former Play Area Edgeworth Close Redditch Worcestershire B98 8QQ (*note: held by Bromsgrove District Council as monitoring authority)	*60,198.00
	<b>Total</b>	<b>**68,262.04</b>

\*\*includes £60,198.00 held by Bromsgrove District Council as Monitoring Authority to be used towards named projects in Redditch Borough

<b>Town Centre</b>	<b>Planning Application Details</b>	<b>S106 contributions (£)</b>
	19/01575/FUL Former Play Area Edgeworth Close Redditch Worcestershire B98 8QQ (*note: held by Bromsgrove District Council as monitoring authority)	*£10,298.00
	<b>Total</b>	<b>***10,298.00</b>

\*\*\*includes £10,298.00 held by Bromsgrove District Council as Monitoring Authority to be used towards named projects in Redditch Borough

<b>Environ mental Improve ments</b>	<b>Planning Application Details</b>	<b>S106 contributions received (£)</b>
	2014/114/FUL Sainsburys, Alvechurch highway – Lyndham Close Works	21,980.54
	<b>Total</b>	<b>21,980.54</b>

<b>Waste &amp; Recycling</b>	<b>Planning Application Details</b>	<b>S106 contributions received (£)</b>
	19/01610/FUL Former Council House Burcot Lane Bromsgrove (RBC monitoring role)	5,158.16
	<b>Total</b>	<b>5,158.16</b>

Financial Contributions Monitoring Fee	Planning Application Details	S106 contributions (£)
	19/01610/FUL Former Council House Burcot Lane Bromsgrove (RBC monitoring role)	1,685.00
	<b>Total</b>	<b>1,685.00</b>

Healthcare	Planning Application Details	S106 contributions (£)
	20/01060/FUL Land adj Clive Road – GP Surgeries	4552.98
	19/01630/FUL St Benedicts Social Club – GP Surgeries	4661.43
	-Worcestershire Acute Hospital Trust	10,553.03
	20/01638/FUL Land south of Alfrick Close, Redditch	13,208.86
	19/01610/FUL Former Council House Burcot Lane Bromsgrove (RBC monitoring role)	27,761.00
	<b>Total</b>	<b>60,743.30</b>

Affordable Housing	Planning Application Details	S106 contributions received (£)
	2016/024 Former Trades and Labour Club 38-40 Bromsgrove Road	40 units
	<b>Total</b>	<b>40 units</b>

## S106 Contributions spent in 2023-24

The tables below identify the relevant planning applications from which S106 contributions have been spent by the Council during the 2023/24 monitoring period.

Open Space, Play Areas & Sports Pitches	Planning Application Details	S106 contributions spent (£)
	2018/169/FUL spent on Greenlands playing fields installed multi use games area and play area	107,749.33
	2014/115/FUL spent on Greenlands MUGA	7822.10
	20/00044/FUL spent on open space Heronfield Play area	4565.80
	2012/207 – spent at Morton Stanley: Park Redditch	27,360.45
	2014/096/FUL - spent on pump track.	60,609.33
	2016/118/OUT – preliminary work	1475.00
	2013/076/FUL -spent at Astwood bank Park Evesham Road 2013/076/FUL – spent at Overdale Park	1,345.87 278.68
	<b>Total</b>	<b>211,206.56</b>

Town Centre	Planning Application Details	S106 contributions spent (£)
	19/01630/FUL St Benedicts Church, Rowan Road – The Canopies	6,252.00
	20/01060/FUL Land adj Clive Road –The Canopies	6,813.09
	<b>Total</b>	<b>13,065.09</b>

Monitoring Fee	Planning Application Details	S106 contributions spent (£)
	19/00976/HYB Salters Lane, Weights Lane, Brockhill Lane (2/10)	375.00
	20/01060/FUL Land adj Clive works Edward Street (2/10)	216.00
	20/01638/FUL: Land to the south of Alfrick Close (2/10)	26.00
	18/01049/FUL: Lidl Store Battens Drive Redditch Worcestershire B98 0LJ (2/5)	146.00

	20/00044/FUL: Churchill Medical Centre Tanhouse Lane Church Hill Redditch Worcestershire B98 9AA (2/10)	148.50
	19/01630/FUL: St Benedicts Social Club Rowan Road (2/10)	280.50
	19/01610/FUL: Former Council House Burcot Lane Bromsgrove (reported under RBC monitoring role)	168.85
	<b>Total</b>	<b>1,360.85</b>

### ***S106 Contributions secured in 2023/24 -trigger met***

The following tables detail the contributions secured during the 2023/24 monitoring year that have not yet been received or spent.

None

### **S106 Contributions secured between 1 April 2011 and 31 March 2024 (not yet received)**

<b>Open Space, Play Areas &amp; Sports Pitches</b>	<b>Planning Application Details</b>	<b>S106 contributions secured (£)</b>
	2012/120: Land at Weight's Lane	44,775.50
	2012/161: 42 Bromsgrove Road	3,920.90
	2013/094: Land at the Vicarage, Church Road	2,000.00
	<b>Total</b>	<b>£50,696.40</b>

<b>On-site Affordable Housing provision</b>	<b>Planning Application Details</b>	<b>Secured S106 provision (units)</b>
	2019/00134: Land at Ipsley Street, Station Way & Edward Street	4
	2016/024: Former Trades and Labour Club, 38-40 Bromsgrove Road	40
	<b>Total</b>	<b>44</b>



***S106 Contributions received between 1 April 2011 and 31 March 2024  
(unspent)***

<b>Open Space, Play Areas &amp; Sports Pitches</b>	<b>Planning Application Details</b>	<b>S106 contributions received (£)</b>
	2011/019: Apartments at Mayfields	1,961.69
	2012/207: Land off Church Road	54,087.73
	2012/307: 150 Evesham Street	98.87
	2014/096: The Jolly Farmer PH	8,236.45
	2014/256: Brockhill East Phase II	11,302.01
	2014/311: Former Methodist Church	4,296.73
	2016/118: Land off Green Lane	128,320.69
	2016/131: Land off Church Road	13,602.72
	2016/173: Land off Dixon Close	17,418.97
	2016/282: Land at 84 Oakly Road	1,965.83
	2017/00542: Land off Green Lane	81,585.28
	<b>Total</b>	<b>322,876.97</b>

<b>Town Centre</b>	<b>Planning Application Details</b>	<b>S106 contributions received (£)</b>
	2014/036: Land at Jinnah Road	3,106.00
	2014/256: Brockhill East Phase II	86,386.61
	2016/109: Johnsons Car site, Clive Road	24,700.00
	2016/131: Land off Church Road	40,733.00
	2017/00542: Land off Green Lane	82,736.58
	2018/00689: Land at 150 Evesham Road	8,672.00
	<b>Total</b>	<b>246,334.19</b>

## Appendix 1: How the IFS meets the requirements of the Regulations<sup>2</sup>

### The Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019 (No.1103)

Part 10A

Reporting and monitoring on CIL and planning obligations

#### Annual infrastructure funding statements

**121A** (1) (c) a report about planning obligations, in relation to the reported year, which includes the matters specified in paragraph 3 of Schedule 2 and may include the matters specified in paragraph 4 of that Schedule (“section 106 report”).

Schedule 2:	Page
<b>3.</b> The matters to be included in the section 106 report for each reported year are—	
(a) the total amount of money to be provided under any planning obligations which were entered into during the reported year;	6
(b) the total amount of money under any planning obligations which was received during the reported year;	6
(c) the total amount of money under any planning obligations which was received before the reported year which has not been allocated by the authority;	NA
(d) summary details of any non-monetary contributions to be provided under planning obligations which were entered into during the reported year, including details of—	
(i) in relation to affordable housing, the total number of units which will be provided;	7
(ii) in relation to educational facilities, the number of school places for pupils which will be provided, and the category of school at which they will be provided;	NA
(e) the total amount of money (received under any planning obligations) which was allocated but not spent during the reported year for funding infrastructure;	7
(f) the total amount of money (received under any planning obligations) which was spent by the authority (including transferring it to another person to spend);	7
(g) in relation to money (received under planning obligations) which was allocated by the authority but not spent during the reported year, summary details of the items of infrastructure on which the money has been allocated, and the amount of money allocated to each item;	7
(h) in relation to money (received under planning obligations) which was spent by the authority during the reported year (including transferring it to another person to spend), summary details of—	
(i) the items of infrastructure on which that money (received under planning obligations) was spent, and the amount spent on each item;	7
(ii) the amount of money (received under planning obligations) spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part);	NA

<sup>2</sup> <https://www.legislation.gov.uk/uksi/2019/1103/contents/made>

Schedule 2:	Page
(iii) the amount of money (received under planning obligations) spent in respect of monitoring (including reporting under regulation 121A) in relation to the delivery of planning obligations;	7
(i) the total amount of money (received under any planning obligations) during any year which was retained at the end of the reported year, and where any of the retained money has been allocated for the purposes of longer term maintenance (“commuted sums”), also identify separately the total amount of commuted sums held.	7
4. The matters which may be included in the section 106 report for each reported year are— (a) summary details of any funding or provision of infrastructure which is to be provided through a highway agreement under section 278 of the Highways Act 1980 which was entered into during the reported year,	NA
(b) summary details of any funding or provision of infrastructure under a highway agreement which was provided during the reported year.	NA
5. For the purposes of paragraph 3— (a) where the amount of money to be provided under any planning obligations is not known, an authority must provide an estimate;	6, 8-10
(b) a non-monetary contribution includes any land or item of infrastructure provided pursuant to a planning obligation;	6, 8, 10
(c) where the amount of money spent in respect of monitoring in relation to delivery of planning obligations is not known, an authority must provide an estimate.”	NA

## **Appendix 2 – Waste Core Strategy for Worcestershire Policy WCS17**

# Waste Core Strategy

for Worcestershire

ADOPTED WASTE LOCAL PLAN 2012-2027



**Worcestershire  
Waste Core Strategy  
Development  
Plan Document**

November 2012

The **Waste Core Strategy** is a plan for how to manage all the waste produced in Worcestershire up to 2027.

This document, the Sustainability Appraisal and all the supporting evidence for the strategy are available on our website [www.worcestershire.gov.uk/wcs](http://www.worcestershire.gov.uk/wcs).

Alternatively paper copies are available on request from:

**Nicholas Dean**

Business, Environment and Community Directorate

Worcestershire County Council

County Hall

Spetchley Road

Worcester

WR5 2NP

Tel:01905 7666374

Email: [wcs@worcestershire.gov.uk](mailto:wcs@worcestershire.gov.uk)

**This Local Plan was adopted on 15th November 2012.**

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## 8. Considering waste from all new development

- 8.1 The County, City, District and Borough Councils' Community Strategies aim to provide opportunities for communities to reduce, re-use and recycle waste. In order to support this aim and to drive waste up the waste hierarchy, the waste implications of all new development must be considered. **Policy WCS 17** relates to all types of development proposals, including but not limited to residential, commercial, industrial and waste management development.

### Objectives WO3, WO4

### Policy WCS 17: Making provision for waste in all new development

Proposals for new development will be permitted where:

- a) they incorporate facilities into the design that allow occupiers to separate and store waste for recycling and recovery; or
- b) developer contributions are made, for proposals where this is more appropriate than provision of on-site facilities; or
- c) the existing provision is adequate.

### Explanatory text

- 8.2 The level of on-site provision of facilities for the separation or storage of waste should be adequate to meet the needs of the proposed development and the type and amount of waste arising from occupation.
- 8.3 On smaller sites provision might include collection points for segregated waste. On larger sites, particularly where significant areas of new housing or employment land are proposed, waste storage facilities will almost always be needed and provision might also include on-site treatment facilities such as community composting, anaerobic digestion forming part of a district heating system or, in the case of industrial operations, the management of specific wastes produced on site.
- 8.4 The ADEPT report "*Making Space for Waste*" (June 2010)<sup>127</sup> sets out specifications for the minimum standards for the type, and scale of facilities and vehicular manoeuvrability needed for new residential, commercial and mixed use developments. All applications will be assessed against this or other appropriate guidance.
- 8.5 Where developer contributions are more appropriate than on site provision, the level of contribution will be determined in accordance with the City, Borough, District or County Council's policy on developer contributions as appropriate.

127 The Association of Directors of Environment, Economy, Planning and Transport guidance "*Making Space for Waste Designing Waste Management in New Developments: A Practical Guide for Developers and Local Authorities*" available on [www.worcestershire.gov.uk/wcs](http://www.worcestershire.gov.uk/wcs)

## Appendix 3 – Leisure Comments



**Ref: 21/01830/FUL - Land West of Hither Green Lane Redditch Worcestershire B98 9AZ**

**Proposal: Residential development (Class C3) with a vehicular access point onto Hither Green Lane, play areas, public open space including footways and cycleways, sustainable urban drainage systems and all other ancillary and enabling infrastructure.**

Response prepared by Ishrat Karimi Fini, Parks and Events Service Manager of Bromsgrove District and Redditch Borough Councils (January 2024).

### **Provision for children (Toddler and Junior Play Provision)**

Following consideration of the plans we would suggest given the location of the play area to vehicle access and parking that the area is fully fenced.

Given the proximity to a roadway we would appreciate confirmation from WCC as highways authority that they are comfortable with the location of the play area in highways safety recommendations. The play facility itself should be constructed with safer surfacing throughout and extend under the perimeter fence. A perimeter of grass around the fence for maintenance as opposed to shrubs is requested. Sufficient gated access for both pedestrian and maintenance needs to be provided. For safety purposes two pedestrian gates at either end of the area is sought. We would require a minimum of 7 pieces of equipment to cover toddler and junior play up to 12-year-olds. Equipment should be installed that will provide a long-life span.

In addition to the above seven pieces of equipment within a suitably surfaced and fenced off area, any natural play throughout the site should be constructed from natural products that will not degrade over time, this could be features incorporated naturally into the landscape or use of landscape features to promote imaginative play.

Inspections of the play areas should be carried out in line with industry standards such as laid out by ROSPA.

### **Provision for Teenagers / Young People**

It would be preferable if this was provided on site as there is not teenage play available within close proximity. Based on the estimated number of teenagers on this site it is assumed that adequate provision of teenage play equipment is needed to be provided on site. It is suggested that this is provided in proximity to the toddler and junior play area, and it could also be usable by adults. Redditch Borough council can advise on the types of equipment required.

If provision cannot be provided on site it is advisable that Abbey Stadium is an adequate space for teenage provision. If an offsite provision was to be explored then further discussions would need to be taken place with Rubicon, preliminary discussions has flagged a concern for anti-social behaviour (ASB), a contribution of £33,143 would be required.

### **Outdoor Sports Facilities**

It is noted that there are no outdoor sports facilities on site. There would therefore be a requirement for a contribution for offsite provision. Based upon the size of the development a £50,635.80 would be requested.

### **The Playing Pitch Strategy**

The action plan for Redditch indicates that to protect, enhance and bring pitches back into use at the Abbey Stadium. It also suggests areas similar with protect and enhance for Terrys Memorial field

adjacent Redditch Utd FC. To explore the possibility of changing rooms at this site. There is also the Cricket, Rugby and Hockey Club site adjacent to that. These are the nearest sites, but also Greenlands and Arrow Valley South pitches and facilities require improvement.

### Allotments and Community Gardens

In terms of allotments, current provision in the area indicates that there is a surplus as whole in Redditch, however if contributions are considered then Bridge Street allotments (closest to the application site 2.1 miles away) would be suitable for infrastructure improvements.

Redditch	Total population of 84,989 Ha	17.19691 Ha	18.479Ha	Surplus of 1.283 Ha (approximately 50 full sized plots)
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We would advise that provide a community garden on site would not be ideal and a local site would be more advantageous to accommodate a good take up of plots.

It is noted that a small native orchard is proposed as part of the wider landscaping scheme.

### Parks and Gardens

We would insist that signage is installed around ponds and watercourses in line with ROSPA recommendations and that Water Risk Assessments are carried out annually. Barriers should be in place where risk assessments deem necessary, to prevent access or reduce the risk of falls from height.

Green spaces should be maintained for biodiversity alongside public access, designated pathways should be maintained in a safe condition. Any BNG on site and/or off site should be monitored for delivery at the cost of the developer and reports submitted in agreement with the planning authority.

### Amenity Green Space and Natural and Semi Natural Green Space

The proposed layout excludes extensive woodland areas throughout the site including an area around a SUDs. These areas combined are in excess of what would be required for a proposal of this size.

### Other Matters

There should be improvements to the footpath which runs along the south of the site and through the meadow along the river Arrow onto the Birmingham Road and towards the Abbey Stadium (from 52.321286, -1.942693 to 52.319876, -1.939756). We would suggest tarmacking the path on the development site (52.320391, -1.938970) and widening the path to the Birmingham Road (52.321699, -1.942425) as a cycle and footpath route through to the Abby Stadium. We would also suggest improving the footpath through the Abby Golf Course to the point where it joins the Arrow Valley park (52.318018, -1.924514) and improving the surface in Arrow Valley Park to join the Tarmac path at (52.315063, -1.922348).

## Appendix 4 – Leisure Calculations

1. What is the size of the residential development (no of bedrooms)?

Unit size	Standard occupancy	Standard child occupancy	No. of units proposed	Total occupancy	Child occupancy
1 bed flat	1.37	0	3	4.11	0
2 bed flat / house	2.01	0.43	25	50.25	10.75
3 bed house	2.57	0.92	114	292.98	104.88
4 bed house	2.99	1.28	72	215.28	92.16
5+ bed house	3.37	1.68	0	0	0
Average (use this for outline application where house numbers are not known). Delete the child occupancy in C8 if the application is for small apartments or retirement communities etc. For an average based on policy use the following: 1 bed 10%, 2 bed 20%, 3 bed 60%, 4 bed 10%.	2.40	0.79		0	0
<b>Total</b>	-	-	<b>214</b>	<b>562.62</b>	<b>207.79</b>

2. What is the estimated population of the new development?

No. of units proposed	Total Occupancy	Child Occupancy
214	562.62	207.79

3. How much open space will the new residents require?

	Allotments and Community Gardens	Amenity Green Space	Natural and Semi Natural Green Space	Outdoor Sports Facilities	Parks and Gardens	Provision for Children	Provision for Teenagers / Young People	Sub-total
<b>Open Space Requirement (Ha)</b>	<b>0.135</b>	<b>0.540</b>	<b>1.108</b>	<b>0.338</b>	<b>0.653</b>	<b>0.008</b>	<b>0.005</b>	<b>2.781</b>

4. Enter Development Location (Ward)

Ward -->	Ward Population
Abbey	6620

Note : Where development occurs on / near an adjoining Ward consider also the open space supply in this ward and whether there are surpluses / deficiencies

5. What is the current provision within the Ward where the development will take place?

	Existing Ward Provision (ha/1,000)	District Standard (ha/1,000)	Is there an open space deficiency in this Ward?	Existing Surplus or Deficit within the Ward (ha) (A positive figure indicates a deficit)
Allotments and Community Gardens	0.523	0.240	No	-1.874
Amenity Green Space	1.743	0.960	No	-5.184
Natural and Semi Natural Green Space	1.004	1.970	Yes	6.395
Outdoor Sports Facilities	0.386	0.600	Yes	1.416
Parks and Gardens	0.000	1.160	Yes	7.679
Provision for Children	0.070	0.037	No	-0.216
Provision for Teenagers / Young People	0.014	0.025	Yes	0.076
<b>Total</b>	<b>3.739</b>	<b>4.990</b>	<b>Yes</b>	<b>8.293</b>

6. Impact of the development on overall green space supply in the Ward

	Amount of Open Space Required by the Development (ha) (A)	Existing Surplus or Deficit within the Ward (ha) (B)	Total (ha) (A + B)	Provision required? (Subject to meeting the minimum size threshold - see 7. Below)
Allotments and Community Gardens	0.135	-1.874	-1.739	No
Amenity Green Space	0.540	-5.184	-4.644	No
Natural and Semi Natural Green Space	1.108	6.395	7.503	Yes
Outdoor Sports Facilities	0.338	1.416	1.754	Yes
Parks and Gardens	0.653	7.679	8.332	Yes
Provision for Children	0.008	-0.216	-0.209	No
Provision for Teenagers / Young People	0.005	0.076	0.081	Yes
<b>Total</b>	<b>2.781</b>	<b>8.293</b>	<b>11.074</b>	

7. Is the Quantity of Provision Required above the Minimum Size Threshold?

	Minimum Size for new provision (ha)	Request new onsite provision?	Offsite Contribution Required	Offsite Contribution Required (£)
Allotments and Community Gardens	0.250	No	No	£0.00
Amenity Green Space	0.200	No	No	£0.00
Natural and Semi Natural Green Space	0.500	Yes	No	£0.00
Outdoor Sports Facilities	1.000	No	Yes	£50,635.80
Parks and Gardens	0.400	Yes	No	£0.00
Provision for Children	0.040	No	No	£0.00
Provision for Teenagers / Young People	0.100	No	Yes	£33,142.51
<b>Total</b>				<b>£83,778.31</b>

## **Appendix 5 – Redditch MBC Legal Obligation Monitoring Fee**



## Legal Obligation Monitoring Fee

On 1 September 2019, the [Community Infrastructure Levy \(Amendment\) \(England\) \(No.2\) Regulations 2019](https://www.legislation.gov.uk/uksi/2019/1103/contents/made) (<https://www.legislation.gov.uk/uksi/2019/1103/contents/made>) were introduced. These Regulations introduce new requirements to report and monitor on the collection of planning obligations.

The Regulations permit the Borough Council to apply a fee to planning obligations so long as it:

- Fairly and reasonably relates in scale and kind to the development
- Does not exceed the authority's estimate of its cost of monitoring the development over the lifetime of planning obligations

Approval was received at the meeting of Executive Committee on 29 October 2019 to include a monitoring charge within all future planning obligation agreements (Section 106 Agreements and Unilateral Undertakings), with immediate effect. Delegated powers were granted to allow the Head of Planning and Regeneration, in consultation with the Portfolio Holder for Portfolio Holder for Planning, Economic Development, Commercialism and Partnerships, to develop and implement a charging approach in line with the Regulations. The schedule below was subsequently ratified by Full Council on 20 January 2020.

The fee will fairly compensate the Council for the time and resources Officers spend on monitoring the collection of planning obligations.

Where the legal agreement contains planning obligations sought by another body who is a named signatory to the legal agreement, these obligations will also attract a monitoring fee from the Borough Council. This is because the Borough Council will still need to monitor the progress of the development, with particular regard to any trigger points.

The Borough Council monitoring fees for obligations sought directly by other parties has been set at 60% of the standard amounts (with rounding), reflecting the lower cost burden these obligations will have on the Borough Council. Monitoring tasks are anticipated to entail the recording of obligations and trigger points, site visits and liaison with the other parties on the receipt of contributions.

Where the legal agreement contains planning obligations sought by Worcestershire County Council (such as Education and Highways contributions) these obligations will attract a separate monitoring fee administered directly by Worcestershire County Council. The process is set out here ([external-links/section-106-monitoring-fees-worcestershire-county-council/](#)) and will apply to legal agreements signed on or after 14 June 2021.

Further details on Section 106 Agreements and Unilateral Agreements are available here ([/residents/planning-and-building-control/planning-obligations-section-106-agreements/](#)).

## Obligations: Borough Council Recipient

Trigger	Fee
All contributions (financial or non-monetary) per Obligation	£368.40
Pre-commencement per Obligation	£128.29
Other (phased payments) per trigger point	£190.67
Other (eg. occupation restrictions or removal of Permitted Development Rights) per trigger point	£153.01

## Obligations: Another Signatory Recipient

Trigger	Fee
All contributions (financial or non-monetary) per Obligation	£222.45
Pre-commencement per Obligation	£77.68
Other (phased payments) per trigger point	£114.17

## Obligations: Complex Major Sites

Trigger	Fee
Ongoing monitoring of complex major sites	£507.29 per year

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### Feedback & Share

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## Appendix 6 – WCC Education Response



# Education Planning Obligations Assessment

Worcestershire Children's Services have assessed the impact of this proposed development on local schools and wish to seek a planning obligation for education infrastructure. The assessment has been prepared in line with the Education Planning Obligations Policy.

The schools which have been identified as related to the development are listed below. We have considered a number of criteria by which the impact of the development and the ability of schools at each phase of education to manage it can be assessed.

## About the development

**Planning Application:** 21/01830/FUL

**Location:** Land West Of Hither Green Lane Redditch Worcestershire

**Details:** Residential development (Class C3) with a vehicular access point onto Hither Green Lane, play areas, public open space including footways and cycleways, sustainable urban drainage systems and all other ancillary and enabling infrastructure

## Related Schools

A development of this type is likely to attract young families that will have an impact on related schools and early years providers. The development site is located in the education planning area of Bromsgrove yet sits within the District of Redditch. For this reason, schools within both districts have been taken into account. In these areas a three-tier system of education is in operation, where pupils attend a primary school until the age of 9 before transferring to a middle school until 13 and then moving into high school. As part of the assessment the catchment schools have been assessed alongside related schools, as the extension to the anticipated footpaths around the development will allow for active travel to places of education within Redditch. The catchment schools for the development are Beoley First, Alvechurch Middle and both South and North Bromsgrove High Schools. Related schools are Holyoakes Field First and St Stephens First, Birchensale Middle, St Bede's Catholic Middle and Woodfield Academy, and Holy Trinity High and Sixth Form Centre. Other schools to the easterly area of Redditch have been ruled out as there is no safe active travel route to these schools.

In addition, Bromsgrove and Redditch already have four large developments approved by local district planning authorities, and the combined impact of these sites along with the proposed development will be assessed.

### Pupil Yield

Bromsgrove/Redditch Mainstream - 3 tier	Nursery	Primary	Middle	Secondary & 6th Form	SEND Primary	SEND Secondary
<b>Total FTE places</b>	24	52	38	34	2	2
<b>Spaces Needed Per Year Group</b>	N/A	10-11	9-10	8-9	<1	<1

### Primary School Phase of Education

Number on Roll by Year Group (October 2022 school census)

School	Reception	Year 1	Year 2	Year 3	Year 4	Total
Beoley First*	20	20	20	19	18	97
Holyoakes Field First**	59	60	51	58	45	273
St Stephens CE First	29	29	30	29	28	145
<b>TOTALS</b>	<b>108</b>	<b>109</b>	<b>101</b>	<b>106</b>	<b>91</b>	<b>515</b>
<b>Spare Places per Year</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>4</b>	<b>19</b>	<b>35</b>

\*Catchment School

## Other relevant information

School	School Capacity	Published Admission Number	Number of spare spaces in largest year group	Number of year groups	Average spare places per year group
Beoley First*	100	20	0	5	<1
Holyoakes Field First**	300	60	0	5	5-6
St Stephens First	150	30	0	5	1
<b>TOTAL</b>	<b>550</b>	<b>110</b>			<b>5-6</b>

\*Catchment School

\*\*Holyoakes Field First school has recently increased its published admission number from 48-60. This is applicable from reception and will build through the school year on year so at present most year groups have a capacity of 48 in each year group.

Forecast Information

## Year of admission to Reception

School	Sept 2023	Sept 2024	Sept 2025	Sept 2026
Beoley First*	20	20	20	20
Holyoakes Field First	60	60	60	60
St Stephens First	28	30	30	30
<b>TOTALS</b>	<b>108</b>	<b>110</b>	<b>110</b>	<b>110</b>
<b>Spare Places Per Year</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>

\*Catchment School

**Middle School Phase of Education**

## Number on Roll by Year Group (October 2022 school census)

School	Year 5	Year 6	Year 7	Year 8	Total
Alvechurch Middle*	112	115	111	103	441
Birchensale Middle	140	154	152	150	596
St Bede's Catholic Middle	167	167	165	169	668
Woodfield Academy	123	151	148	137	559
<b>TOTALS</b>	<b>542</b>	<b>587</b>	<b>576</b>	<b>559</b>	<b>2264</b>
<b>Spare Places per Year</b>	<b>28</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>16</b>

\*Catchment School

## Other relevant information

School	School Capacity	Published Admission Number	Number of spare spaces in largest year group	Number of year groups	Average spare places per year group
Alvechurch Middle*	440	110	0	4	<1
Birchensale Middle	600	150	0	4	1
St Bede's Catholic Middle	640	160	0	4	<1
Woodfield Academy	600	150	0	4	10-11
<b>TOTAL</b>	<b>2280</b>	<b>570</b>			<b>10-11</b>

\*Catchment School

Forecast Information

Year of admission to Year 5

School	Sept 2023	Sept 2024	Sept 2025	Sept 2026
Alvechurch Middle*	110	112	113	112
Birchensale Middle	150	160	162	163
St Bede's Catholic Middle	160	160	160	160
Woodfield Academy	150	150	136	125
<b>TOTALS</b>	<b>570</b>	<b>582</b>	<b>571</b>	<b>560</b>
<b>Spare Places Per Year</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>

\*Catchment School

**Secondary School Phase of Education**

Number on Roll by Year Group (October 2022 school census)

School	Year 9	Year 10	Year 11	Year 12	Year 13	Total
North Bromsgrove*	280	267	260	117	87	1011
South Bromsgrove*	335	331	329	188	166	1349
Trinity High	250	250	272	97	76	945
<b>TOTALS</b>	<b>865</b>	<b>848</b>	<b>861</b>	<b>-</b>	<b>-</b>	<b>2574</b>
<b>Spare Places per Year</b>	<b>22</b>	<b>39</b>	<b>26</b>	<b>-</b>	<b>-</b>	<b>87</b>

Other relevant information

School	School Capacity (exc. VIth Form)	Published Admission Number	Number of spare spaces in largest year group	Number of year groups (exc. VI <sup>th</sup> Form)	Average spare places per year group (exc. VIth Form)
North Bromsgrove*	900	300	20	3	31
South Bromsgrove*	1,005	335	0	3	3-4
Trinity High	756	252	0	3	<1
<b>TOTAL</b>	<b>2,661</b>	<b>887</b>			<b>34-35</b>

Forecast Information

Year of admission to Year 9

School	Sept 2023	Sept 2024	Sept 2025	Sept 2026
North Bromsgrove*	301	313	339	306
South Bromsgrove*	343	332	355	346
Trinity High	252	252	252	252
<b>TOTALS</b>	<b>896</b>	<b>897</b>	<b>946</b>	<b>904</b>
<b>Spare Places Per Year</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Other Information – Expected Housing and Pupils

Within the area of Bromsgrove and Redditch, there are several major developments that have been approved by the district planning authorities that will have an effect on the number of places available at the above catchment and related schools. The major developments at Foxlydiate, Redditch, and Perryfields & Whitford Road, Bromsgrove have mitigated primary places created by their developments

by including the building of primary schools, however, are still yielding a large number of middle and high school aged pupils.

Below is a table of the forecasted pupil yield from sites that have already been approved through the district planning authorities that will affect the named schools above over the next 5 years, reducing the number of places available for families inhabiting the proposed development.

Development Reference	Location	District	Early Years Yield	First School Yield	Middle School Yield	High School Yield
16/1132/OUT	Land at Whitford Road	Bromsgrove	46	100	72	64
16/0335/OUT	Perryfields Road, Bromsgrove	Bromsgrove	71	156	112	100
19/01356/FUL	Foxyldiate	Redditch	46	101	73	65
19/00976/HYB	Land at Brockhill East, Weights Lane	Bromsgrove	30	66	48	42
<b>Sub Totals</b>			<b>193</b>	<b>423</b>	<b>305</b>	<b>271</b>
Mitigation	2X 2FE First Schools		-104	-120		
21/01830/FUL	Hither Green Lane	Redditch	24	53	38	34
<b>Total</b>			<b>113</b>	<b>325</b>	<b>343</b>	<b>305</b>
<b>Per Year Group</b>			<b>38</b>	<b>65</b>	<b>86</b>	<b>77</b>

## Conclusion

The Local Authority has a statutory duty to secure, as far as is reasonably possible, sufficient places for children aged 2, 3 and 4 to claim their entitlement to funded nursery education. In addition, the Local Authority should secure sufficient childcare for working parents.

This application lies within the ward of Abbey, Redditch. Updated sufficiency numbers from Summer 2022 show that there is a sufficient number of places to accommodate children of the appropriate ages to attend early years facility and claim their place. Therefore, a contribution towards early years will not be required.

As shown in the above evidence there are not enough places to accommodate the primary age children from the proposed development within the catchment school or related school within the vicinity. Although there are some places within the named primary schools, there are not enough in each year group to accommodate 10-11 primary age pupils moving forward, as all schools are either nearing capacity or full. Worcestershire Children First also require there to have a 5% surplus of places throughout the county to allow for migration of pupils and for newly arriving families to obtain a place for their child(ren) within all education planning areas (EPA). 5% within the vicinity of the proposed development would be equal to 6 pupils. Prior to this development application being submitted, four large housing developments within the districts of Bromsgrove and Redditch had been accepted by their corresponding authorities. As mentioned previously, Perryfields & Whitford Road, and Foxyldiate sites have mitigated for their primary pupil yield and early years pupil yield by planning a new 2FE (1FE equals 30 pupil places) with 52 place nursery (nursery place equates to 15 hours per child per week) in their designated areas. Therefore, a contribution towards the primary phase of education will be required.

The above tables show that 9-10 middle school places are needed to accommodate children of appropriate age from the proposed development. As shown, all of the named middle schools are nearing capacity or full at time of writing (04/05/2023), with some space available in year 5 and year 8 at Woodfield Academy. The forecast shows that all four middle schools are still full or nearing capacity up until 2025. As before, a 5% capacity limit is required by WCF across all areas to allow for migration within the county, this equates to 29 pupils per year group across the four schools that cover the area of this development. A combined total of 77 middle school pupils from the approved large developments will exhaust the current spare places within the middle schools and reach the school capacity. Therefore, the pupil yield from 21/01830/FUL surpasses that of the school capacities. Therefore, a middle contribution will be required from this development.

For High School provision, higher cohort numbers and existing housing developments mean forecasts show that from 2023 moving forwards there will be an insufficiency within the area. This combined

reduction in places plus the added numbers of students from the approved sites will mean there will not be adequate number of spaces to allow for the pupils from the proposed development to find places within the above-named schools serving this site. Therefore, a contribution will be sought for high school phase of education.

Finally, there are forecast to be four students from the proposed development that will be categorised as SEND, two primary and two secondary places. Therefore, a SEND contribution will be required and will be used at one of the named schools, or at a special school within Worcestershire.

### **Planning Obligations Sought**

In response to the planning application, it is calculated that a contribution will be required towards Early Years, Primary and Secondary School phases of education. The S106 contribution required is outlined below in line with the Worcestershire County Council Policy on S106 Education Contributions.

N = The net number of dwellings on the development **excluding** Social and Affordable Rent housing, and 1-bed dwellings.

*Please note, Intermediate Rent, Rent to Buy, Affordable Housing and Self-Build housing **are inclusive**.*

N= net number of dwellings – exempt dwellings

N = 214 – 42 = 172 Liable Dwellings

#### **First school contribution required: £928,704**

To provide educational facilities towards the catchment primary school, or one of the named schools above

First school contribution formula

$(N \times 0.05 \times 5 \times 0.97)$  (rounded **up** to a whole number)  $\times$  £22,112

$172 \times 0.05 = 8.6 \times 5 = 43 \times 0.97 = 41.71 = 42 \times £22,112 = £928,704$

#### **Middle school contribution required: £801,686**

To provide educational facilities at the catchment middle school or at one of the named schools above.

Middle school contribution formula

Step 1.  $(N \times 0.05 \times 2 \times 0.97)$  (rounded **up** to a whole number)  $\times$  £22,112

$172 \times 0.05 = 8.6 \times 2 = 17.2 \times 0.97 = 16.68 = 17 \times £22,112 = £375,904$

Step 2.  $(N \times 0.04 \times 2 \times 0.97)$  (rounded **up** to a whole number)  $\times$  £30,413

$172 \times 0.04 = 6.88 \times 2 = 13.76 \times 0.97 = 13.34 = 14 \times £30,413 = £425,782$

Step 3. Step 1 + Step 2 = Total Middle Contribution

$£375,904 + £425,782 = £801,686$

#### **High school contribution required: £821,151**

To provide additional education facilities towards the catchment high school, or one of the named schools above.

High School Contribution Formula

$(N \times 0.04 \times 4 \times 0.97)$  (rounded **up** to a whole number)  $\times$  £30,413

$172 \times 0.04 = 6.88 \times 4 = 27.52 \times 0.97 = 26.69 = 27 \times £30,413 = £821,151$

**SEND contribution required: £305,024**

To provide additional SEND educational facilities at the new primary school or to a SEND facility within Worcestershire

SEND contribution Formula

Step 1.  $(N \times 0.05 \times 7 \times 0.03)$  (rounded to the nearest whole number)  $\times \text{£}22,112 \times 4$

Step 2.  $(N \times 0.04 \times 6 \times 0.03)$  (rounded to the nearest whole number)  $\times \text{£}30,413 \times 4$

Step 3. Step 1 + Step 2 = SEND Contribution

$172 \times 0.05 = 8.6 \times 7 = 60.2 \times 0.03 = 1.80 = 2 \times \text{£}22,112 = \text{£}44,225 \times 4 = \text{£}176,896$

$172 \times 0.04 = 6.88 \times 6 = 41.28 \times 0.03 = 1.23 = 1 \times \text{£}30,413 = \text{£}30,413 \times 4 = \text{£}121,652$

$\text{£}176,896 + \text{£}121,652 = \text{£}298,548$

Total Contribution = First + Middle + High + SEND

Total Contribution =  $\text{£}928,704 + \text{£}801,686 + \text{£}821,151 + \text{£}298,548 = \text{£}2,850,089$

**Total education infrastructure contribution required: £2,850,089**

The contribution rate is applicable from 1<sup>st</sup> April 2023 to 31<sup>st</sup> March 2024. If a planning decision is not reached within the current financial year it may be necessary to review the level of charges.

Contribution to be paid on or before occupation of one third of dwellings.

**CIL test compliance**

Necessary to make the development acceptable in planning terms

All types of housing development will create additional households in the community in which they are situated. Except for developments aimed at specific sub-sections of the population, such as retirement apartments and one bed dwellings, these new households are likely to include children at some stage in the lifespan of the property. This increase in the child population will create additional demands on schools in the local area.

The mainstream Pupil Product Ratio (PPR) is based on evidence from recent housing developments, matching school census data and known children numbers to housing developments to determine average pupil numbers and characteristics over time. In Worcestershire this equates to an average of 0.11 FTE funded places for children aged 2-4 per dwelling, 0.05 children per dwelling per year group in the primary phase of education (Year R - Year 6), and an average of 0.04 children per dwelling per year group in the secondary phase of education (Year 7 - Year 13).

Additionally, all new developments are assessed for the impact on SEND provision. The SEND PPR is based on the average percentage of pupils in Worcestershire requiring specialist education provision. This is based on the average percentage of pupils in Worcestershire with an Education Healthcare plan over the last 5 years, which is 3%. This percentage is significantly lower for children under the age of 5, therefore SEND provision will not be sought for early education places. Contributions for SEND places will not be sought on developments of fewer than 50 dwellings

Directly related to the development

The County Council has identified the schools and providers directly related to this development where they operate a catchment area as part of their admission criteria which covers the area in which the development is situated or where there are in close proximity to the development and can demonstrate a likely demand from families moving on to the development.

Fairly and reasonably related in scale and kind to the development

Education planning obligations will either be in the form of a financial contribution or as an in-kind payment by way of provision of land and/or school buildings. The level of contribution sought is determined by

reference to a cost per pupil place, assessed on the size and type of dwellings proposed. One bedroom dwellings and specialist accommodation are exempted in recognition of their low pupil yield. Affordable housing that is specifically for the rental market and classified as affordable rent will be exempt however, all other dwellings will be chargeable.

### **Monitoring Fees**

When planning obligations for education infrastructure are included in a legal agreement, WCC will seek monitoring fees towards the monitoring of such obligations. The fees are based on a) the actual work undertaken to administer and ensure compliance with the agreement and b) the development size. For more information, please see the document on WCC website Section 106 monitoring fees at <https://www.worcestershire.gov.uk/section106monitoringfees>.

### **Contact Information**

For further information please contact Kirstie Rushton, Provision Planning Analyst

T: 01905 846869

E: KRushton@worcschildrenfirst.org.uk

## Appendix 7 – WCC Highways Response



Paul Lester  
Bromsgrove District Council  
Parkside  
Market Street  
Bromsgrove  
Worcestershire  
B61 8DA

County Hall  
Spetchley Road  
Worcester  
WR5 2NP

Date: 24<sup>th</sup> February 2024  
Your ref: 21/01830/FUL  
Ask for: Karen Hanchett

Dear Paul Lester,

**TOWN AND COUNTRY PLANNING ACT 1990  
(DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015  
ARTICLE 18 CONSULTATION WITH HIGHWAY AUTHORITY**

**PROPOSAL: Residential development (Class C3) with a vehicular access point onto Hither Green Lane, play areas, public open space including footways and cycleways, sustainable urban drainage systems and all other ancillary and enabling infrastructure**

**LOCATION: Land West of Hither Green Lane, Redditch, Worcestershire**

**APPLICANT: Mr. A. Rowan**

Worcestershire County Council acting in its role as the Highway Authority has undertaken a full assessment of this planning application. Based on the appraisal of the development proposals [and the additional information which has been submitted] the Transport Planning and Development Management Team Leader on behalf of the County Council, under Article 18 of the Town and Country Planning (Development Management Procedure)(England) Order, 2015 has **no objection subject to conditions and financial obligations.**

*This is an updated recommendation following further assessment of the application, submission of an Addendum to the Transport Assessment (TA) (dated April 2023) and an updated figure for Home to School Transport. The previous figure provided (£918,073) had been incorrectly calculated and was based on a development of 300 dwellings. This recommendation provides a corrected figure of £644,261.94.*

The Highway Authority has undertaken a review of the TA) dated October 2021, as prepared on behalf of the applicant by Mode Transport Planning (Mode). The Highway Authority has held regular discussions with the applicant team, over emails, through

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[www.worcestershire.gov.uk](http://www.worcestershire.gov.uk)

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the submission of technical notes and as part of online meetings, seeking to appraise and shape the site in a way that meets with transport policy requirements and design criteria set out within the Worcestershire County Council (WCC) Streetscape Design guide. We have now reached a position where the proposals are acceptable to the Highway Authority, subject to conditions and financial obligations. Our comments are set out below.

### **Planning context**

It is understood that this application site does not form a strategic allocation within the adopted Redditch Local Plan (2011-2030), and as such, the principle of development in this location is not established and remains untested.

The Highways Authority has however continued to review the proposals in highways terms, primarily in relation to NPPF. This includes predominantly NPPF paragraphs 110 to 112, for which similar policy themes are also included in the Redditch Local Plan, in policies 19 and 20 concerning general transport and sustainable transport and accessibility requirements.

### **Development proposals**

The development proposals include a residential site of 214 units, comprising both market and affordable dwellings. See table below -

	<b>Market</b>	<b>Affordable (shared ownership/social rent)</b>	<b>Total</b>
<b>1 bedroom</b>	0	3	<b>3</b>
<b>2 bedroom</b>	0	25	<b>25</b>
<b>3 bedroom</b>	84	34	<b>118</b>
<b>4 bedroom</b>	64 (inc. 2 custom builds)	4	<b>68</b>
<b>Total</b>	<b>148</b>	<b>66</b>	<b>214</b>

The proposals will replace the north-western parcel of the existing Abbey golf course located to the west of Hither Green Lane.

### **Access**

A single point of vehicular access is to be created to serve the site, which forms a priority crossroads junction with Hither Green Lane. This junction also includes an unnamed access road serving the existing Abbey golf club on the opposite side of the carriageway. The access junction includes a 5.5m width carriageway, with 10m corner radii and 2m wide footways on either side. Appropriate visibility splays have been provided at the site access in accordance Manual for Streets requirements.

Visibility splays of 2.4m X distance and a Y distance of 43m are shown to be achievable at the access junction, based on the higher values of the speed limit of Hither Green Lane and recorded 85<sup>th</sup> percentile speed surveys.

### **Internal site design**

The Highway Authority has held discussions with the applicant on the internal design of the site, with several revised layouts and masterplan options having been considered.

The final internal site design has been provided in accordance with the WCC Streetscape Design Guide, with 5.5m carriageways and 2m footways provided throughout. For roads designated as a future bus route, a carriageway width of 6.1m is provided. Appropriate junction radii and visibility requirements are provided, and vehicle tracking has been presented for an appropriately sized refuge vehicle and fire tender. The site design is deemed to be functional, whilst seeking to minimise the scope for conflicts between pedestrians, cyclists and vehicles.

Parking provision has been provided in accordance with standards set out in the Streetscape Design Guide. A small number of additional on-street visitor parking spaces have also been provided.

### **Vehicle trip generation**

Mode originally presented vehicle trip rates derived from TRICS in the TA, but these were not accepted by the Highway Authority. The trip rates presented were believed to be too low, when compared to our own TRICS comparisons.

The trip rates utilised for the nearby Brockhill Phase 3 proposals were instead agreed, The Highway Authority accepts that the proposals would generate 152 two-way trips (AM) and 162 two-way trips (PM) during weekday peak hours, based on two-way vehicle trip rates of 0.706 (AM) and 0.750 (PM).

### **Trip distribution / assignment**

Vehicle trip distribution has been utilised from the TA that accompanies the previously agreed Brockhill Phase 3 proposals, which utilises Journey to Work census data, with traffic assignment based on a combination of Google Maps, local knowledge and online journey planning software. The Highway Authority accepts these results.

### **Network safety**

Collision data has been obtained from WCC's Traffic and Accident Data Team for the most recent five-year period available (2015 - 2020). The findings indicate a total of 11

collisions were recorded within the study area between 2015 and 2020, with 9 recorded as 'slight' and 2 recorded as 'serious' in severity.

Two of the collisions occurred close the Dagnell End Road junction in 2017 and 2019, but this junction is identified for improvement in the near future.

A small cluster of three slight collisions was recorded on the A441 (southern) approach to the Millrace Road / B4184 / A441 roundabout. All of these collisions were attributed to driver error and are not therefore considered to represent a highway safety issue that would likely be exacerbated by the development.

### **Traffic Impact**

Capacity assessments have been undertaken for the access junction onto Hither Green Lane, the Hither Green Lane / Dagnell End Road junction, and the Dagnell End Road / A441 Birmingham Road signal junction.

The capacity assessment results for the Site Access / Hither Green Lane junction and the Hither Green Lane/ Dagnell End Road junction, show these junctions operate well within capacity for a worst-case traffic scenario, for the assessment year of 2030. The Highway Authority accepts these results.

#### Dagnell End Road signal junction

Regarding Dagnell End Road Signal Junction, a committed improvement scheme is identified for the Dagnell End Road / A441 Birmingham Road signal junction, linked to planning permission granted for the hybrid Brockhill Phase 3 proposals (App Ref: 19/00976/HYB and 19/00977/HYB). This scheme is to be delivered as part of a S278 Agreement for the Brockhill application and constructed in phase with the developments build out.

Mode first attempted to reproduce the LinSig model created for the Brockhill Phase 3 proposals, but later updated the model with new traffic surveys collected on Tuesday 15th November 2022, covering weekday peak periods between 0700–1000 and 1600–1900. Background traffic has been growthed using TEMPro to obtain a 2030 future year, consistent with the end of the current Redditch Local Plan period. Committed development trips include the Webheath, Foxlydiate and Brockhill East Phase 3 proposals.

The junction modelling also indicates that the junction will operate within its practical reserve capacity during a 2030 baseline traffic scenario, and this will continue to be the case following the additional traffic associated with proposed development. These results form an updated position to what was originally included in the Mode TA.

The traffic modelling results indicate that the junction now experiences an improved level of operation, when compared to the modelling results first presented in the TA that accompanied the Brockhill Phase 3 application.

Compared to the background traffic flows surveyed and used in the LinSig model for the Brockhill Phase 3, traffic flows have since slightly reduced post-covid and this has been confirmed by the Highway Authority's own permanent traffic counter, which is positioned on the A441 to the north of the Dagnell End Road junction (the northern arm of the junction). Several months' worth of data was obtained to verify this.

As the junction technically remains within capacity, and is shown to operate at greater capacity, with committed development traffic and the committed improvement scheme included, than was previously accepted by the Highway Authority for the Brockhill Phase 3 proposals, the Highway Authority accepts that further mitigation measures are not warranted. The capacity results also do not take account of any mode shift potential from travel planning and public transport measures.

### **Sustainable transport links**

Whilst it is accepted the development site is not situated in a highly sustainable location, it does benefit from some local amenities being located within a recommended walking distance.

In terms of sustainable development, paragraph 109 of NPPF (2023) states that *'the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*

NPPF accepting that developments *'can be made sustainable'* and which offer a *'genuine choice of transport modes'* should be accepted, the Highway Authority has helped to steer the application site in this direction. As such, sustainable transport measures have been requested over and above those typically requested for a site of this size, to ensure it meets with NPPF and Local Plan policy requirements.

The aim is for the site to provide *'attractive and well-designed walking and cycling networks'* (NPPF Paragraph 110) and as per paragraph 116 of NPPF, developments should *'(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area'*

*for bus or other public transport services, and appropriate facilities that encourage public transport use'*

#### Pedestrian / cycle access

The Brockhill Phase 3 proposals (committed development) are to provide pedestrian enhancements to the Dagnell End Road signal junction, incorporating a pedestrian crossing operated by a push button on a walk-with basis. This will connect to a new footway provided along the southern side of Dagnell End Road, which will extend towards the Hither Green Lane site. This will provide safe pedestrian infrastructure for residents to access the M&S petrol filling station store located a short distance to the north of the junction. The Hither Green application site will extend this footway further east along Dagnell End Road, with a pedestrian/cycle link connecting into the site.

The M&S petrol filling station store, complete with Wild Bean café, the Abbey hotel spa and golf course, with three restaurant / bars open to the general public, and the Meadow Farm public house and accommodation are all located within 450m of every part of the site.

Pedestrian connections to the southwest of the site are however more important, with this route providing connections to existing bus stops on the A441, the Abbey Stadium and onward to the large Sainsburys and Home Bargains stores located at the Abbey Retail Park. Beyond this is Redditch town centre. The town centre is located 2.2km from the centre of the proposed site and the Abbey Retail Park is 1.3km.

To ensure appropriate pedestrian and cycle connectivity is provided enhancements to existing infrastructure are required. The existing path that currently runs alongside the River Arrow to the south of the site is to be widened to provide a 3.5m width bound surface route that is lit and which can be used by pedestrians and cyclists to access the A441. Whilst the final details of the scheme are still to be agreed, these form a planning condition below. Improvements to the existing footway adjacent to the A441 are also required to provide a 3.5m wide route. These enhancements provide a direct route from the development towards the town centre for pedestrians and cyclists.

#### Public transport access

The nearest marked bus stops to the site are positioned on the A441, which are currently in excess of 700 metres from the centre of the proposed development site. Parts of the development would be more than 800 metres from these stops. Given this distance, it difficult to accept that public transport would offer a 'genuine choice' for some of the site's future occupants.

The bus stop on the A441 is served by Diamond bus services 182 and 183, although the service frequency is known to be limited and unlikely to be attractive at encouraging

residents to use public transport over private car. A further school bus also serves the nearby Abbey hotel.

To meet with NPPF and Local Plan policy requirements, a new bus service is proposed. It has been agreed that the Diamond 62 Service will be routed into the site, as the 63 Service.

Due to the current uncertainties around commercial bus services and the complexities of conformance with public sector procurement regulations, Worcestershire County Councils policy is to request contributions towards bus services, using this to provide a stand-alone service. The intended route will travel internal to the site, routing within a short distance of all future site occupiers and offer an hourly frequency service to Redditch bus station and wider town centre. This will cover typical AM and PM commuter periods and be available Monday to Saturday all day and into the evening.

The bus will not only benefit new site residents but provide a wider opportunity for mode shift in surrounding residential sites. Access to Redditch Railway Station will now also be possible through the provision of this bus.

This forms a S106 requirement in this response.

#### School / Community Transport

Although Hither Green Lane is on the edge of Redditch, secondary schools for the catchment area are: North Bromsgrove High School (approx. 17km), South Bromsgrove High School (approx.13.5 km) and Alvechurch Middle School (4.9km). These distances necessitate the use of a vehicle as they are not within reach for active travel. The primary school within the catchment is the Beoley First School, which is approximately 2.5 km from Hither Green Lane.

The statutory duty to provide free home to school transport is detailed in guidelines issued annually by DfE as required under the Education Act 1995. Worcestershire County Council puts these guidelines into effect through its Transport and Travel Policy, which is revised annually. This is a statutory provision related to the duty to provide school places and is required for the development to proceed as the development will cause the County Council to incur costs as a direct result of the distance between the proposed development and one or more designated schools.

Normally children living in Worcestershire are expected to attend the appropriate designated school for the children's age and address. Where places are not available in the designated school, the children may be assigned to another school or re-designated school.

Under the 1985 Transport Act, WCC has a duty to consider the transport needs of elderly and disabled residents. A contribution towards a Community Transport service must be provided. The service will provide elderly and disabled residents access to vital services, particularly acute health, where it is no longer policy to offer appointments at the nearest facility to the resident's home address.

### Summary

The Highway Authority has sought to improve sustainable transport accessibility at the site, so that there is a 'genuine choice of transport modes' to access local amenities and the wider town centre.

### **Travel planning**

The Highway Authority has undertaken a review of the Residential Travel Plan (RTP) and acknowledges that the applicant has put forward a range of measures to encourage and promote sustainable journeys to and from the site, in addition to the physical infrastructure previously identified. Key measures include:

- A Travel Information Pack will be produced and disseminated to residents, detailing the opportunities for sustainable travel to and from the site, including a potential range of incentives and the promotion of regional and national car share websites.
- Use of public transport will be encouraged with up-to-date public transport timetables, bus maps and ticket information disseminated to the residents. The possibility of offering residents with discounted bus vouchers/passes with local operators will also be investigated.
- Personalised Travel Planning (PTP) will allow residents to contact the TPC and arrange a meeting (either face-to-face or via email/telephone) to discuss their individual circumstances with the TPC who will assist in tailoring a travel plan specific to that resident, incorporating sustainable travel modes as much as possible.

The RTP seeks to achieve a mode shift reduction in single occupancy car trips of 5% (from baseline surveys) over a period of 5 years. A planning condition is included with this response to ensure appropriate commitment and measures are implemented.

### **Conclusion**

The Highway Authority has undertaken a robust assessment of the planning application. Based on the analysis of the information submitted, the Highway Authority concludes that there would not be a severe impact and therefore there are no justifiable grounds on which an objection could be maintained, subject to conditions.



## **Financial Obligations**

### **Bus Service Strategy**

Specific Purpose – The Diamond bus 62/63 service to be diverted into site serve the wider areas, terminating at Redditch Town Centre.

Contribution – £439,576.80. Costs for bus service to be diverted into site.

Trigger – Prior to occupation of the first dwelling

### **Bus Service Infrastructure**

Specific Purpose – Based on 2 flag pole bus stops internal to the site

Contribution – £10,000

Trigger – Prior to commencement of development

### **School Transport**

Specific Purpose - Despite the proximity of this site to Redditch the designated schools for this site are in the Bromsgrove School pyramid due to the established catchment areas. However, the existing service does not have the capacity to transport the number of additional children generated by this development. A new service will need to be created to transport children for this proposed development. A contribution would be required to cover the cost of transporting children from this development for a five-year period.

Contribution – £644,261.94

Trigger – 50% Prior to occupation of the first dwelling and 50% prior to occupation of the 100<sup>th</sup> dwelling.

### **Community Transport**

Specific Purpose – Under the 1985 Transport Act WCC has a duty to consider the transport needs of elderly and disabled residents. A service must be provided for all elderly and disabled residents who are unable to access a bus due to disability. WCC analyses this using historic trip need, DfT mileage rates and census data based on five years calculated cost. The service provides access to vital services, particularly acute health where it is no longer policy to offer appointments at the nearest facility to the resident's home address.

Contribution – £22,037.00.

Trigger – Prior to occupation of the first dwelling

## **Conditions**

### **Off-site Infrastructure improvements (Dagnell End Road)**

The development hereby approved should not be occupied until the highway improvements to the Dagnell End Road / A441 Birmingham Road junction as shown in the PJA Drawing Ref: 2809 P 12 Rev P4, or similar scheme acceptable to the

Highway Authority, has been approved in writing and completed to the satisfaction of the Local Planning Authority (in consultation with the Highway Authority) and is open to traffic. The junction is to include Microprocessor Optimised Vehicle Actuation (MOVA) signal control.

REASON: To ensure the safe and free flow of traffic onto the highway.

**Off-site Infrastructure improvements (River Arrow Walk Route)**

The Development hereby approved shall not be occupied until details of a joint pedestrian / cycle route, running close to the River Arrow, has been approved in writing and completed to the satisfaction of the Local Planning Authority (in consultation with the Highway Authority) and is open to pedestrians / cyclists. This is to include a lit route, with a 3.5m width bound surface, connecting the proposed site to the A441.

REASON: To ensure safe and accessible pedestrian / cyclist movements to and from the site.

**Off-site Infrastructure improvements (Footway enhancements to A441)**

The development hereby approved should not be occupied until the improvements as shown on Mode Drawing Ref: J32-5756-PS-014, or similar scheme acceptable to the Highway Authority, has been approved in writing and completed to the satisfaction of the Local Planning Authority (in consultation with the Highway Authority).

REASON: To ensure safe and accessible pedestrian / cyclist movements to and from the site.

**Conformity with Submitted Details**

The Development hereby approved shall not be occupied until the access, parking and turning facilities have been provided as shown in the Urban Design drawing titled 'Proposed Site Plan' Ref: ME-24-21Z

REASON: To ensure conformity with submitted details.

**Vehicular visibility splays**

Development shall not begin until access visibility splays are provided from a point 0.6m above carriageway level at the centre of the access to the application site and 2.4 metres back from the near side edge of the adjoining carriageway, (measured perpendicularly), for a distance of 43 metres in each direction (for residential access onto Hither Green Lane) measured along the nearside edge of the adjoining carriageway and offset a vertical distance of 0.6m from the edge of the carriageway. Nothing shall be planted, erected and/or allowed to grow on the triangular area of land so formed which would obstruct the visibility described above.

REASON: In the interests of highway safety.

### **Cycle parking**

The Development hereby permitted shall not be first occupied until sheltered and secure cycle parking to comply with the Council's adopted highway design guide has been provided in accordance with details which shall first be submitted to and approved in writing by the Local Planning Authority and thereafter the approved cycle parking shall be kept available for the parking of bicycles only.

REASON: To comply with the Council's parking standards.

### **Residential Travel Plan (Plan Approved)**

The Residential Travel Plan hereby approved, shall be implemented and monitored in accordance with the regime contained within the Plan. As a minimum, this should include:

- A Travel Information Pack will be produced and disseminated to residents, detailing the opportunities for sustainable travel to and from the site, including a potential range of incentives and the promotion of regional and national car share websites
- Use of public transport will be encouraged with up-to-date public transport timetables, bus maps and ticket information disseminated to the residents. The possibility of offering residents with discounted bus vouchers/passes with local operators will also be investigated and provided.
- Personalised Travel Planning (PTP) will allow residents to contact the Travel Plan Coordinator (TPC) and arrange a meeting (either face-to-face or via email/telephone) to discuss their individual circumstances with the TPC who will assist in tailoring a travel plan specific to that resident, incorporating sustainable travel modes as much as possible.

In the event of failing to meet the targets within the Plan, a revised Plan shall be submitted to and approved in writing by the Local Planning Authority to address any shortfalls, and where necessary make provision for and promote improved sustainable forms of access to and from the site. The Plan thereafter shall be implemented and updated in agreement with the Local Planning Authority and thereafter implemented as amended.

REASON: To reduce vehicle movements and promote sustainable access.

### **Construction Environmental Management Plan**

The Development hereby approved shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to the following:

- Measures to ensure that vehicles leaving the site do not deposit mud or other detritus on the public highway;

- Details of site operative parking areas, material storage areas and the location of site operatives facilities (offices, toilets etc);
- The hours that delivery vehicles will be permitted to arrive and depart, and arrangements for unloading and manoeuvring.
- Details of any temporary construction accesses and their reinstatement.
- Details of any changes to construction vehicle routing and site management following the Weights Lane connection to the site being made.

The measures set out in the approved Plan shall be carried out and complied with in full during the construction of the development hereby approved. Site operatives' parking, material storage and the positioning of operatives' facilities shall only take place on the site in locations approved by in writing by the local planning authority.

REASON: To ensure the provision of adequate on-site facilities and in the interests of highway safety.

## **Informatives**

### **Section 278 Agreement Informative**

The granting of this planning permission does not remove any obligations on the applicant to undertake a technical design check of the proposed highway improvement works with the Highway Authority (Worcestershire County Council, WCC), nor does it confirm detailed design approval by the Highway Authority until the design check process has been concluded. Upon the satisfactory completion of the technical check the design would be suitable to allow relevant conditions imposed under this permission to be discharged but works to the public highway cannot take place until a legal agreement under Section 278 of the Highways Act 1980 has been entered into to allow the works and the applicant has complied with the requirements of the New Roads and Streetworks Act 1991 (NRSWA) and Traffic Management Act 2004. The person or organisation shall follow the necessary procedure by applying to WCC Streetworks Team for road space for a period to be agreed.

WCC normally use Section 278 to allow the developer to employ a contractor and for that contractor to work on the existing public highway in the same way as if WCC were conducting the works. When any work is undertaken by a party acting on behalf of a developer on the existing adopted highway it will also be necessary to electronically provide notices to WCC (start date, location, workspace area) to allow these works to take place in accordance with NRSWA. Also, details regarding temporary traffic management controls for works in the public highway are to be submitted to WCC for approval using the online application process.

The applicant is urged to engage with WCC as early as possible to ensure that the approval process is started in a timely manner to achieve delivery of the highway works in accordance with the above-mentioned conditions.

The term “highway improvement works” includes, but is not limited to, a proposed junction or access arrangement, highway drainage, street lighting, structures in or adjacent to highway, and any necessary traffic regulation orders or statutory notice.

### **Section 38 Agreement Details**

If it is the applicant's intention to request the County Council, as Highway Authority, to adopt the proposed roadworks as maintainable at the public expense, then details of the layout and alignment, widths and levels of the proposed roadworks, which shall comply with any plans approved under this planning consent unless otherwise agreed in writing, together with all necessary drainage arrangements and run off calculations shall be submitted to the County Council's Network Control Manager, Worcestershire County Council, County Hall, Spetchley Road, Worcester, WR5 2NP. No works on the site of the development shall be commenced until these details have been approved by the County Council as Highway Authority and an Agreement under Section 38 of the Highways Act, 1980, entered into.

### **Protection of Visibility Splays**

The applicant's attention is drawn to the need to ensure that the provision of the visibility splay(s) required by this consent is safeguarded in any sale of the application site or part(s) thereof.

### **Temporary Direction Signs to Housing Developments**

This consent does not authorise the erection of temporary direction signs on the public highway. Should the applicant wish to direct traffic to the development site they should seek the consent of the Highway Authority. All temporary directional sign proposals should be submitted to the Network Control Manager, Worcestershire County Council, County Hall, Spetchley Road, Worcester, WR5 2NP. No signs should be erected without the consent of the Highway Authority.

### **Construction Environmental Management Plan (CEMP)**

It is expected that contractors are registered with the Considerate Constructors scheme and comply with the code of conduct in full, but particular reference is made to "respecting the community" this says:

Constructors should give utmost consideration to their impact on neighbours and the public

- Informing, respecting and showing courtesy to those affected by the work.
- Minimising the impact of deliveries, parking and work on the public highway.
- Contributing to and supporting the local community and economy.
- Working to create a positive and enduring impression, and promoting the Code.

The CEMP should clearly identify how the principle contractor will engage with the local community, this should be tailored to local circumstances. Contractors should

also confirm how they will manage any local concerns and complaints and provide an agreed Service Level Agreement for responding to said issues.

Contractors should ensure that courtesy boards are provided and information shared with the local community relating to the timing of operations and contact details for a site coordinator in the event of any difficulties.

This does not offer any relief to obligations under existing Legislation.

### **Travel Plan Requirements**

Worcestershire County Council has published guidance on how it expects travel plans to be prepared, this guidance is freely available from the County Councils Travel Plans Officer. As part of this process the applicant must register for Modeshift STARS and ensure that their targets have been uploaded so that progress on the implementation of the Travel Plan can be monitored. Worcestershire County Council can assist applicants with this process should they need.

Modeshift STARS is a nationally accredited scheme which assists in the effective delivery of travel plans, applicant can register at [www.modeshiftstars.org](http://www.modeshiftstars.org)

Yours Sincerely

**Karen Hanchett**

Transport Planning and Development Management Team Leader

## **Appendix 8 – Herefordshire & Worcestershire Clinical Commissioning Group Response**

Paul Lester  
Case Officer  
Bromsgrove District & Redditch Borough Councils  
Town Hall  
Walter Stranz Square  
Redditch  
Worcestershire B98 8AH

Planning Ref: 21/01830/FUL

18 February 2022

Dear Sir / Madam

**Land west of Hither Green Lane, Redditch, Worcestershire**

**Planning Application 21/01830/FUL**

**1.0 Introduction**

- 1.1 Thank you for consulting Herefordshire and Worcestershire CCG on the above planning application.
- 1.2 I refer to the above planning application and advise that, further to a review of the applicant's submission, and concurrent with a refresh of the STP Estates Strategy and a more strategic view of developments, the following comments are with regard to the primary healthcare provision on behalf of Herefordshire & Worcestershire Clinical Commissioning Group (CCG).

**2.0 Existing Healthcare Position Proximate to the Planning Application Site**

- 2.1 The proposed development will be likely to have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. Herefordshire and Worcestershire CCG would therefore expect these impacts to be fully assessed and mitigated.

**3.0 Review of Planning Application**

- 3.1 A Healthcare Impact Assessment (HIA) has been prepared by Herefordshire and Worcestershire CCG to provide the basis for a developer contribution towards capital funding to increase capacity within the GP Catchment Area.

**4.0 Assessment of Development Impact on Existing Healthcare Provision**

- 4.1 The development could generate approximately 518 residents and subsequently increase demand upon existing services.
- 4.2 The development would have an impact on primary healthcare provision in the area and the proposed development must therefore, in order to be considered under the 'presumption in favour of sustainable development' advocated in the National Planning Policy Framework, provide appropriate levels of mitigation.



## 5.0 Healthcare Needs Arising From the Proposed Development

- 5.1 The intention of Herefordshire and Worcestershire CCG is to promote Primary Healthcare Hubs with co-ordinated mixed professionals. This is encapsulated in the strategy document: The NHS Five Year Forward View.
- 5.2 The development would give rise to a need for improvements to capacity, in line with emerging ICS estates strategy, by way of new and additional premises or infrastructure, extension to, or reconfiguration of, existing premises, or improved digital infrastructure and telehealth facilities.
- 5.3 This housing development falls within the boundary of a practice which is a member of Kingfisher Primary Care Network (PCN) and, as such, a number of services for these patients may be provided elsewhere within the PCN. The CCG would therefore wish to secure the funding for Kingfisher PCN for the patients within this vicinity to improve overall access.
- 5.4 The table below provides the Capital Cost Calculation of additional primary healthcare services relating to the development proposal.

Premises	Additional Population Growth (216 dwellings) <sup>1</sup>	Floorspace required to meet growth (m <sup>2</sup> ) <sup>2</sup>	Capital required to create additional floor space (£) <sup>3</sup>
Kingfisher PCN GP practices	518	35.5	81,650

### Notes:

1. Calculated using the Herefordshire & Worcestershire District average household size of 2.4 taken from the 2011 Census: Rooms, bedrooms and central heating, local authorities in England and Wales (rounded to the nearest whole number)
2. Based on 120m<sup>2</sup> per 1750 patients (this is an optimal list size for a single GP). Space requirement aligned to DH guidance within "Health Building Note 11-01: facilities for Primary and Community Care Services"
3. Based on standard m<sup>2</sup> cost multiplier for primary healthcare in the Midlands and East from the BCIS Public Sector Q3 2015 price & cost Index, adjusted for professional fees, fit out and contingencies budget (£2,300/m<sup>2</sup>).

- 5.4 A developer contribution will be required to mitigate the impacts of this proposal. Herefordshire and Worcestershire CCG calculates the level of contribution required in this instance directly relating to the number of dwellings to be **£81,650**. Payment should be made before the development commences.
- 5.5 Herefordshire and Worcestershire CCG therefore requests that this sum be secured through a planning obligation linked to any grant of planning permission, in the form of a Section 106 planning obligation.

## 6.0 Conclusions

- 6.1 In its capacity as the primary healthcare commissioner, Herefordshire and Worcestershire CCG has identified that the development will give rise to a need for additional primary healthcare provision to mitigate impacts arising from the development.
- 6.2 The capital required through developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth generated by this development.

- 6.3 Assuming the above is considered in conjunction with the current application process, Herefordshire and Worcestershire CCG would not wish to raise an objection to the proposed development. Otherwise the Local Planning Authority may wish to review the development's sustainability if such impacts are not satisfactorily mitigated.
- 6.4 The terms set out above are those that Herefordshire and Worcestershire CCG deem appropriate having regard to the formulated needs arising from the development.
- 6.5 Herefordshire and Worcestershire CCG is satisfied that the basis and value of the developer contribution sought is consistent with the policy and tests for imposing planning obligations set out in the National Planning Policy Framework (NPPF).
- 6.6 Herefordshire and Worcestershire CCG look forward to working with the applicant and the Council to satisfactorily address the issues raised in this consultation response.

Yours faithfully



Jo Hall  
Primary Care Commissioning Manager