

**Community Infrastructure Levy – Section 122 Compliance Statement
APP/H1840/W/22/3305934 – Land at Kidderminster Road, Hampton Lovett.**

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 NPPF, the South Worcestershire Development Plan (SWDP), and the Worcestershire Local Transport Plan 4 (LTP4), which covers the roads affected in Worcestershire.

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 NPPF 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

The following Contributions have been requested –

- £360,000 contribution towards the extension of the 20 Bus Route to provide an hourly service and
- £4,536 contribution towards Community Transport.

Necessary to make the development acceptable in planning terms

As stated within our formal recommendation of no highway objection subject to conditions and obligations dated the 4 October 2022, it was highlighted that the best solution for this location will be to increase the frequency of bus services serving the site, possibly by extension of the 20 service, to provide an hourly service. This will require a review of all Droitwich Services to re-work the bus schedules followed by a retendering exercise.

To provide the additional trips without loss of service elsewhere would require the Council to contract an additional bus and, it has been estimated that, the additional cost of providing the service based on costing an extension to the 20 providing 8 additional trips per day Monday to Saturday to be £120,000 per annum less farebox revenue. Based on a breakeven period of 6 years, a contribution of £360,000 would be required to provide this service.

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

where no suitable bus service exists otherwise for those 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. On this basis the contribution requested is £4,536

Directly related to the development

As highlighted with the submitted Transport Assessment (Document Ref: S2-P03) Table 5.2 forecasts that at least '90% of the proposed development' would travel via car/van. By providing these bus service expansions, these will help to mitigate the residual cumulative impact of the development proposals and ease the movements of all road users, following the introduction of development traffic.

Fairly and reasonably related in scale and kind to the development

The contribution is proportionate based upon the scale of the development proposals. The enhanced measures are targeted improvements to existing bus provision within the area. This will in-turn provide effective measures to mitigate the harm of the development given the constraints and characteristics of the network in the village of Hampton Lovett.