REDDITCH BOROUGH COUNCIL

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25TH FEBRUARY – 8TH APRIL 2013

Draft Borough of Redditch Local Plan No.4

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Introduction to the Draft Borough of Redditch Local Plan No.4

The Borough of Redditch Local Plan No.4 is the most important planning document at the local level, as it provides a framework approach for growth of the Borough and it will form part of the Borough of Redditch Development Plan. This Local Plan should be read in conjunction with the draft Sustainability Appraisal (SA) Report and relevant documents which provide evidence for the Plan.

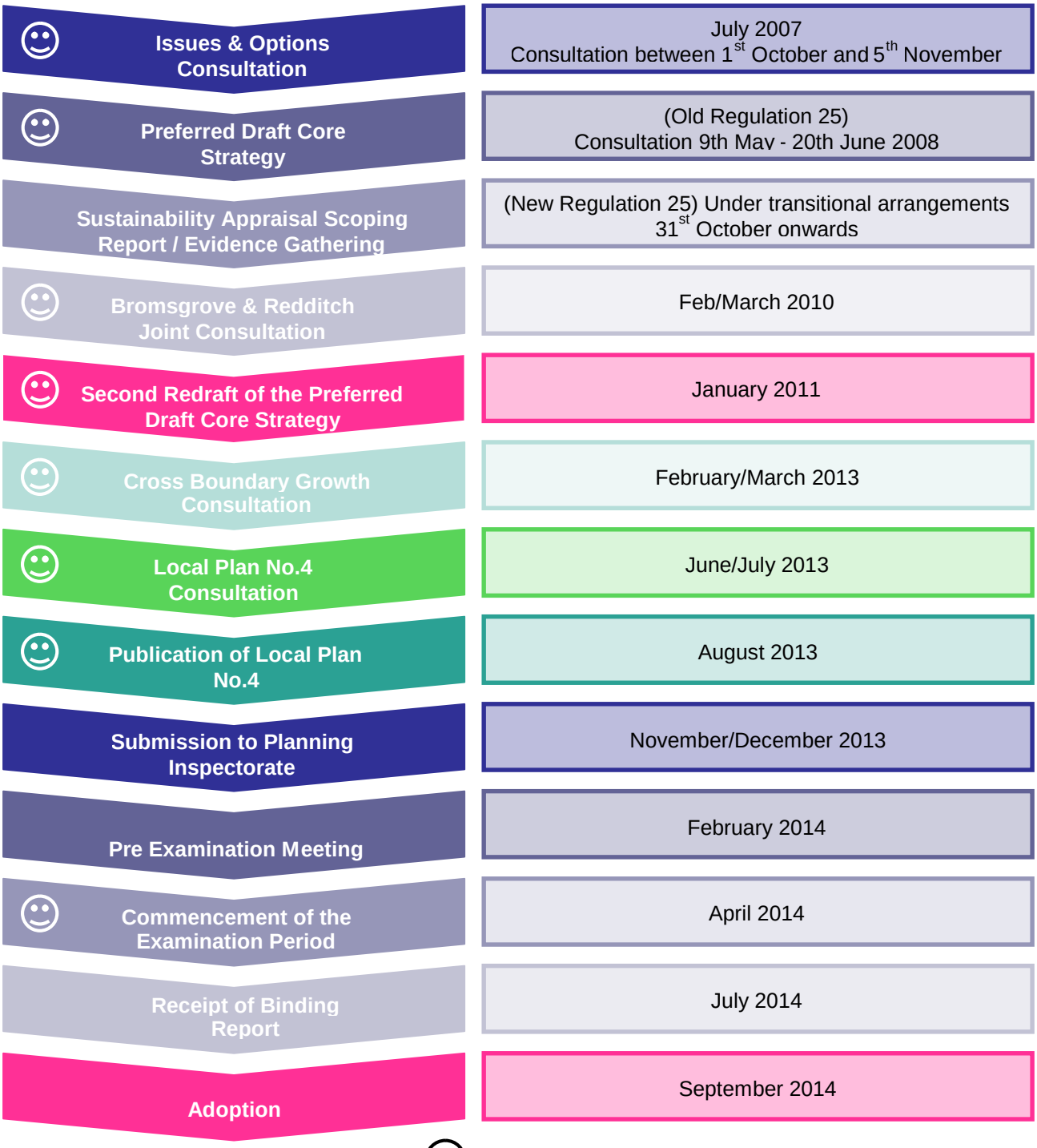
The Local Plan sets out the state of Redditch as it is now within the Local Portrait. There is a Vision and Objectives that set out what Redditch will aim to be like by 2030 and these have responded to the issues and challenges in the Local Portrait. The policies within the Local Plan explain how Redditch will get there. The Infrastructure Delivery Plan Summary Table sets out the known infrastructure requirements arising from the Plan, the costs, responsible agencies and delivery mechanisms necessary to allow development to come forward.

Also included in the Plan is a Key Diagram that presents the main elements of the Redditch Development Strategy in diagrammatic and in detailed form. The Policies Map is a detailed map showing all land use based policy designations.

Once adopted, Local Plan No.4 will replace all policies contained within Local Plan No.3.

Preparation Process

The preparation of Local Plan No.4 is a culmination of work prepared under the name of Redditch's 'Core Strategy'. Despite the name change and refocusing of the Plan, it has been prepared in accordance with the Planning Act 2008, The Town and Country Planning (Local Development) (England) (Amendment) Regulations 2012 and the guidance in the National Planning Policy Framework (NPPF). The regulations governing the production of the Local Plan have changed during its production, however the diagram below shows what Redditch Borough Council has done to prepare the Plan and the future.



Once submitted, Local Plan No.4 will be subject to independent examination to ensure the Plan is sound and for compliance with Duty to Cooperate, legal and procedural requirements. Soundness of a Plan is defined in the NPPF as “positively prepared, justified, effective and consistent with National Policy".

Positively prepared means that the Plan must:

- meet objectively assessed development and infrastructure requirements
- be consistent with achieving sustainable development

Justified means that the document must be:

- founded on a robust and credible evidence base
- the most appropriate strategy when considered against the reasonable alternatives

Effective means that the document must be:

- deliverable
- based on effective joint working on cross-boundary strategic priorities

All Local Plans will be tested to make sure that they are legally compliant. They must:

- Be prepared in accordance with the Local Development Scheme (a timetable) and in compliance with the Statement of Community Involvement and the Regulations;
- Be subject to Sustainability Appraisal meeting the requirements of the Strategic Environmental Assessment Directive;
- Have regard to national policy in the NPPF;
- Have regard to any Sustainable Community Strategy for its area.

Local Challenges

One of the aims for planning is to produce a Vision for the future of places that respond to local challenges.

In order make it easier for readers to follow the progress from the broad-level Vision and Objectives through to the more specific policies, the Plan primarily follows seven key themes which run throughout derived from common challenges emerging from Redditch's evidence base, namely:

Sustainable places to live to meet our needs:
- Population projections indicate significant new demand for housing over the plan period due to natural growth and migration
- Land availability is scarce, particularly Previously Developed Land
- Cooperate with our neighbours to locate a significant amount of Redditch's unmet requirements in adjoining Districts

Creating and sustaining a green environment:
- Redditch is located within a highly sensitive landscape with the town's growth now nearing its natural limits
- Redditch has a lot of distinctive green features which define Redditch as unique such as open spaces and GI network which needs to be protected
- Locating growth in places to limit out-commuting, make best use of existing highway infrastructure and promote sustainable transport options

Creating a Borough where businesses can thrive:
- Dealing with high rates of vacancy and B1 units not fit for purpose
- Need to focus on catering for internal employer demand for business types

Improving the vitality and viability of Redditch Town Centre and District Centres:
- There are areas in Redditch Town Centre that are in decline and need regeneration
- Redditch's former new town District Centres are suffering from safety and safety perception issues and other issues relating to the poor quality physical environment

Protecting and enhancing Redditch's Historic Environment:
- Redditch has a rich needle-making heritage and historic buildings of local importance to protect

Creating safe and attractive places to live and work:
- Redditch suffers from a poor perception of crime anti-social behaviour and the design of some areas can be improved to help reverse this perception

Promoting Redditch's community well-being:
- Health of the residents of Redditch needs to be improved

This Local Plan reflects what the community in Redditch needs from its development requirements based upon a robust Strategic Housing Market Assessment Scenario and the Council commends this strategy as its offer for ensuring economic growth and prosperity. The Council has progressed a scenario for housing growth that aligns as closely as possible to the methodology used for the evidence base for the West Midlands Regional Spatial Strategy. There are likely to be very few implications from the planned abolition of the RSS; nor were there any major housing migratory issues because it has consistently been recommended that Redditch accommodates its natural growth through the RSS process.

Duty to Cooperate

This Local Plan relates only to the administrative area of Redditch Borough. However the planning decisions made by a Local Authority can impact on neighbouring authorities so it is important that when making decisions there is a joined up approach taken.

Redditch Borough Council has worked with neighbouring Bromsgrove District Council and Stratford-on-Avon District Council especially on the collection of evidence to inform the progression of the policies.

Redditch Borough Council is also part of two Local Enterprise Partnerships (LEPs) both the Greater Birmingham and Solihull LEP and Worcestershire LEP. This places Redditch Borough Council in an enviable position to coordinate its strategy and policies across a vast area. The policies and strategies of the Local Authority members of the two LEP's have been checked for consistency with Redditch Borough Council's aims which ensures that this aspect of the Duty to Cooperate has been fulfilled.

A separate consultation accompanies the draft Local Plan No.4 consultation called the Redditch Growth Consultation. This asks for views on Redditch Borough Council's and Bromsgrove District Council's joint proposals for Redditch growth cross boundary to meet the remainder of Redditch's objectively assessed housing requirements. Once completed, the policy on Cross boundary growth will feed into both Redditch's Local Plan and Bromsgrove's District Plan.

What has influenced this Local Plan?

The most important influence on the Local Plan is what local communities, stakeholders and developers have to say on what the strategy is aiming to achieve. The Local Plan needs the support of the community, and aims to help local people recognise that new development can benefit their communities by creating wider sustainable communities, and that new housing and economic growth can revitalise areas.

National Planning Policy

The Local Plan also works within, and takes account of national planning policy set out in the National Planning Policy Framework (NPPF) as well other local strategies and plans. The NPPF came into effect during the preparation of the Local Plan and the introduction of a model policy into the Plan clarifies the Local Planning Authorities stance to the NPPF and its policy as a material consideration in the determination of planning applications.

Policy 1

Policy 1

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with polices in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or

- specific policies in that Framework indicate that development should be restricted.

Waste Core Strategy for Worcestershire and Minerals Local Plan for Worcestershire

Another influence on Local Plan No.4 is the Worcestershire Waste Core Strategy adopted in November 2012, the important related content of which is reflected in this Local Plan's policy. The emerging Minerals Local Plan for Worcestershire will replace the existing Minerals Local Plan and minerals policies set out in the Structure Plan and will be used by the County Council to determine applications for minerals development in the meantime. Consultation on the emerging Minerals Local Plan commenced in Autumn 2012.

Sustainable Community Strategy

The need for cohesion between the Local Plan and the aims of the Redditch Sustainable Community Strategy (SCS) is very important so that they are both aiming to resolve the same issues. The Local Plan will be a key mechanism towards resolving some of the aims in the vision and priorities of the Redditch SCS. The SCS for Redditch has the following set of overarching 'themes' that guide decision-making:

- Communities that are safe and feel safe;
- A better environment for today and tomorrow;
- Economic success that is shared by all;
- Improving health and well-being;
- Meeting the needs of children and young people;
- Stronger communities

The Vision in the Local Plan has provided the necessary expression to the vision of the Redditch SCS. Significant contributions can be made to achieving these themes and the priorities of the SCS through this Local Plan.

Sustainability Appraisal

All Local Plans must be accompanied by a Sustainability Appraisal, which incorporates a Strategic Environmental Assessment (SEA). Draft Sustainability Appraisals were produced alongside every stage of the Plan and also with this Local Plan.

Delivery and Infrastructure

Redditch Borough Council has been undertaking discussions with key stakeholders and also those stakeholders with responsibilities to deliver infrastructure. This ensures that the options taken forward to resolve Redditch's local challenges are actually deliverable. Local Plan No.4 is underpinned by evidence to demonstrate that there is a realistic prospect of the Plan being delivered.

Consultation

The preparation of the Local Plan has been progressing for some time. For details of the stages of consultation please see the Borough of Redditch Statement of Consultation.

Consultation on Local Plan No.4 commences on 25th February 2013 and will end on 8th April 2013, lasting a total of six weeks.

Details of the consultation events can be found on Redditch Borough Council's website at www.redditchbc.gov.uk/localplan and also in the local newspapers. Your responses should be received no later than **5pm** on **Monday 8th April.**

More information

If you would like any further information on Local Plan No.4 or any other related matter, please see Redditch Borough Council's website at www.redditchbc.gov.uk/localplan or if you would like to make a comment on the Local Plan please get in touch at:

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Redditch Borough Council
Town Hall
Walter Stranz Square
Redditch
Worcestershire
B98 8AH

Email: devplans@redditchbc.gov.uk

Telephone: 01527 64252
Fax: 01527 65216

Local Portrait

Redditch is like no other place.

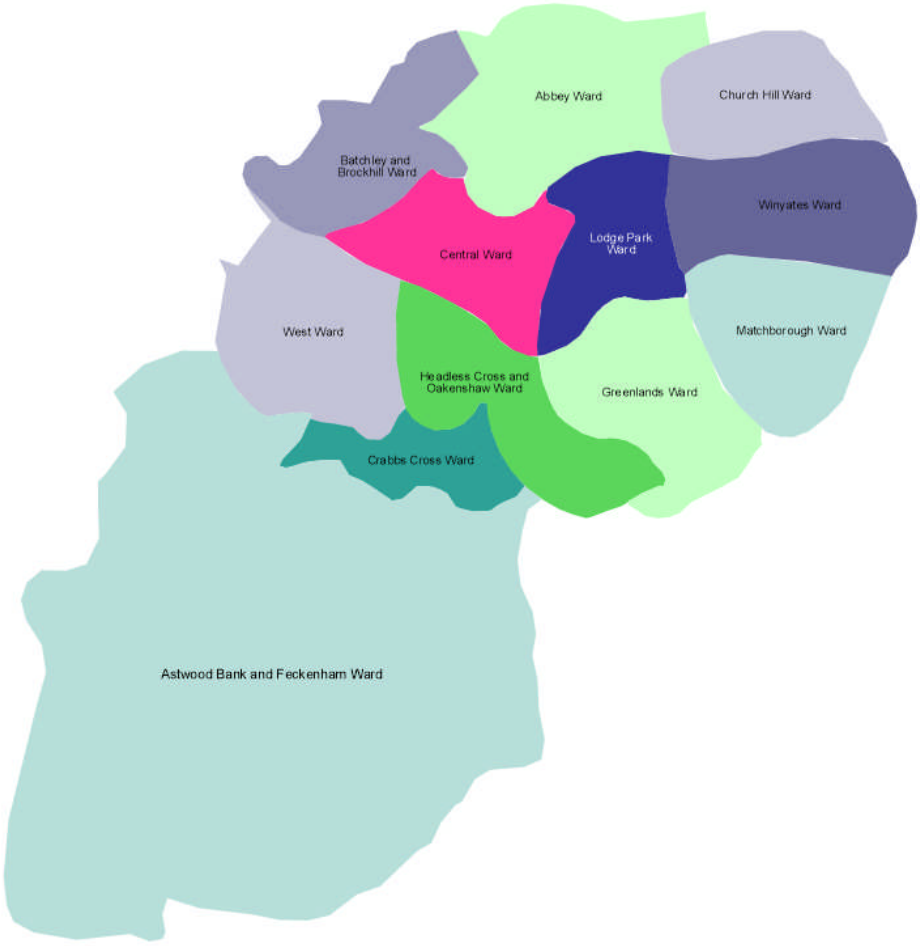
To understand Redditch's distinctiveness, the Local Plan paints a 'local portrait' of Redditch setting out its main issues, problems and challenges, so that it becomes clear that the vision and policies of the Local Plan aims to resolve some of these issues.

Profile

Redditch Borough is within the County of Worcestershire and borders Warwickshire County to the east and southeast. It is surrounded by Bromsgrove District to the west and north, Stratford District to the east and southeast and Wychavon District to the southwest. The Borough is situated at the outer edge of the Green Belt boundary for the West Midlands. Redditch offers easy access to the countryside and prominent local areas, including culturally rich areas such as Stratford upon Avon and naturally rich areas such as the Cotswolds. The Borough lies 15 miles south of the Birmingham conurbation and Birmingham airport is approximately 25 minutes drive time away.

Redditch Borough consists of the main town of Redditch, the villages of Astwood Bank and Feckenham and several other hamlets. It covers an area of 5,435 hectares (13,430 acres) with a population of 84,214 (2011 census).

The Borough is split into the urban area of Redditch in the north, accounting for 50% of the area and 93% of the population; and the rural area to the south with 7% of the population. The rural area consists predominantly of Green Belt land, but also open countryside, as well as the villages of Astwood Bank and Feckenham.



Redditch was formerly a market town until 1964 when it was designated as a New Town; a status it maintained up until 1985. During this period the Redditch Development Corporation was responsible for the growth of Redditch, predominantly to the east of the town.

People

The current population of Redditch Borough is more than 84,200 (2011 census) and this is projected to rise to more than 88,000 by 2030. The population of Redditch has increased from 78,813 (2001 census). The graph below shows the Borough's projected population up to 2030 (based on figures from the Worcestershire SHMA – Redditch Updated Household Projections Annex, May 2012).

Redditch Borough has a significant black and ethnic minority population (5.2% of the overall population) compared to Worcestershire, as well as considerable Eastern European community at present. These groups contribute to the diversity and culture of Redditch.

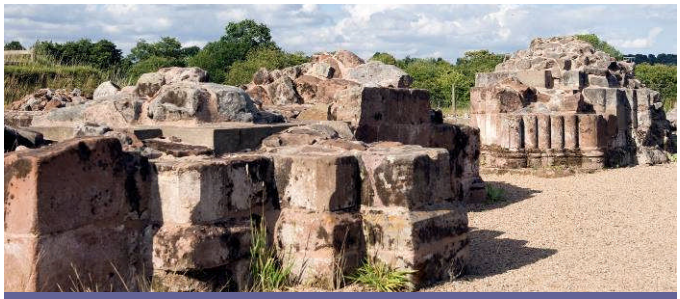
Redditch Borough has similar crime levels in comparison to the national average of England and Wales, but the number of offences per 1000 population is increasing in Redditch. It has increased from 20.3 offences per 1000 population in Redditch, compared to the England and Wales average of 24.9 in 2006 to 44 offences per 1000 population in Redditch, compared to the England and Wales average of 45 in 2009/1.

Environment

In terms of the environmental aspects of Redditch Borough, there are six Sites of Special Scientific Interest, amounting to 54.7 hectares; these are examples the country's very best wildlife and geological sites. The Borough has 24 Special Wildlife Sites and there is also more than 87ha of land designated as Local Nature Reserves, comprising 5 separate sites of semi-natural ancient woodland. There are two areas of designated parkland, including Arrow Valley Country Park which follows the course of the River Arrow and Morton Stanley Park in the south west of the urban area. Redditch has three parks that currently hold the prestigious Green Flag Award; Arrow Valley Country Park, Morton Stanley Park and Overdale Park in Astwood Bank. The Green Flag Award is the national standard for parks and green spaces in England and Wales as a way of recognising and rewarding the best green spaces in the country. Redditch Borough has high levels of open space in comparison to surrounding districts; this is one of the features that make Redditch distinctive. Indeed, the design of open space was integral to the design of the new town, with the New Town Planning Proposals requiring that green infrastructure must be woven in to the fabric of the town.

Arrow Valley Country Park

The urban area of Redditch has a long and complex history, with many key archaeological sites beyond the limit of the medieval town as defined by the Central Marches Historic Towns Survey. The Borough has a rich local history evident in the 161 Statutory Listed Buildings, 8 Scheduled Ancient Monuments. There are also more than 500 other heritage assets currently recorded, including buildings of 'local interest' which, although not statutorily listed, have features of archaeological, architectural, historical or townscape significance to the Borough.



Bordesley Abbey

There are two conservation areas in Redditch Borough, one of which is located in Redditch Town Centre (Church Green) and the other in Feckenham village. The Church Green Conservation Area is focussed around the Church of St Stephen and an area of civic open amenity space surrounded by a number of statutory listed buildings. The Feckenham Conservation Area incorporates most of the historic village of Feckenham and includes the parish church, the village square, a Scheduled Ancient Monument and a number of residential buildings which date from the sixteenth century.

Feckenham Conservation Area

Redditch Borough takes an active and determined role in the fight against climate change. It boasts the first dwellings to have been assessed against the 'Code for Sustainable Homes' built to Code Level 3 and has committed to participation in the Nottingham Declaration, signed in 2006, as well as the Worcestershire Climate Change Pledge signed annually since March 2008. The use of renewable energy in the Borough continues to grow, with solar panels being installed on the roof of the Town Hall and the Countryside Centre which also boasts micro-wind turbines, solar hot water panels, and a wood-burning stove. Redditch Borough Council will be the first council in the country to re-use 100% waste heat generated from its crematorium, diverting it to the Abbey Stadium leisure centre, providing around 42% of its annual heating bill and reducing the Council's carbon footprint by 4%. Redditch has the third lowest CO2 emissions per person amongst all other districts in Worcestershire. It also produces a considerably lower total amount of CO2 per year for the domestic sector (206 Kt) than the national average (384.6 Kt) (based on data from 2003). Since 2005 Redditch has had the second highest reduction per capita in the county (6.4% reduction) compared to a 4.2% reduction for Worcestershire.

Growth to the South and South-West of Redditch is constrained principally because these locations would significantly increase private transport use, having a detrimental impact on existing road congestion within Redditch and neighbouring Stratford on Avon District. The cost of necessary highway works, the distance from the Town Centre, cost of sewerage system upgrades and the likelihood of this leading to an overtly car-bound travel pattern constrain the potential locations of development.

Transport

Redditch Borough has good transport links, with the M42 (Junction 3) located under 5 miles away and the M5 around 6 miles from Redditch Town Centre. The railway station for Redditch is located in the Town Centre and services run every 30 minutes to and from Birmingham New Street station and on to Lichfield. There are segregated public transport only routes in the four New Town District Centres (Church Hill, Matchborough, Winyates and Woodrow), which are used only by buses and emergency vehicles. Although the 'bus only' lanes give high priority to bus use, they do not enjoy the natural surveillance of other roads and are therefore subject to anti-social behaviour.

The urban area of Redditch generally enjoys free-flowing traffic and relatively little congestion. One key advantage for Redditch in terms of transport is its size. As the Borough is relatively small, distances covered travelling to work are low. Redditch has one train station that is very well used, two public transport interchanges in the Town Centre (bus and rail), including one proposed interchange at the Alexandra Hospital, bus-only lanes running through a number of the District Centres and a specific road hierarchy tailored to the New Town layout. These features contribute to the ease of travelling around the Borough. Redditch experiences one of the lowest rates of Road Traffic Collisions (RTCs) per 1,000 population in Worcestershire. In 2010-11, there were 151 RTCs within Redditch, a rate of 1.53 per 1,000 people. Rail travel from Redditch to Birmingham is high; the cross city line from Redditch is a busy route and is expected to grow. Network Rail has plans to increase the number of passenger services on the branch line between Birmingham and Redditch from two trains per hour to three trains per hour in either direction, by summer 2014.

Worcestershire County Council and the Department for Transport are investing significantly in increasing the use of sustainable modes of travel in Redditch through the Choose How You Move Project between 2012 and 2015. This project was developed based on the success of the existing infrastructure and is aiming to encourage a successful modal shift.

Economy

For the period June 2006 - June 2007 4.4% of Redditch Borough's economically active population was unemployed. For the period April 2009 – March 2010, that figure had risen to 8.7%. Latest figures show that for the period July 2011 – June 2012 unemployment had fallen again, with 6.3% of Redditch Borough's economically active population being unemployed. This is lower than both the unemployment levels in the West Midlands (8.9%) and across Great Britain (8.1%). 83.2% of the Redditch population aged 16- 64 is economically active. This is higher when compared to 74.3% in the West Midlands and 76.6% across Great Britain.

Redditch Borough has a high proportion of manufacturing businesses when compared with the rest of the County and region. In addition the Borough has a high proportion of employees in the distribution, hotels and restaurant sector. There are a lower percentage of managers/senior officials, professional or associate professional & technician workers in Redditch Borough compared to Worcestershire and Great Britain but more than in the West Midlands. There are a higher percentage of process plant and machine operatives and elementary occupations in Redditch Borough compared to Worcestershire and Great Britain, but the figure is on a par with the West Midlands.

There are a number of overseas companies established in the Borough such as AT&T and Marubeni-Komatsu and the headquarters of GKN are located in Redditch.

Redditch Town Centre is the focus for shopping in the Borough and the surrounding area. The Kingfisher shopping centre boasts big name department stores, the flagship Debenhams store as well as a range of high street names and smaller, independently run shops. There are a number of District Centres situated throughout the urban area as well as local parades of shops, groups of shops and corner shops. The New Town District Centres (Church Hill, Matchborough, Winyates and Woodrow) suffer from a poor image as their inappropriate design means that they are inward looking and have crime and anti-social behaviour problems. Work has commenced on the re-development of Church Hill District Centre.

According to the Halifax Quality of Life Survey (December 2011) 93% of households in Redditch have a good level of broadband access with speeds of at least 2Mbps. Data from the County Research and Intelligence Unit (February 2012) shows the urban area of Redditch already has or is scheduled for Superfast Broadband, but identifies areas in the South of the Borough, such as Ham Green and Feckenham as "slow spots" with speeds of less than 2 Mbps, some with less than 0.5Mbps.

The Retail and Office Needs Assessment Update (2012) identifies a high level of vacant office floorspace (26%) within the Town Centre, most of which is not 'fit for purpose'. However this figure is slightly lower than the 28% vacant office floorspace reported in 2009. Demand is low with most interest coming from existing local indigenous office occupiers looking for new premises on better terms.

Education

Redditch follows a three tiered schooling system that sees pupils progress from first, middle to high school. Over thirty schools in Redditch conform to this system and cater for some 12,000 pupils.

Around 25% of the Borough's population is under the age of 19 which is the highest in Worcestershire. Young people in Redditch are more likely to be in post-16 education than their peers nationally. Some 54% of students attending schools in Redditch achieved 5 A* - C grades at GCSE in 2010-11, which is close to the Worcestershire average of 60%.

The proportion of residents aged 16 - plus with no qualifications in Redditch is 25.1%. This compares to a Worcestershire average of 23.0% and an average across England of 22.5%. However, research undertaken by the Redditch Business Leaders Group in January 2012 found that 85% of 16-21 year olds recently recruited were poorly prepared for work. Employers felt that young people lacked employability skills (timekeeping, ability to work as part of a team, attitude etc.) and that was more of a significant factor than lack of formal skills and education. It is important to maintain and improve the skills base of the community in order to secure continued economic development.

Housing

In 2010 the average house price in Redditch was £165,970, lower than the average for Worcestershire (£211,873) and lower than the Regional average (£177,951). This is significantly higher than in 2006 when the average house price in Redditch was £150,501, lower than both the average for Worcestershire (£184,936) and the national average (£184,925).

As a percentage of housing stock, Redditch Borough has a high amount of affordable housing (22%) in comparison to the Worcestershire-wide average (15%). However, supply still does not meet demand.

As Redditch Borough has a relatively young population, single pensioner households are lower than the Worcestershire average (11.1% in Redditch Borough and 13.7% for Worcestershire); however there are a high percentage of one person

households (14.7% for Redditch Borough compared to 12.9% for Worcestershire).

With a young population and the growth in single person households nationally, a trend that is likely to continue, there is a need for the market to respond accordingly, but also to produce housing that is sustainable and adaptable for the future changing population of Redditch.

Generally house prices in Redditch, as well as ownership levels, are lower than neighbouring districts. However, Redditch Borough does offer a vast amount of choice in terms of housing stock, with housing that covers every size, style and type of accommodation. Moreover, although geographically smaller than the neighbouring district of Bromsgrove, Redditch holds the same level of housing provision. Redditch Borough, through its varying type, style and location of housing, seeks to accommodate the needs of the whole of the Borough's population. This means that housing in Redditch Borough aims to be socially inclusive, building and providing for those who require it, including social housing, intermediate ownership housing, as well as elderly and single person households and private housing of different types in accordance with the Borough Council's Housing Needs Assessment.

Whilst there is a travelling show peoples' site in the Borough, currently there is no additional provision for other gypsies and travellers.

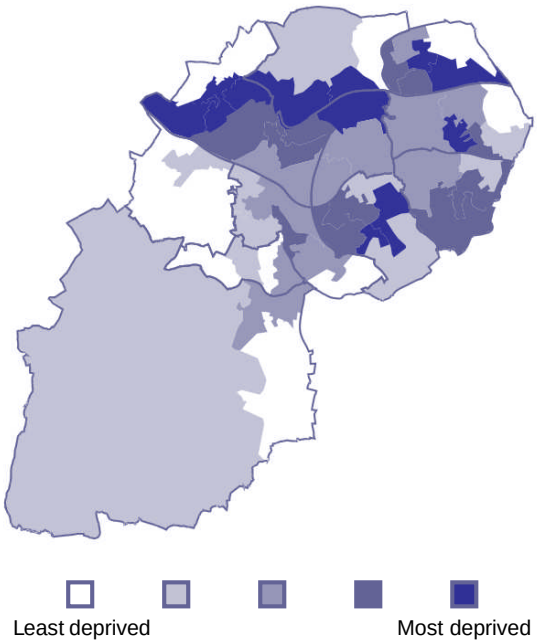
Health

The 'Health Profile for Redditch 2012' (NHS) suggests that the health of people living in the Borough is mixed compared with the England average. Levels of alcohol-specific hospital stays among those under 18, smoking in pregnancy and estimated levels of health eating and obesity are worse than the England average. The rates of statutory homelessness, long term unemployment and drug misuse are lower than average.

Redditch has the lowest amount of residents with limiting long term illnesses compared to all other Worcestershire districts; this may be attributed to Redditch's younger population profile. However, an ageing population is projected for the Borough. The 2011 Census indicates that the over-65 age group currently accounts for 14.3% of the total population. Rates of early death from heart disease and stroke and from cancer have fallen over the past ten years and are similar to the England average.

Life expectancy for men living in the most deprived areas of Redditch is almost 9 years shorter than for men living in the least deprived areas. For women the corresponding difference is over 10 years.

Deprivation levels in the Borough



The proportion of children in Reception year who are classified as obese is similar to the England average. Levels of physical activity in schools are better than the England average. It is estimated that levels of healthy eating and obesity in adults are worse than the England average. Rates of road injury and deaths are lower than the England average.

Culture & Leisure

Cultural attractions within the Borough include the Forge Mill Needle Museum which explores the Borough's needle heritage, Bordesley Abbey which offers access to a medieval Cistercian Abbey ruin, and Arrow Valley Park, which centres on the 12 hectare (30 acre) lake and adjacent Countryside Centre. The Town Centre offers the 420 seat Palace Theatre as well as a multi-screen cinema located in the Kingfisher Shopping Centre.

Palace Theatre, Town Centre

Sports facilities across the Borough cater for traditional pastimes such as football, golf, swimming and lawn bowls, whilst a skate park encourages enthusiasts from further a field. The town benefits from a newly refurbished and extended Council run leisure facility at the Abbey Stadium as well as a number of private facilities.

The profile of Redditch Borough is dynamic and diverse. From its conception as a market town, Redditch has continued to evolve and adapt in all areas in line with the times. Changes in its profile have reflected changes in society and in the future Redditch will experience further change as it continues to evolve.

A full and detailed description of the distinctiveness of Redditch Borough is available in a document entitled 'Local Distinctiveness in Redditch Borough', produced by the Development Plans team and available on the Borough Council's website www.redditch.whub.org.uk.

Vision

The Redditch Sustainable Community Strategy (SCS) has provided a foundation to develop a Vision for the Local Plan, specifically the Vision and priorities of the SCS have been considered in the formulation of the Local Plans Vision. The SCS is built around a shared vision for the Borough. It is envisaged that by 2030:

> **"Redditch will be successful and vibrant with communities that have access to good job opportunities, good education, good health and are communities that people will be proud to live and work in."**

The Vision has also been formulated based on the aspirations of the Redditch community and sets out how Redditch Borough wants to be by 2030.

- **Sustainable Places to Live to Meet our Needs**
- **Creating and Sustaining a Green Environment**
- **Creating a Borough Where Businesses Can Thrive**
- **Improving the Vitality and Viability of Redditch Town Centre and District Centres**
- **Creating Safe and Attractive Places to Live and Work**
- **Protecting and Enhancing Redditch's Historic Environment**
- **Promoting Redditch's Community Well-being**

Sustainable Places to Live to Meet our Needs

To support the sustainability of Redditch's three settlements, new growth will have been achieved in a sustainable way. To achieve the development strategy, Redditch Town will be the main settlement in the Borough and focus for development, with cross boundary development adjacent to the Town to support it. Astwood Bank will be a sustainable settlement and Feckenham will cater for local needs.

In the past, Redditch hasn't been able to bring all designated employment land into use, meaning that local residents may have had to travel outside the Borough for work. To support a strategy for a balance between the housing and employment land, Redditch will have maintained an appropriate balance. The amount and type of housing and employment will have been determined in consultation with local communities.

Creating and Sustaining a Green Environment

By 2030, Redditch Borough will be distinctively 'green'. The Green Strategy for Redditch focuses on:

- Climate change mitigation and sustainable buildings because the Borough has had low Co2 emissions in the past which it wants to maintain;
- Open space because green spaces are a unique feature of Redditch as a former New Town;
- Sustainable travel because of the distinctive road hierarchies and bus routes with good accessibility which will be maintained and enhanced;
- The natural environment and open spaces, as these are a unique feature of Redditch which give the urban area a rural atmosphere;
- Landscape because there is a distinctive mix of old and new in an extremely unique setting making Redditch recognisable and because of its geology and landform have established sensitive environments;
- Flood Risk and Water Management because of the identified risk; and
- Green Belt matters because some changes to the Green Belt within Redditch at Brockhill and in the Foxlydiate area are necessary.

To achieve this green strategy, Redditch's character, biodiversity, water environment, open space and landscape will have been maintained and enhanced. Also, new and existing low carbon communities will be highly accessible and attractive, making a positive contribution to mitigating and adapting to the effects of climate change. Sustainable modes of transport will be supported and delivered as well as the infrastructure and green infrastructure needed to support planned development.

Creating a Borough Where Businesses Can Thrive

Redditch will be an enterprising Borough and local skills levels will have improved. To achieve this, the Borough will contain diverse employment areas, support existing business sectors while looking for opportunities to improve and where possible to diversify the economy. There will be opportunities to improve the skills of the local workforce to help them access new employment opportunities. The Borough will have a prosperous rural community whilst protecting the countryside. Homes and businesses will be supported by high quality communications infrastructure.

Improving the Vitality and Viability of Redditch Town Centre and District Centres

Retail in Redditch will be successful. The retail strategy is important for the Borough because Redditch Town Centre attracts important shops and facilities that otherwise wouldn't be supported by a population of its size and also because there are parts of the Town Centre and District Centres that suffer from poor design and other big issues.

To achieve the retail strategy Redditch will have achieved regeneration. The Town Centre will be vital and vibrant, supported by regenerated District Centres at Church Hill, Matchborough, Winyates and Woodrow. In particular, the regeneration of the Town Centre will improve connectivity between key sites. Centres will be defined in a Hierarchy of Centres where the needs of the catchments are met.

Redditch Open Air Market, Town Centre

Protecting and Enhancing Redditch's Historic Environment

Redditch has a special built environment and heritage based upon the town's transition from a market town with a needle-based industry, through to a New Town and, in 2030 what will be an enterprising and successful urban area with other historic settlements in the Borough. To deliver the historic strategy, the heritage assets of the Borough will be conserved and enhanced.

Church Green Conservation Area

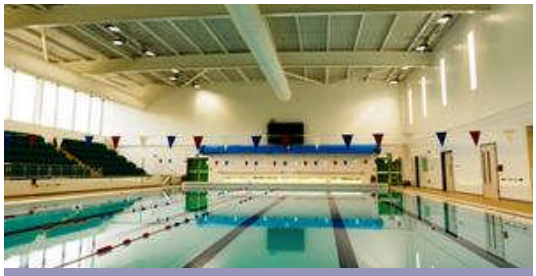
Creating Safe and Attractive Places to Live and Work

Redditch will have achieved high quality and safe design of its new buildings. This high quality and safe design strategy is important because there is a poor perception of safety amongst residents and the uniqueness of Redditch's built environment must be supported. All new development will be of a high quality and safe design and contribute towards creating distinctive and sustainable places that reflect the local character and are tailored to the needs of the people that live in the Borough. In particular, shopfronts will be well designed to ensure security and to have a positive effect on character and appearance and signage and advertisements will be well designed and well placed.

Promoting Redditch's Community Well-being

Redditch's tourism, leisure and cultural facilities will be improved. There will also be provision of a range of other attractive facilities so that communities are sustainably provided for. To achieve this attractive facilities strategy there will be a focus on new and enhanced leisure provision specifically in the Town Centre. New and enhanced leisure provision and green infrastructure will achieve healthy communities as well as provision for healthcare facilities and enhancements to existing healthcare. Finally Redditch Borough will contain excellent services and infrastructure to support its communities with a planned programme of delivery of key infrastructure projects to support the achievement of the Vision.

Abbey Stadium



Abbey Stadium Pool

Objectives

To deliver the Vision a set of 13 non-prioritised Objectives have been developed that reflect the aspirations of the vision and provide direction for the Local Plan No.4 policies. These are:

1. To maintain and provide a high quality natural, rural and historic environment with a multifunctional Green Infrastructure network which maximises opportunities for enhancing biodiversity value, wildlife and ecological connectivity;

2. To ensure that all new development in Redditch Borough will work towards the achievement of being carbon neutral in line with the National Standards;

3. To reduce the causes of, minimise the impacts of and adapt to climate change;

4. To protect, promote and where possible enhance the quality of the Boroughs landscape and Redditch Borough's other distinctive features;

5. To encourage safer, sustainable travel patterns, improve accessibility and maintain a balanced road hierarchy and reduce the need to travel;

6. To enhance the visitor economy and Redditch's cultural and leisure opportunities including Abbey Stadium;

7. Reduce crime and anti social behaviour and the fear of crime through high quality design, with regeneration achieved at the former New Town District Centres;

8. To improve the vitality and viability of Town and District Centres in the Borough by day and night by promoting a vibrant mix of uses including residential;

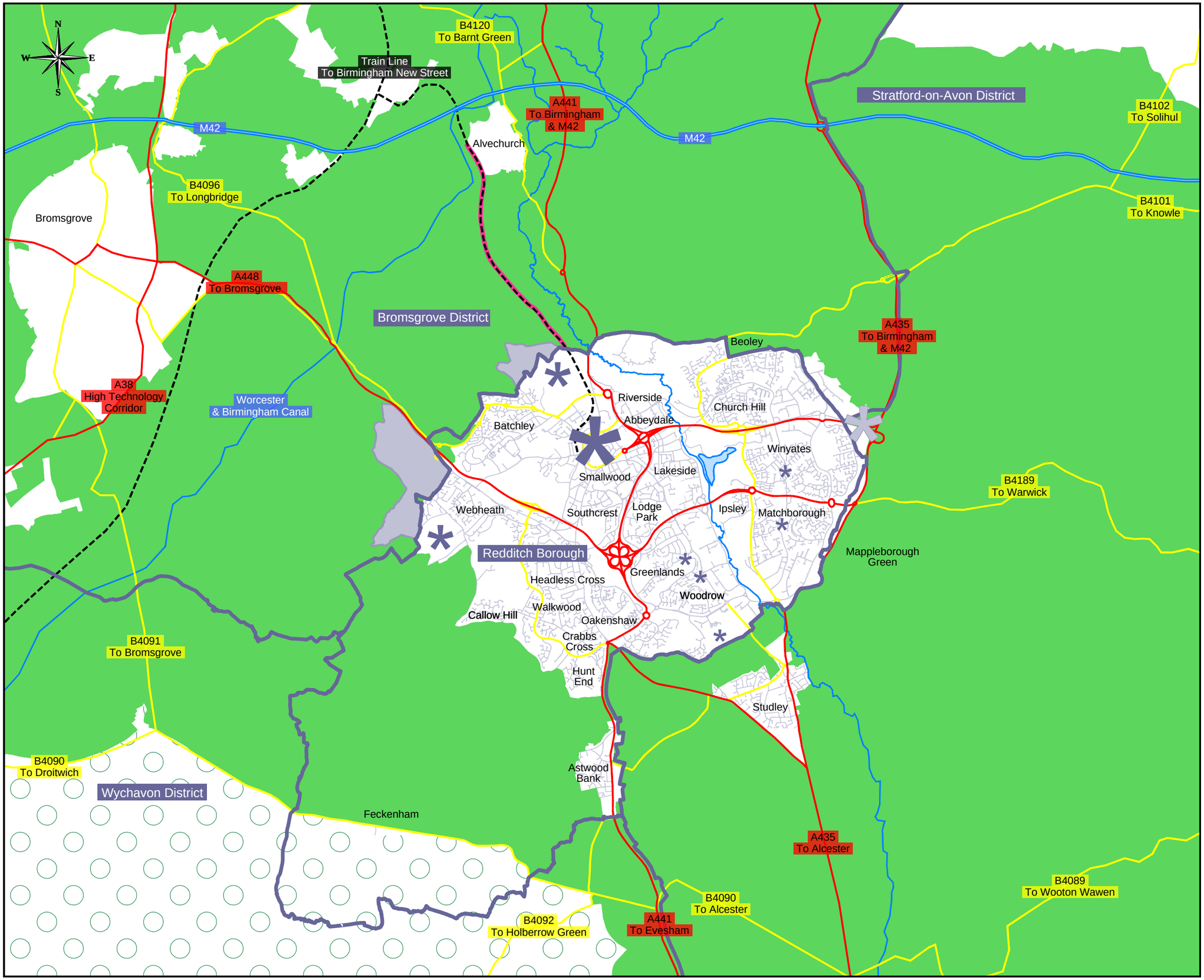
9. To have sufficient homes meeting demographic needs, including affordable housing, providing for a range, mix, and type in the best locations, including on Strategic Sites;

10. To have a strong, attractive, diverse and enterprising economic base with sufficient employment land, including Strategic Sites. Redditch will have employees with higher skills levels with strengthened links between business and education;

11. To protect and enhance water, air and soil and minimise flood risk;

12. 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;

13. To have demonstrated compliance with the "duty to cooperate" by providing for Redditch's growth across Local Authority boundaries.



Key

- Borough/District Boundary
- Urban Area
- Watercourse/Lake
- Green Belt
- Open Countryside
- Strategic Sites
- Eastern Gateway
- Cross Boundary Housing Site
- Motorway
- A Class Road
- B Class Road
- Railway Line
- Railway Line Enhancements

Drawing:

Borough of Redditch
Local Plan No.4
Key Diagram

Drawn:	EEG	Scale:	1/60000 @ A3
Surveyed:	N/A	Date:	FEB 2013

Drawing No: **KD002**

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REDDITCH BOROUGH COUNCIL

making a difference

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Sustainable places to live which meet our needs

The policies in this chapter will deliver the objective:

"To have sufficient homes meeting demographic needs, including affordable housing, providing for a range, mix, and type in the best locations, including on Strategic Sites"

This chapter identifies the strategic housing requirement and shows where the most sustainable locations are to meet Redditch's housing and other development needs. There are policies to ensure delivery of a range of provision to meet everyone's housing needs, and to guide housing density to ensure that developments are neither crammed in or wasteful of precious land supplies. The reuse of previously developed land is promoted whilst other policies aim to protect inappropriate development in Redditch's rural area.

Policy 2 Settlement Hierarchy

The Settlement Hierarchy categorises the Borough's settlements based upon their role and function which has been determined through the Accessibility Study and Settlement Hierarchy. This makes it clear how all of Redditch Borough's settlements are likely to be developed sustainably and how they will serve their communities.

Policy 2

The location and scale of new development should accord with the following settlement hierarchy and reflect the services present, accessibility, and character and local distinctiveness of each settlement.

- Redditch urban area, as the Main Settlement shall be the focus for development as it provides the highest level of services and facilities provision and offers the most sustainable location for development. Where need cannot be met within the Borough, development will be focussed adjacent to the Borough boundary in urban extensions.

- Astwood Bank is a Sustainable Rural Settlement, excluded from the Green Belt, which offers an appropriate range of services and facilities. Development within the settlement boundary, as defined on the Policies Map, will be the focus for identified development needs and supporting local services and infrastructure.

- Feckenham is a small, rural settlement predominantly set within the Green Belt, which offers limited local facilities but has important conservation and historic merit. In order to preserve and enhance these characteristics, development within or adjacent to the settlement boundary, as defined on the Policies Map, will provide for locally identified affordable housing and other development needs only, in accordance with the most up-to-date guidance in the National Planning Policy Framework and Parish Housing Needs Survey.

The remainder of Redditch's rural area offers sparse development patterns with no local service provision. These hamlets will provide for locally identified development needs only, in accordance with the most up-to-date guidance in the National Planning Policy Framework.

Where development in the rural area has demonstrated a proven local need, measures should be put in place through the use of planning conditions or planning obligations to ensure that the development continues to meet this need in perpetuity.

Reasoned Justification

The Local Plan aims to deliver sustainable patterns of development which are appropriate and proportionate to their location, and adequately provide for the communities that they serve.

Redditch urban area is the obvious primary focus for development as it is the main settlement within the Borough and provides the functions and services for the majority of the Borough's residential and economic population. Therefore future development should continue to be directed

towards the Borough's most sustainable settlement in order to maintain and enhance its important role within the settlement hierarchy. Due to the compact and built up nature of Redditch's most sustainable settlement, it is important that future development which cannot be accommodated within the urban area is directed to the most appropriate and sustainable locations on the edge of the urban area, i.e. strategic sites at Brockhill East and Webheath. Development needs which cannot be met within the Borough will be accommodated in urban extensions adjacent to the Borough boundary (see separate consultation on Redditch Growth).

The Accessibility Study and Settlement Hierarchy for Redditch Borough has determined the role and function of the recognised settlements in the Borough by assessing Astwood Bank and Feckenham against a series of key services, facilities and activities to determine what constitutes an appropriate level of development. Ignoring the needs of these settlements may lead to their decline, and in some cases, a loss of their sustainability. Without careful consideration of the roles they play and level of functions they provide, they could be affected by unnecessary and inappropriate development, which compromises their local character and function.

'Locally identified development needs' refers to the anticipated requirements, for example, housing, generated by local growth or other trends, with the exception of inward migration. In the context of Feckenham, 'locally identified development needs' relates to the provision of local residential, business and community needs to maintain the vitality of the communities they serve. If, for example, the provision of locally identified affordable housing need is not deliverable on grounds of viability, consideration may be given to market housing schemes that ensure the provision of an appropriate level of affordable housing, as long as the setting and character of the rural settlement is not compromised. Proposals will also be judged against paragraph 55 of the NPPF.

In relation to Feckenham, 'adjacent to the settlement boundary' means sites which are contiguous to the boundary. However, where there are no suitable sites immediately adjoining the settlement due to the sensitivity of the setting of the settlement or adjacent buildings, consideration will be given to sites not immediately adjoining the settlement boundary. To be acceptable, proposals will need to demonstrate that they are closely related and sympathetic to the existing settlement pattern. It is not envisaged that the settlement boundary would subsequently be redrawn to include new development for affordable housing within the settlement.

Policy 3 Development Strategy

Redditch Borough Council, as Local Planning Authority has an important role to play in ensuring the efficient and sustainable release of land for development. It is important that development is delivered in the most sustainable way possible and so the Development Strategy proposes a sustainable way of distributing development to meet the Borough's needs. The policy sets outs what type of development can come forward, its location, and its appropriate timeframe within the Plan period.

Policy 3

All Strategic Sites for development can come forward immediately in accordance with the policies in the Local Plan. The locations of Strategic Sites and the development principles they are

expected to meet can be found in Strategic Site Policies (Policy 30, Policy 33 and Policies 46 to 50) and see separate consultation on Redditch Growth.

With regard to all development, sites focussed on the urban area of Redditch are encouraged to be developed earlier in the Local Plan period in accordance with Policy 2 (Settlement Hierarchy), with the exception of local needs housing, which should come forward throughout the Plan period as and when 'need' arises.

In all cases, and in particular with the Strategic Sites, the suitability of sites to be brought forward for development will be determined following satisfactory demonstration of how all necessary infrastructure to enable development will be funded and delivered. This should be thoroughly demonstrated with particular reference to the Council's most up-to-date Infrastructure Delivery Plan.

The Council will monitor the delivery of all development in line with the National Planning Policy Frameworks requirements. Should the required rates of housing or employment delivery not be achieved, the Council will endeavour to bring sites forward through proactive planning measures such as Supplementary Planning Documents, Local Plan review and compulsory purchase.

Reasoned Justification

There is a requirement in national planning policy that Redditch Borough should have a continuous supply of land for development throughout the Plan period. In order to ensure this requirement is met all development within the Redditch urban area, as the Borough's principal sustainable settlement, would be required for development immediately as there is limited land availability and little choice about the locations for development within the Borough.

The unique economic conditions require Local Authorities such as Redditch Borough to quickly recover and deliver development to meet its needs. There are no known major constraints to delivery of development in Redditch that would warrant a phasing policy, and the priority for the re-use of previously developed land accompanied by a proactive approach to bringing forward Town Centre and District Centre regeneration, will deliver much of Redditch's brownfield development.

Policy 4 Housing Provision

Redditch Borough Council, as Local Planning Authority, has an important role to play in ensuring that sufficient homes are provided to ensure everyone has access to a home that meets their needs. This includes the provision of both homes to buy and homes to rent, and a variety of sizes and styles. There is insufficient land within Redditch Borough to address the housing needs of its population up to 2030; therefore some cross boundary growth will be required in Bromsgrove District to contribute towards meeting those needs.

Policy 4

Provision is made for the construction and completion of around 6,380 dwellings between 2011 and 2030 to meet the local housing requirements identified in the Strategic Housing Market Assessment.

Around 3,000 dwellings can be accommodated within Redditch Borough. The remainder of around 3,400 is to be accommodated in Bromsgrove District in accordance with separate consultation on Redditch Growth. Details of the sites expected to contribute to meeting the Borough's housing needs can be found in Appendix 2 and are shown on the Policies Map and Key Diagram.

The Borough Council seeks to achieve a mix of housing types in terms of size, scale, density, tenure and cost which reflects the Borough's housing needs. When considering proposals for new residential development, consideration will be given to the extent that the proposed scheme reflects these requirements in accordance with the current Strategic Housing Market Area Assessment and/or the Worcestershire Extra Care Housing Strategy.

In order to achieve a supply of flexible and inclusive housing in the Borough that caters for life-long occupancy, all new residential development, including affordable housing, will be expected to comply with the Lifetime Homes Standard. The private sector development industry will be encouraged to implement the concept of lifetime homes within their development schemes prior to its mandatory introduction in 2013.

Reasoned Justification

Land identified which could contribute towards housing provision indicates that around 3,000 dwellings could be accommodated within the Borough boundary. However, evidence in the Strategic Housing Market Assessment (SHMA) indicates that this will not meet the Borough's housing needs up to 2030. It has therefore been necessary to collaborate with Bromsgrove District Council to identify land in Bromsgrove District, in the vicinity of Redditch, which is capable of accommodating Redditch's land supply shortfall.

It is important that everyone's housing needs are met and there is an adequate mix of dwellings across all types and tenures. The Borough's housing needs will be regularly monitored and reassessed through updates of the SHMA. Furthermore, the Worcestershire Extra Care Housing Strategy offers guidance on the housing needs of the aging population. Due regard should be paid to the most up to date version of these Assessments to properly determine the appropriate housing needs for Redditch at any time.

'Lifetime homes' is an initiative to encourage a more thoughtful approach to house building which incorporates technologies and good design principles to allow for the flexible use of our living spaces over our lifetime. It is acknowledged that the requirement for lifetime homes is not expected in advance of 2013. However, paragraph 20 of 'Lifetime Homes: Lifetime Neighbourhoods' states that voluntary take-up of the concept by the building industry would be encouraged and supported.

Policy 5 Effective and efficient use of land

Land for development is a finite resource. Whilst it is acknowledged and accepted that some greenfield land must be used to meet development requirements, there remains a need for prudent re-use of previously developed (brownfield) land within the Borough which, has the potential to contribute towards meeting Redditch's development needs. Furthermore, the greenfield land that is allocated for development should be developed efficiently to maximise its potential.

Policy 5

Effective and efficient use of land must be sought in all new development schemes.
With respect to residential development, this will be achieved in the following ways:

i. the reuse and regeneration of Previously Developed Land (PDL) will be actively encouraged. Where the economic viability of a scheme on PDL is questionable, and can be fully demonstrated by the applicant, the Borough Council may negotiate a more appropriate level of infrastructure provision, or deferred payment scheme with the applicant, in order to secure beneficial reuse of a site;

ii. densities of between 30 and 50 dwellings per hectare will be sought in Redditch Borough, and 70 dwellings per hectare will be sought on sites for residential development that are within or adjacent to Redditch Town Centre and the District Centres;

iii. higher densities will be sought in locations close to public transport interchanges; and

iv. higher densities will also be sought in other locations where it can be demonstrated that there will be no detrimental impact on the amenity, character and environmental quality of an area.

Applicants should refer to the most up to date Strategic Housing Market Assessment to determine the most appropriate types of dwellings required throughout the Borough. Lower densities will only be considered acceptable where it has been demonstrated that there are site specific limitations which negate standard densities being met, or where there would be a detrimental impact on the amenity, character and environmental quality of an area if the standard densities were to be pursued on-site.

Schemes for the development of private residential gardens will generally not be supported unless they lie within existing settlements, integrate fully into the neighbourhood, and can clearly demonstrate that there would be no detrimental impact on the current and future amenity, character and environmental quality of the neighbourhood. Development may be supported if there are substantial overriding environmental, social and economic benefits to justify the development.

With respect to non-residential development, schemes on PDL, which propose the re-development of tired or redundant sites, will be considered favourably.

There will be a presumption against development on PDL where it can be clearly demonstrated that over time, land has been afforded beneficial amenity value or where biodiversity issues would be compromised through redevelopment of the site.

Reasoned Justification

Encouraging development on previously developed land allows maximum use to be made of vacant and previously developed sites within the Borough; thus reducing the pressure for development on greenfield sites and maximising the use of existing infrastructure.

The National Planning Policy Framework removes the previous PPS3 requirement for a specific PDL target, allowing local authorities the flexibility to consider whether a local target would be appropriate. The Strategic Housing Land Availability Assessment (SHLAA) demonstrates that it is clearly not possible to deliver substantial levels of housing on PDL in Redditch. This is due to its tight administrative boundaries which are surrounded by Green Belt, and the nature of its previous New Town status, which limits the amount of development that may have reached the end of its natural life and is prime for redevelopment within the urban area. The Borough Council's previous brownfield development target, identified in the Worcestershire County Structure Plan 1996 – 2011, stipulated a target of 25% of all residential development on brownfield land. The Borough Council was able to more than double the brownfield delivery against this target during the period up to 2011. Therefore, exceeding previous brownfield development targets, limits the scope and potential during this Plan period. However, there is still a need to promote the reuse of PDL in the interest of Redditch's capacity limitations, and whilst it is not considered beneficial to set a PDL target, it would be prudent to actively encourage development on the areas of known PDL within the Borough. The SHLAA and Employment Land Review (ELR) identify PDL potential within the Borough. Therefore, the Borough Council considers it prudent to encourage regeneration and redevelopment of sites which may be tired or have remained vacant for a number of years, in order to revitalise these parts of the town, thereby encouraging future investment in Redditch and contributing towards the Borough's development targets.

There are some instances where redevelopment of brownfield land should be resisted, such as previously cleared sites which have, over time, become part of the open and green character of an area and value is placed on the contribution these areas make to the community or biodiversity. In these instances, the contribution these sites make to the character of the area will be afforded careful attention before their redevelopment is considered.

The NPPF does not specify minimum density targets and considers that density levels should be set by Local Authorities to reflect local circumstances. Based upon past density rates achieved in Redditch, at a time when minimum density requirements were set, it is considered that continuation of these density ranges will continue to be achievable and in keeping with the character of existing development within the Borough. There may be instances when achieving minimum density targets will compromise the character of the surrounding area or there are physical limitations within the site boundary. In these circumstances, the character of the surrounding area and the sites' physical constraints will be afforded careful attention before higher density development is considered.

Homes with large back gardens are common feature in some of the older districts in the Borough and previously a number of housing completions have come from developments on garden land. Although garden land was previously defined as brownfield land, it has now been removed from this definition. This does not mean that all development on garden land should be refused but rather that careful consideration should be given to any proposals and whether there are any mitigating factors. One of the most important considerations will be the retention of the existing character of residential areas. Development which significantly increases the proportion of ground

coverage or the scale of proposed buildings is likely to be out of keeping with its surroundings and therefore is likely to be unacceptable and will be refused. Development of garden land will only be supported where it fully integrates into the neighbourhood and is in keeping the character and quality of the local environment, unless it can be demonstrated there are significant overriding mitigating circumstances.

Policy 6 Affordable Housing

The Government believes that everyone should have the opportunity of a decent home, which they can afford, within a sustainable mixed community. There is a national commitment to providing high quality housing for people who are unable to access or afford market housing.

Affordable housing is defined as including social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the open market (NPPF, Glossary). Client groups who are in need of affordable housing include vulnerable groups, low income households, key workers, existing Council or Registered Providers (Housing Associations) tenants in need of larger or small housing, and those persons trying to make the transition from social rented housing to home ownership.

A sufficient supply of intermediate housing tenures can help address the needs of key workers and those people seeking to gain a first step on the housing ladder, reduce the dependency on social rented housing, free up existing social rented homes, provide a wider choice for households and ensure that sites have a mix of tenures.

Redditch Borough has the lowest average house price in the South Housing Market Area. However, despite Redditch being the most 'affordable' Borough in the sub-region, the lower quartile multiplier implies even at this level, many people will be financially excluded from purchasing market housing.

Policy 6

Redditch Borough Council is keen to promote opportunities for its residents to access low cost, high quality housing, which presents opportunities to buy as well as rent. Therefore, the Borough Council will seek to create sustainable communities by ensuring that a mixture of dwellings with regard to size, type and tenure that reflect local housing need, are provided on, and integrated within, each site as appropriate.

On sites of 10 or more gross dwellings, a 30% contribution towards the provision of affordable housing will be expected. On-site provision should be made and must incorporate a mix of dwelling types and sizes, which reflect the site's characteristics, the development as a whole, and meets the needs identified in the Borough Council's most up to date Strategic Housing Market Assessment.

On all sites of 5-9 gross dwellings, the following financial contributions towards affordable housing provision will be sought within each of the sub market areas:

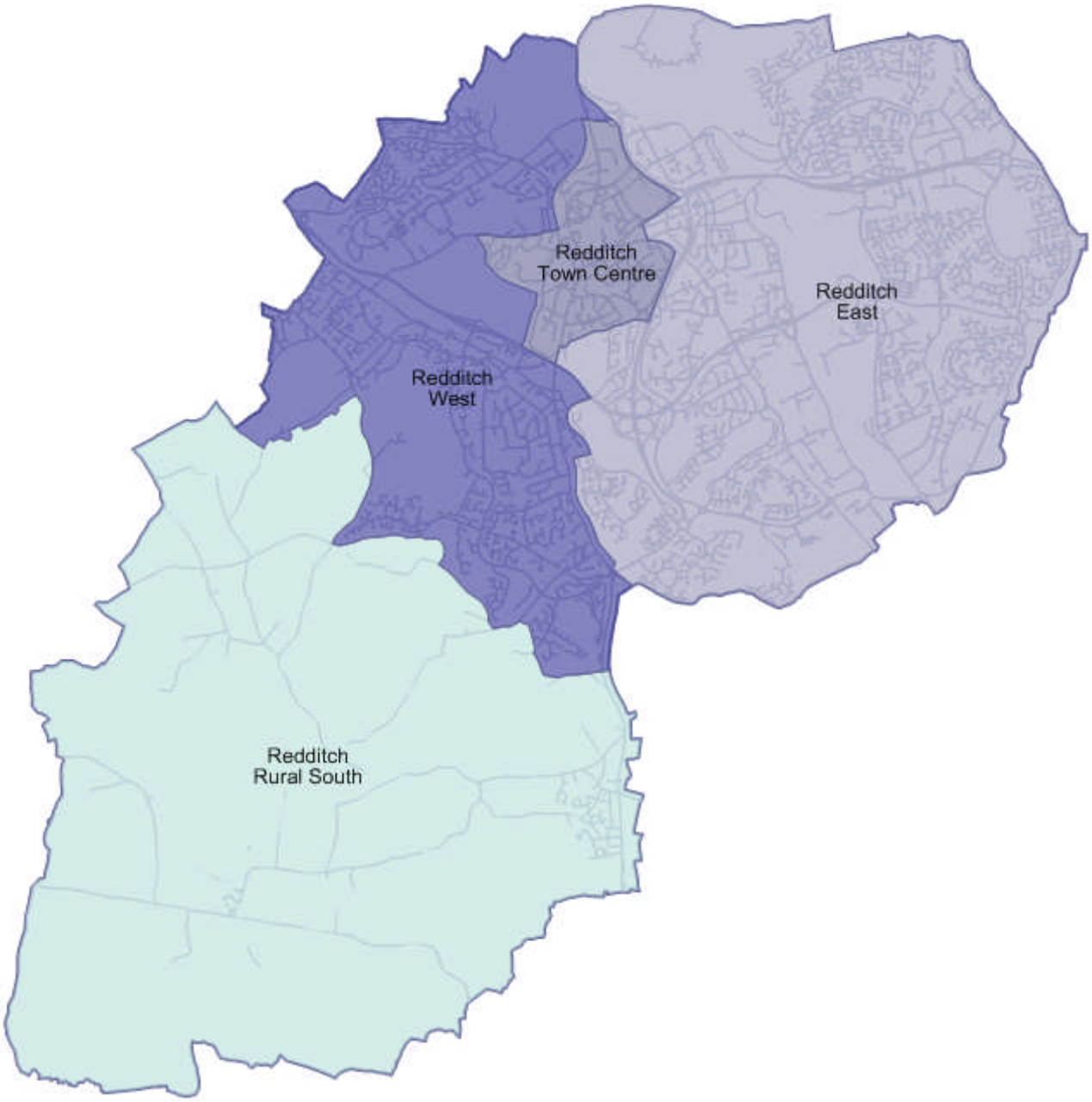
- Rural South – 30%;
- Redditch West – 20%;

- Redditch East – 10%; and
- Town Centre – 10%

These percentages represent an equivalent benefit to affordable housing need as if it were provided on site. The Redditch sub market areas are defined on the Information Map above.

In exceptional circumstances, where the economic viability of affordable housing contributions is questionable, and this can be fully demonstrated against the Affordable Housing Viability Assessment Toolkit, the Borough Council may negotiate a more appropriate level of affordable housing provision, or deferred payment scheme where appropriate, with the applicant.

Sub Housing Market Areas Map



Reasoned Justification

The Borough Council recognises the continuing need to provide housing across all market sectors within the Borough and that Strategic Housing Market Assessments (SHMA) continue to report an increasing need for affordable housing in Redditch. Over time, the size and type of housing in the greatest demand may alter; and any changes to the Borough's housing needs will be reflected through regular SHMA updates. Therefore it is imperative that the required need identified in the most up to date SHMA is provided for at that time. The tenure of dwellings that contribute towards the affordable housing provision is detailed in the Glossary of the National Planning Policy Framework (Annex 2).

The Affordable Housing Viability Assessment (AHVA) has tested the viability of a range of development scenarios within Redditch. The affordable housing requirements set in policy reflect the findings of the Assessment. However, exceptional circumstances may arise due to economic conditions for example, which may render a site undeliverable if the full affordable housing requirement were to be pursued. If exceptional circumstances arise, and can be clearly demonstrated, the Borough Council will negotiate an appropriate, deliverable scheme with the applicant. The AHVA is accompanied by an Assessment Toolkit, which assesses sites under the same criteria as those used in the AHVA. This offers a reliable method for assessment which relates directly to the policy's supporting evidence.

Policy 7 Gypsies, Travellers and Travelling Showpeople

It is important to ensure that the needs of all of the members of the Redditch Borough community are catered for. In order to address the needs of Gypsies, Travellers and Travelling Showpeople, provision will be made to meet their needs in the appropriate locations.

Policy 7

Provision will be made for new Gypsy, Traveller and Travelling Showpeople pitches, in line with an up-to-date assessment of permanent and transit accommodation needs in line with Government guidance. Requirements for Redditch Borough are currently contained in the Worcestershire Strategic Housing Market Assessment (2012) and the Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2008). These assessments identify a minimum of 14 'yards' to be provided to meet the needs of travelling showpeople and 18 pitches for temporary stopping places to meet Redditch's need.

The Borough Council will allocate site(s) to meet identified need through a Local Plan review to include additional site allocations. Proposals for new sites will be required to demonstrate that they:

i. are located within a reasonable distance of existing facilities and transport networks with satisfactory access and highway arrangements;

ii. where appropriate, are located on Previously Developed Land;

iii. are well screened and landscaped and will not cause unacceptable harm to the character and appearance of the surrounding area;

iv. will not result in unacceptable disturbance or loss of amenity to any neighbouring development; and

v. have, or are capable of having, a satisfactory water supply, sewerage and refuse disposal facilities.

Traveller sites (temporary or permanent) in the Green Belt are considered inappropriate development.

Reasoned Justification

'Planning policy for traveller sites' (CLG, March 2012) is the current national planning guidance regarding the provision of sites for Gypsies, Travellers and Travelling Showpeople. Sites will be allocated in accordance with national planning guidance.

The Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) for The South Housing Market Area of the West Midlands Area (2008) was commissioned by the South Housing Market Area Partnership. The purpose of the assessment is to provide information on the accommodation needs of Gypsies and Travellers for sub-regional and District/Borough level planning policy to set the appropriate number, type and distribution of additional pitches to be provided. The GTAA is supplemented by the Strategic Housing Market Assessment (SHMA) for Worcestershire (2012).

There are currently 31 Travelling Showpeople plots in the Borough. The Assessment recommends that an additional Showpeople site should be provided for which is a minimum of 14 'yards'. 'Yards' can be anything from 100ft x 100ft up to 150ft by 200ft (Gypsy and Traveller Accommodation Assessment for The South Housing Market Area, March 2008). The Assessment also recommends that a temporary stopping place of not less than 18 pitches should be provided.

It is anticipated that a revision of the Gypsy and Traveller Accommodation Assessment will be carried out for Worcestershire in 2013.

Development proposals should be informed by the Landscape Character Assessment completed for Worcestershire which considers the areas of the Borough that are most sensitive to development. It also details mitigation measures for proposals with regard to surrounding landscape impact. Any proposals for future sites will be considered with this assessment in mind. Proposals must also consider the requirements of Policy 2 Settlement Hierarchy and Policy 3 Development Strategy.

Policy 8 Green Belt

The land from the periphery of the urban area of Redditch to the B4090 at Feckenham (the Saltway) is designated as Green Belt. Designated Green Belt benefits from protection through national planning policy (the NPPF) meaning it will be protected from inappropriate development. The preparation of this plan has led to the removal of some land from the previously designated Green Belt. Continued protection of the Green Belt can contribute to the vision and objectives of this plan for the Borough to have a high quality rural environment and to protect, promote enhance the quality of the Borough's landscape.

Policy 8

The designated Green Belt, located in the south west of the Borough is identified on the Local Plan No.4 Policies Map. The exceptional circumstances required to amend the Green Belt Boundary have been demonstrated through the preparation of Local Plan No.4.

There will be a presumption against inappropriate development in the Green Belt in line with the National Planning Policy Framework (NPPF) except in very special circumstances. Some forms of development are not inappropriate development in the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt. Applications for development in the Green Belt will be determined in line with national planning guidance on Green Belts and other relevant policies within the development plan.

Reasoned Justification

The Borough's Green Belt boundary was originally defined by the Borough of Redditch Local Plan No.2 (adopted 1986) and was maintained in Local Plan No.3. The preparation of Local Plan No.4 and associated evidence has justified the removal of certain sites from the previously designated Green Belt. Reference should be made to the Redditch Green Belt Study for the location of land removed from the Green Belt and the Local Plan No.4 Policies Map for the extent of the revised Green Belt boundary.

Inappropriate development is, by definition, harmful to the Green Belt (NPPF para 87). Applicants will be required to demonstrate 'very special circumstances' to justify their proposal. New buildings in the Green Belt will be considered inappropriate unless they are for a purpose, defined in the NPPF, as not inappropriate in Green Belt (paragraphs 89 and 90). Specifically, providing the openness of the Green Belt and the purposes of including land in the Green Belt are not compromised, appropriate facilities for outdoor sport and recreation may include facilities such as small changing rooms or unobtrusive spectator accommodation for outdoor sport, or small stables for outdoor sport and outdoor recreation.

Policy 9 Open Countryside

The land south of the B4090 (the Saltway) is Open Countryside. Open Countryside is afforded protection for its own sake to avoid unsustainable and dispersed patterns of development. This approach can contribute to the vision and objectives of this plan for the Borough to have a high quality rural environment and to protect, promote enhance the quality of the Borough's landscape.

Policy 9

The Open Countryside outside of the Green Belt is identified on the Policies Map. Development in the Open Countryside will not be permitted except where it is:

i. clearly necessary for the purposes of agriculture or forestry and cannot be sited in a settlement; or

ii. it is required to support small scale recreation; or

iii. it is a necessary accompaniment to the establishment and success of an existing or new enterprise which itself needs to be located outside a settlement; or

iv. an acceptable reuse of a rural building of a substantial and permanent construction and where it is capable of reuse without major or complete reconstruction; or

v. a replacement of, and comparable in size with, an existing building; or

vi. an extension to an existing building which is in scale with the original building and does not become the dominant feature; or

vii. in accordance with Policy 2 Settlement Hierarchy.

Reasoned Justification

It is recognised that some development is necessary in the Open Countryside to support the economic viability of an existing business or to enable the continued use of existing built development. Small scale recreational use may also be appropriate in the Open Countryside, such as stables or hay stores. However it is also necessary to protect the countryside for its own sake and to prevent an unsustainable, dispersed pattern of development. Applicants will be required to demonstrate, using appropriate evidence, the need for a proposed development to be located within the Open Countryside.

Proposals for development in the Open Countryside will be required to demonstrate a proven local need in accordance with Policy 2 Settlement Hierarchy. Proposals for economic development in the open countryside will also be determined in accordance with Policy 26 Rural Economic Development. 'Enterprise' comprises farm diversification businesses or other businesses where a location outside a settlement is essential to their successful operation. Where permission is

granted for housing for the purpose of agriculture or forestry, arrangements should be made to ensure that the dwelling remains in agricultural or forestry use.

In the context of criterion (v) of this policy, “size” means the volume, scale and height of a building.

Policy 10 Agricultural Workers Dwellings

About 50% of Redditch Borough is designated Green Belt and Open Countryside (see Policies Map for the extent) where isolated new dwellings would not normally be permitted. However, the Borough Council recognises the importance of the rural economy and accepts that new dwellings may be required to support agricultural enterprises.

Policy 10

New dwellings in the Green Belt and Open Countryside outside of the settlements of Astwood Bank and Feckenham will only be permitted where there is an essential need for a rural worker to live at or near their place of work.

A. New permanent dwellings will be allowed to support existing agricultural activities on well-established agricultural units, providing:

i. there is a clearly established existing essential functional need;

ii. the functional need relates to a full time worker or one primarily employed in agriculture

iii. the unit and agricultural activity is well established, is financially sound and has a clear prospect of remaining so;

iv. the functional need could not be fulfilled by another existing dwelling on the unit or any other existing accommodation in the area which is suitable and available;

v. the proposed dwelling is of a size commensurate with the established functional need; and

vi. all other material planning considerations are satisfied.

B. If a new dwelling is essential to support a new farming enterprise on a new or existing unit, an application should be made for temporary accommodation. Such proposals will need to demonstrate:

i. clear evidence of a firm intention to develop the new enterprise;

ii. an essential functional need relating to the enterprise;

iii. the new enterprise has been planned on a sound financial basis;

iv. the functional need could not be fulfilled by another existing dwelling on the unit or any other existing accommodation in the area which is suitable and available;

v. the proposed accommodation is genuinely temporary and the necessary infrastructure can be provided without permanent harm; and

vi. all other material planning considerations are satisfied.

C. The Borough Council will use conditions to restrict the occupancy of dwellings permitted by this policy to agricultural workers. Applications to remove such conditions will not be permitted unless the applicant can demonstrate there is no longer any realistic agricultural need for the restriction to remain.

Reasoned Justification

The extent of the Green Belt and Open Countryside in the Borough and the settlements of Astwood Bank and Feckenham are shown on the Policies Map. It is important that Green Belt principles are not undermined by speculative development. Proposals for Agricultural Workers Dwellings in the Green Belt must be supported by evidence that development is essential and outweighs Green Belt considerations.

Applicants must provide evidence to demonstrate the essential need for a permanent new dwelling based on functional and financial tests. The purpose of the functional test is to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be available at most times to provide essential care or deal with emergencies that could cause serious loss to crops, livestock or products. The financial test is necessary to demonstrate the enterprise is economically viable and can sustain the proposed dwelling and full time (or equivalent) worker. Applicants will normally be required to show that the business has been established for at least three years and profitable for at least one year. The appropriate size of a dwelling will be determined based on the requirements of the enterprise rather than those of the owner or occupier.

Applications for temporary accommodation in relation to a new enterprise must also meet the functional and financial tests. Temporary permission will normally be given for a period of three years after which time permission should be sought for a permanent dwelling, justified under Part A above or, the temporary structure should be removed. Temporary permission will not be granted in locations where the Borough Council would not permit a permanent dwelling.

All proposals must also comply with the relevant policies in this plan and satisfy any other relevant material planning considerations, such as siting, design, access and impact on the surrounding environment, etc.

Conditions restricting the occupancy of dwellings to agricultural workers have been applied to previous planning permissions and will be applied to dwellings permitted under this policy. The onus is on the applicant to prove that the essential functional need for the dwelling is no longer required when applying for such conditions to be removed.

Creating and Sustaining a Green Environment

The policies in this chapter will deliver the objectives:

“To maintain and provide a high quality natural, rural and historic environment with a Green Infrastructure network which maximises opportunities for biodiversity value, wildlife and ecological connectivity”

“To ensure that all new development in Redditch Borough will work towards the achievement of being carbon neutral in line with the National Standards”

“To reduce the causes of, minimise the impacts of and adapt to climate change”

“To protect, promote and where possible enhance the quality of the Boroughs landscape and Redditch Borough’s other distinctive features”

“To encourage safer, sustainable travel patterns, improve accessibility and maintain a balanced road hierarchy and reduce the need to travel”

“To protect and enhance water, air and soil and minimise flood risk”

Redditch's natural environment is one of its main distinctive features, the abundance of trees, wildlife and open spaces provide the urban area with a natural backdrop that makes it special. These policies will protect and enhance the natural environment and its flora and fauna, ensuring any risks to it are minimised so that the Town’s places are well served by a multifunctional Green Infrastructure network. There are also policies which are sensitive to the effects development can have on our climate and strive to encourage measures to reduce the impacts of climate change. To supplement this approach, this chapter also contains policies which support and promote a shift towards greater public transport use in order to reduce the impact of emissions on the natural environment.

Policy 11 Green Infrastructure

Green Infrastructure (GI) is defined in the NPPF as 'a network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities'. In order to realise the vision and objectives of this plan that, by 2030 Redditch Borough will be distinctively 'green', a well planned and managed GI network is essential. The multifunctionality of the GI network means that it can also contribute to delivering objectives regarding biodiversity, climate change, historic environment and flood risk.

Policy 11

The Green Infrastructure (GI) Network makes an important and valued contribution to the Borough of Redditch and its distinctiveness. The GI network is a multifunctional resource that includes, but is not limited to, green spaces and corridors, waterways, natural heritage and wildlife habitats.

The existing GI Network will be safeguarded and new development will be required to contribute positively to the GI network, in line with the findings of the Redditch Borough GI Strategy and to support the Worcestershire Sub-Regional GI Framework. Opportunities will be sought to improve the network for the benefit of people, wildlife and the character and appearance of the Borough.

The Borough Council will, where appropriate, produce Green Infrastructure Concept Statements to guide masterplanning and development of Strategic Sites.

Reasoned Justification

A multifunctional Green Infrastructure (GI) network in Redditch Borough is of great importance for protecting the environment, meeting recreational needs, providing wildlife habitats, offering flood protection, maintaining an attractive townscape and historic environment and assisting in the mitigation of the effects of climate change. As such, this policy should be read in conjunction with Policy 15 Climate Change, Policy 16 Natural Environment, Policy 17 Flood Risk, Policy 18 Sustainable Water Management, Policy 19 Sustainable Travel and Accessibility and Policy 43 Leisure, Tourism and Abbey Stadium. Reference should also be made to the Worcestershire Access and Informal Recreation Strategy (AIRS) and the Worcestershire Rights of Way Improvement Plans (ROWIP) and, where possible, the aims of these can be delivered through the provision or enhancement of the GI network.

Green infrastructure includes the network of green spaces and natural elements across the Borough. These areas are important in enriching the quality of life of local communities, improving health, supporting regeneration and creating attractive environments. A Green Infrastructure Strategy for the Borough will be completed which identifies and assesses the existing Green Infrastructure network and make recommendations on how the network can be enhanced.

A level of protection also needs to be provided to the 'corridors' between sites such as hedgerows and watercourses. These features, which act as wildlife corridors or 'stepping stones' between habitats, help to maintain the range and diversity of flora and fauna. In considering proposals for development within these corridors, or for development that would potentially affect their function

as a link in maintaining the flora and fauna of the Borough, the Borough Council will require applicants to provide sufficient information to enable an assessment of the proposals likely impact.

Green Infrastructure Concept Statements will be produced having regarding to the emerging Green Infrastructure Strategy for Redditch Borough and the emerging Sub-Regional Green Infrastructure Strategy being produced by Worcestershire County Council.

Policy 12 Open Space Provision

Open space can perform a range of functions and as such makes a significant contribution to the GI network of the Borough. It is an invaluable formal and informal recreational resource, is beneficial for nature conservation and has a bearing on people's quality of life. Policies 12, 13 and 14 ensure the protection of existing open space (both designated and incidental) and require the creation of new open space as part of new development, thereby helping to achieve this plan's vision and objectives to have a high quality natural environment and to improve leisure opportunities.

Policy 12

The Borough Council will aim to maintain minimum standards of open space provision as identified in the Open Space Needs Assessment and Playing Pitch Strategy. New development will be required to make provision for new and/or improvements to open space, sports and recreation facilities in accordance with the Council's Adopted Open Space Provision Supplementary Planning Document (SPD) or any other form of planning obligation the Council adopts. New open space should be strategically located in order for it to contribute to the Green Infrastructure network and increase its multifunctionality. The Borough Council will support, in principle, the development of new open space, sports and recreation facilities.

If the demand for allotments increases during the course of this plan period beyond that which can be accommodated within existing allotments, developers may be required to provide new allotments in association with new developments.

Local Green Spaces will be designated, where appropriate, in accordance with the provisions of the National Planning Policy Framework (NPPF). Once designated, Local Green Space will be managed in line with planning policy for Green Belts.

Reasoned Justification

The Open Space Needs Assessment identifies the different types and amounts of open space in each ward of the Borough. The Playing Pitch Strategy identifies the future need for playing pitches in the Borough. The strategy for specific typologies of Open Space is currently contained in the Borough Council's Open Space Provision Supplementary Planning Document (SPD). The Open Space Provision SPD recognises Open Space, sports and recreational facilities of high value which may need protecting and sets out local standards for the provision of Open Space, sports and recreational facilities. The Borough Council will negotiate with applicants to establish the

appropriate amount and location of open space provision based on the Open Space Provision SPD, Open Space Needs Assessment, Playing Pitch Strategy and any other relevant evidence.

The Open Space Provision SPD is the Council's current adopted method of calculating open space contributions. This may, in the future, be superseded by another method of collecting planning obligations such as the Community Infrastructure Levy.

New open space, sports and recreation facilities such as playing pitches will be supported in principle provided any ancillary facilities are appropriate.

Allotments are an important element of the open space provision within the Borough. Existing allotments are Primarily Open Space and therefore any proposals for development affecting an allotment will be assessed against Policy 13 Primarily Open Space.

The NPPF makes provision for local communities to designate Local Green Space through local and neighbourhood plans. Local Green Space will only be designated where it does not conflict with the objectives of the Local Plan and in accordance with the NPPF. Once designated, Local Green Space will be subject to the same planning policy safeguards as land designated as Green Belt.

Policy 13 Primarily Open Space

Policy 13

Open space will be protected and, where appropriate, enhanced to improve quality, value, multifunctionality and accessibility. In order to maintain the levels of open space provision in the Borough, proposals which would result in the total or partial loss of Primarily Open Space will not normally be granted planning permission unless it can be demonstrated that the need for development outweighs the value of the land as an open area.

In assessing applications for development on Primarily Open Space the following will be taken into account:

i. the environmental and amenity value of the area;

ii. the recreational, conservation, wildlife, historical and visual and community amenity value of the site;

iii. the merits of retaining the land in its existing open use, and, the contribution or potential contribution the site makes to the Green Infrastructure network, character and appearance of the area;

iv. the merits of protecting the site for alternative open space uses;

v. the location, size and environmental quality of the site;

vi. the relationship of the site to other open space areas in the locality and similar uses within the wider area;

vii. whether the site provides a link between other open areas or as a buffer between incompatible uses;

viii. that it can be demonstrated that there is a surplus of open space and that alternative provision of equivalent or greater community benefit will be provided in the area at an appropriate, accessible locality; and

ix. the merits of the proposed development to the local area or the Borough generally.

If development is permitted which results in the loss of a playing pitch or allotment site the Borough Council will require the provision of equivalent or improved facilities and/or financial contributions from developers.

Proposals for development on Primarily Open Space land that contribute to the nature and purpose of the open space may be deemed acceptable by the Council.

Reasoned Justification

All Primarily Open Space is a valuable part of the Green Infrastructure network of the Borough and fulfils a number of functions including protecting the environment, meeting recreational needs, providing wildlife habits and maintaining an attractive townscape. This policy applies to Primarily Open Space as identified on the Policies Map and in the Open Space Needs Assessment and new areas of open space created by developments during the plan period. The Open Space Needs Assessment identifies the different types of Primarily Open Space in the Borough.

Development proposals will be assessed against the current and potential attributes of the open space in accordance with the criteria above. If it cannot be demonstrated that the need for a proposed development outweighs the value of the open space planning permission will not be granted.

If development will result in the loss of a playing pitch or allotment site the Borough Council will negotiate with the developer to determine the appropriate alternative provision and/or financial contribution. In relation to playing pitches, the Borough Council will be guided by the recommendations of the Playing Pitch Strategy.

Applications for ancillary development on open space that would enhance the existing open space use will be considered. Where a building is already located on land that is designated as Primarily Open Space, proposed development within its curtilage or immediate surroundings may be acceptable subject to the proposal complying with other relevant planning policies and material considerations.

Policy 14 Protection of Incidental Open Space

Policy 14

Areas of open space that are not Primarily Open Space are areas of incidental open space. Whilst incidental open space can make an important contribution to the Green Infrastructure network and overall open space provision in the Borough, it is acknowledged that it may be necessary to develop some areas of incidental open space.

Incidental open space will be protected from development unless:

i. the need for the development is considered to outweigh the need to protect the incidental open space;

ii. it can be demonstrated the site does not make an important contribution to the Green Infrastructure network and has no particular local amenity or wildlife conservation value;

iii. the site does not have a strategic function separating clearly defined developed areas or acting as a buffer between different land uses; and

iv. it can be demonstrated that there is alternative provision of equivalent or greater community benefit provided in the area at an appropriate and accessible locality;

v. the incidental open space does not play an important role in the character of the area.

Reasoned Justification

All areas of open space that are not Primarily Open Space (Policy 13) are areas of incidental open space regardless of ownership or accessibility. Areas of incidental open space are usually undeveloped open areas of land and are generally smaller than areas of Primarily Open Space. Nevertheless incidental open space can provide a valuable resource and will normally warrant protection from development.

Applicants will be required to demonstrate the merits of their development in relation to the value of the open space; if the merits of retaining the land in its existing open use outweigh the merits of the proposed development, planning permission will not be granted. Sites that provide a link between other open areas or act as a buffer between land uses will be safeguarded. Consideration will be given to the role the open space plays in the character and street scene of the area in accordance with Policy 40 High Quality and Safe Design.

Policy 15 Climate Change

It is now accepted that the world's climate is changing; new developments in the Borough must mitigate and adapt to the effects of this climate change. This policy seeks to ensure that new developments are constructed in an efficient and sustainable manner in order to be climate resilient and to contribute to reducing carbon emissions.

Policy 15

To be sustainable, new developments must have regard for the need to be climate-resilient. In order to ensure appropriate consideration of adaptation and mitigation to climate change has been made, applications will be judged against the following criteria:

i. development should be placed in accessible locations in order to reduce greenhouse gas emissions. Proposals should take account of the need for accessibility between any development site and key facilities and consider how flexible and smarter working practices can be maximized to reduce transport emissions;

ii. the energy efficiency of the development must be maximised through its siting and orientation, and through the adoption of energy conservation measures, including natural ventilation, heating and lighting;

iii. proposals must seek to be zero carbon in line with Government targets;

iv. all new residential development must meet the nationally required standard of the Code for Sustainable Homes (or any other national scheme which supersedes it);

v. all new non-domestic development must be assessed against the BREEAM assessment method (or any other national scheme which supersedes it);

vi. all proposals must demonstrate that the use of sustainable, locally sourced and recycled materials has been considered and the waste hierarchy has been considered (waste minimization, re-use and recycling) during construction;

vii. adaptation measures must be maximized, with particular emphasis on the provision of Green Infrastructure (see Policy 11 for further detail).

The use of small scale renewable technologies will be encouraged in appropriate locations.

Low carbon vehicle infrastructure in appropriate developments and locations will be encouraged.

Reasoned Justification

Locating development where it is accessible by a variety of modes of transport and to employ flexible and smarter working practices, such as enabling working from home contributes to reducing carbon emissions from travel. Accessibility to facilities such as the Town and District Centres should also be a key consideration. This policy should be read in conjunction with Policy 19 Sustainable Travel and Accessibility.

New development should seek, as a priority, to reduce their demand for energy by maximising the efficiency of the development. Natural ventilation is one way of making a building efficient using the natural process of supplying and removing air from an indoor space. Natural heating can be achieved by employing techniques such as passive solar design. Guidance contained in national Building Regulations can assist in ensuring that buildings are built and run in an efficient manner.

The Government's target is that buildings should meet zero-carbon standards by 2016. The Code for Sustainable Homes is intended to improve the overall sustainability of new homes and measures the sustainability of a home against design categories. BREEAM (BRE Environmental Assessment Method) is a widely used environmental assessment method for buildings. It sets the standard for best practice in sustainable design and is used as a measure to describe a buildings environmental performance http://www.breeam.org/index.jsp). All developers will be encouraged to meet the highest level of Code for Sustainable Homes/BREEAM rating (or any other national scheme which supersedes them) as is economically viable.

The use of sustainable, locally sourced and recycled materials will be required in order to prevent negative effects on the natural environment. Using locally sourced materials prevents extensive distances being travelled during the construction process. The use of sustainable, locally sourced and recycled materials can be maximised through the use of recycled material on site, which also reduces the amount of waste going to landfill sites. The EU Waste Framework Directive sets out five steps for dealing with waste, ranked according to environmental impact – the 'waste hierarchy'. Prevention, which offers the best outcomes for the environment, is at the top of the priority order, followed by preparing for re-use, recycling, other recovery and disposal, in descending order of environmental preference. In addition, to ensure waste is minimized across the lifetime of developments, Policy 40 High Quality and Safe Design requires appropriate space for waste and recycling is made within the development.

The provision of Green Infrastructure is the most sustainable way to ensure proposals can adapt to a changing climate. Ecosystems and the natural environment provide a tool for mitigating and adapting to climate change and this should be considered in new development schemes and projects relating to the plan (see Policy 11 for more information). Full account should also be taken of the effects of climate change on flood risk and water supply (see Policy 17 Flood Risk and 18 Sustainable Water Management).

Retrofitting existing housing stock with improved insulation and water saving devices contributes towards mitigating the emissions from the largest contributor of carbon emissions from the built environment. Improvements will be sought in areas of the Borough with particularly low efficiency levels, the use of the Worcestershire Warmer Heat Loss Map will aid in identifying these areas http://gis.worcestershire.gov.uk/website/warmerworcestershire/.

Low carbon vehicle infrastructure in appropriate developments and locations will be encouraged as this ensures that a reduction in carbon emissions from travel is realised. Low carbon vehicle infrastructure can include electric vehicle charging points and any other emerging technology required to support the use of low carbon vehicles.

If it is unviable for a development proposal to meet any of the requirements set out in this policy applicants will be required to demonstrate why it would be unachievable. This policy seeks to support the target set out in the Climate Change Act 2008 which requires that emissions are reduced by at least 80% by 2050, compared to 1990 levels.

Policy 16 Natural Environment

The natural environment is one of the assets of Redditch Borough that make it special. It is essential to ensure that the natural environment is protected and enhanced and that good design principles are adopted, particularly to ensure that features of the natural environment are incorporated into new development. This policy can help to achieve the objectives of this plan for the Borough to have a high quality environment and landscape.

Policy 16

A. Natural Environment and Landscape

A high quality natural environment and landscape is integral to delivering the Vision of the Local Plan. In order to achieve this all relevant proposals will be expected to:

i. demonstrate how the use of natural resources will be minimised;

ii. protect and, where appropriate, enhance the quality of natural resources including water, air, land, wildlife corridors, species (including protected species), habitats biodiversity and geodiversity;

iii. demonstrate the Borough's distinctive natural landscape is protected, enhanced or restored, as appropriate and proposals are informed by, and sympathetic to, the surrounding landscape character;

iv. not have a significant adverse impact on skylines and hill features, including established views of these features;

v. retain existing trees (including Ancient Trees), woodlands and hedgerows (including important hedgerows) and semi-natural habitats with appropriate management. Particular emphasis should be placed on the expanding and linking of ancient semi-natural woodlands; and

vi. contribute to the achievement of relevant Worcestershire Biodiversity Action Plan targets where appropriate.

B. Sites of Wildlife Importance

The location of sites of national, regional and local wildlife importance are shown on the Policies Map. New development or land use changes likely to have an adverse effect on such sites, directly or indirectly, will not be allowed unless there are no reasonable alternative means of meeting that development need and the reasons for development clearly outweigh the intrinsic nature conservation and/or geological value of the site or network of sites.

In all cases where new development or land use change is permitted, any damage to the nature conservation and/or geological value of the site will need to be kept to a minimum. Adequate and appropriate protection and enhancement of the site's nature conservation and/or geological interest will need to be secured, and where necessary, appropriate and adequate compensatory measures will need to be provided, using conditions and/or planning obligations where necessary.

Reasoned Justification

Through new development proposals the Borough Council will seek to promote the protection and enhancement of the natural environment and landscape. Careful use should be made of natural resources in order to conserve them for future generations. It is important to ensure that development proposals examine closely the level of resource use required for their implementation (in particular those resources which are finite), and the likely longer term impact of the development on resource use. The natural environment and landscape quality of the Borough make a significant contribution to the wider Green Infrastructure network and so this policy should be read in conjunction with Policy 11 Green Infrastructure.

The Landscape Character Assessment (LCA) for Worcestershire (www.worcestershire.gov.uk/lca) describes the key characteristics that define landscapes, in addition to identifying the sensitivity of those landscapes to change. The LCA will be used in the process of assessing the impact of relevant proposals on the character of landscape, ensuring that landscape character and sensitivity are fully considered in the context of individual planning applications. This is particularly important in the landscapes surrounding the urban areas of Redditch where there may be increased pressure from development. Here, the Landscape Character Assessment will be particularly important in ensuring that development relates to the sensitivity of the location and is appropriate to the landscape character, strengthening and enhancing the character and local distinctiveness wherever possible. The Worcestershire GI Framework and Worcestershire Biodiversity Action Plan should also be used to inform the development of development proposals.

Landscaping proposals associated with new developments should seek to maximise woodland planting, wherever appropriate using indigenous species, and should aim to complement or enhance the landscape character of the particular area. Reference should be made to the Worcestershire Landscape Character Assessment to inform this.

Trees, woodland and hedgerows (including ancient hedgerows) are important in Redditch's landscape and provide patterns of features which give areas local distinctiveness. They are highly valued by local communities and Redditch's woodlands are often used for informal recreation. Trees and woodland are also often of historic value. Ancient hedgerows are those which support the greatest diversity of plants and animals and should be retained and managed appropriately in all situations. Trees and Woodland (including the provision of new native woodland) can deliver a major contribution to resolving a range of water management issues whilst also delivering other positive factors such as biodiversity, Green Infrastructure and adapting and mitigating climate change.

The Worcestershire Biodiversity Action Plan (BAP) includes targets for maintenance, restoration, expansion or creation (as appropriate) for the conservation of habitats and species. Where appropriate the Borough Council will seek achievement of relevant BAP targets through new development proposals.

Within the Borough there are currently six sites of national wildlife importance designated as Sites of Special Scientific Interest (SSSI) which cover a range of different habitats. SSSIs are important for their wildlife, geological or physiological features and are legally protected under the Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way (CROW) Act 2000 and the Natural Environment and Rural Communities (NERC) Act 2006. Regional sites of wildlife importance in the Borough include Special Wildlife Sites (SWS) which have been identified by

Worcestershire Wildlife Trust as being of substantive nature conservation value. Local Nature Reserves (LNR) are declared by Local Authorities under Section 21 of the National Parks and Access to the Countryside Act 1949, and amended by Schedule 11 of the Natural Environment and Rural Communities Act 2006. Any additional wildlife sites identified during this plan period will also be protected by this policy.

When a development proposal is located some distance from a designated wildlife site it may still have an adverse effect by, for example, polluting a water course or water catchment area, and account will be taken of this possibility when applying this policy.

Policy 17 Flood Risk

The potential for flood risk should be considered at all stages of the planning and development process, particularly when considering the possible risks, implications and steps needed to prevent flooding affecting new or existing development.

Policy 17

In considering all proposals for development, the following principles will be applied:

i. the expectation that all development should fall within Flood Zone 1;

ii. where land in Flood Zones 2, 3a or 3b ('Functional Floodplain') or above 1 Hectare in Flood Zone 1 is proposed for development, a comprehensive Flood Risk Assessment (FRA) will be required;

iii. incorporation of water efficiency measures and appropriate Sustainable Drainage (SuDS) techniques that utilise retention methods. For Redditch suitable methods include greywater recycling, rainwater harvesting, green roofs, permeable surfaces, swales and ponds. SuDS techniques which provide water quality improvements and contribute to the Boroughs Green Infrastructure will be encouraged.

Any development sites that are located in areas that are subject to flood risk will need to demonstrate that there are no other reasonable locations for development in accordance with the 'Sequential Approach' and 'Exception Test', as set out in the Technical Guidance to the National Planning Policy Framework.

In addition, any development in areas that are subject to flood risk will need to demonstrate that adequate flood protection has been incorporated on site and that the effects elsewhere have been fully assessed and mitigated against. Opportunities should be sought, wherever possible to provide multiple benefits when managing flood risks, for example to provide amenity benefit or ecological improvements. It is expected that any on-site flood defences required will be provided and financed by the developer of the site.

Where practicable, flood risk should be reduced by increasing flood storage, improving flood flow routes and/or removing existing obstructions to flow.

Reasoned Justification

This policy should be read in conjunction with the Strategic Flood Risk Assessment (SFRA) Level 1 and Level 2 for Redditch Borough. The SFRA maps all forms of flood risk and can be used to locate new development in low flood risk areas (Zone 1). Where development cannot be located in Flood Zone 1 the 'Sequential Test', as defined in the Technical Guidance to the National Planning Policy Framework should be applied; the SFRA Flood Maps provide the basis for this. If, once the Sequential Test has been applied, insufficient sites are identified the 'Exception Test' (as defined in the Technical Guidance to the National Planning Policy Framework) can be applied. This may, in certain circumstances, justify development taking place in Flood Zone 2 or Flood Zone 3.

Applications for development should be accompanied by a Flood Risk Assessment to demonstrate how flood risk from all sources of flooding to the site and flood risk to other areas would be managed by taking into account the potential climate change impacts. FRAs will be required alongside Planning Applications for development proposals of 1 hectare or greater in Flood Zone 1 and all proposals for new development located in Flood Zones 2 and 3. The minimum requirements for a FRA are as follows:

- be proportionate to the risk and appropriate to the scale, nature and location of the development;
- consider the risk of flooding arising from the development in addition to the risk of flooding to the development;
- take the impacts of climate change into account as per the Technical Guidance to the NPPF;
- be undertaken by competent people, as early as possible in the particular planning process, to avoid misplaced effort and raising landowner expectations where land is unsuitable for development;
- consider both the potential adverse and beneficial effects of flood risk management infrastructure including raised defences, flow channels, flood storage areas and other artificial features together with the consequences of their failure;
- consider the vulnerability of those that could occupy and use the development, taking account of the Sequential and Exception Tests and the vulnerability classification as per the Technical Guidance to the NPPF, including arrangements for safe access;
- consider and quantify the different types of flooding (whether from natural and human sources and including joint and cumulative effects) and identify flood risk reduction measures, so that assessments are fit for the purpose of the decisions being made;
- consider the effects of a range of flooding events including extreme events on people, property, the natural and historic environment and river and coastal processes;
- include the assessment of the residual risk after risk reduction measures have been taken into account and demonstrate that this is acceptable for the particular development or land use;
- consider how the development will modify run-off and promote the use of Sustainable Drainage Systems (SuDS) to mitigate that impact; and
- be supported by appropriate data and information, including historical information on previous events.

Should new flood defence measures be considered to be the only option to mitigate against flood risk to enable a specific development proposal, these defences will be expected to be provided and financed by the developer of the site. Any future maintenance costs are also to be met by the sites developers. It is preferable that water should be held within the boundaries of the site wherever possible.

Multiple benefits can be achieved when managing flood risk, for example by restoring a flood plain to improve ecological quality, deculverting watercourses not only as a flood risk measure but also to provide amenity benefit and ensuring an appropriate distance is left undeveloped along the length of a watercourse to allow migration of the stream/river and to provide green corridors. Such measures can contribute to the Borough's multifunctional Green Infrastructure network (see Policy 11) but will be subject to local byelaws and functional floodplain extents.

Policy 18 Sustainable Water Management

Successful water management contributes to the quality of the landscape and townscape in some locations and also provides beneficial effects for important habitats or species. It can also provide enhanced recreational facilities, offer opportunities for education, and often provide an attractive interest point which is valuable in the creation of new sustainable developments.

Policy 18

The Outline Water Cycle Study (2012) identifies a need for sustainable water demand management techniques to be employed in Redditch Borough. Therefore, every new development will require the inclusion of Sustainable Drainage Systems (SuDS) and will be required to treat all surface runoff on site.

Sites of one hectare or more will be required to:

i. allocate suitable land and incorporate SUDS techniques within the drainage design for the development;

ii. ensure that discharge rates from the development do not exceed and, if possible improve upon, greenfield rates; and

iii. provide on-site attenuation for the 1% annual probability of flooding or 1 in 100 chance in any year plus an allowance for climate change.

Sites of less than one hectare will be expected to apply the same criteria, as appropriate.

Developments will also be expected to incorporate greywater recycling and rainwater harvesting.

The development of any site should not have a negative impact on water quality, either directly through the pollution of surface or ground water or indirectly through overloading of sewage treatment work.

Applications for development within an area of waste water collection or treatment infrastructure capacity constraint, as identified by the Water Cycle Study, must demonstrate that the necessary infrastructure is in place to serve the development and that appropriate consultations have been conducted with the sewerage undertakers, the Borough Council and any other relevant bodies.

With regard to foul water disposal, developments should first look to connect to the main foul sewer as the preferred most sustainable option. Only once it has been demonstrated that it is not feasible

to connect to the mains sewer should the developer consider non-mains foul drainage options (see Planning circular 3/99 for more information).

Reasoned Justification

This policy should also be read in conjunction with the Water Cycle Strategy (2009) and Outline Water Cycle Study (WCS) for Redditch Borough (2012). All new development will require a suitably designed drainage system in order to mitigate the risk of surface water and overland flooding as well as the risk posed by the overloading of local sewers and watercourses.

The Water Cycle Study provides more detail on the implementation of greywater recycling, rainwater harvesting and SuDS. Greywater recycling and rainwater harvesting will be required unless a viability assessment conducted by the developer demonstrates they are undeliverable. The use of SuDS will be required for all development, unless it can be demonstrated that their use is inappropriate.

Developers should allow for sufficient land for SuDS to be designed in at the outset; lack of space is not considered appropriate justification for not accommodating SuDS. A range of SuDS methods are available, although some will be more suited to some sites than others. SuDS selection should be specific to a site and should not be limited to one technique per site. Consideration should be given to source control within the surface water drainage proposals, which can be achieved through a range of techniques. The Water Cycle Strategy has concluded that Redditch Borough suffers from negligible permeability due to the underlying geology. It will therefore not be possible to utilise infiltration based SuDS in the Borough and alternative techniques are required. It is recommended that within the assessment of the feasibility of SuDS for all development sites, that an infiltration test is conducted.

There will be a clear presumption in favour of soft-engineered, multi-functional and biodiversity – led SUDS and sites should be assessed on their merits to determine which SuDS techniques are the most suitable. It is considered that all development sites are able to incorporate some form of SuDS; the scale of these techniques should be proportionate to the scale of development proposed. All surface water run-off should be properly treated i.e. reused or incorporated back into the water cycle system.

Through the use of SuDS techniques and the requirement for new developments to be assessed against either the Code for Sustainable Homes or BREEAM, water demand will be significantly lowered. The Level 2 SFRA contains more guidance on the appropriate application of SuDS.

The Outline Water Cycle Study (2012) identifies constraints to the existing capacity of waste water treatment infrastructure serving the Borough. Consultation should be carried out at the earliest possible stage of site planning with the Borough Council, sewerage undertakers and other relevant bodies to ensure that necessary infrastructure is in place at the appropriate time to enable development.

New development must not create adverse pressures on the water environment that could compromise Redditch's ability to meet the Water Framework Directive (WFD) objectives. It is also important for applicants to bear in the mind the important of the River Basin Management Plan and the Surface Water Management Plan when putting together proposals.

Policy 19 Sustainable Travel and Accessibility

As a former New Town Redditch has been designed with a focus on private car use, this needs to be reduced with a shift towards increasing public transport so that emissions from transport in Redditch are reduced. This policy seeks to contribute towards reducing the causes and impacts of climate change and to encourage safer, sustainable travel patterns, improve accessibility and reduce the need to travel.

Policy 19

Transport will be co-ordinated to improve accessibility and mobility, so that sustainable means of travel, reducing the need to travel by car and increasing public transport use, cycling and walking are maximised. This will be achieved by:

i. meeting development requirements in accessible locations and taking account of interactions between uses. This includes maximising accessibility to, from and between public transport modes and interchanges (bus and rail). Maximising accessibility to and from the development sites and increasing access to and from Redditch Railway Station for users, particularly where access points into the Borough create a gateway;

ii. delivering a comprehensive network of routes for pedestrians and cyclists that is coherent, direct, safe, accessible and comfortable to use. Building on, adapting and extending the pedestrian and cycle network that exists, in particular following 'desire lines' of the pedestrian and ensuring that *all* members of the community can comfortably move around the Borough;

iii. ensuring that infrastructure for pedestrians and cyclists that is well designed and safe is prioritized in residential areas and the Town Centre and facilitates walking, cycling and public transport use. Proposals should incorporate appropriate, safe and convenient pedestrian and cycle access as an integral feature of the proposed design. Where appropriate new developments should prioritise cycleways which run adjacent to footpaths. The provision or improvement of off-site cycle routes, footpath links and related infrastructure will be sought in appropriate locations. The Green Infrastructure Network should also be fully integrated into the pedestrian network and cycleways;

iv. developing the network of cycle routes particularly the National Cycle Network route (wherever an opportunity exists). Cycleways will be sought that are appropriate to the location,

v. effectively managing the Primary Route Network (PRN) and prevent new accesses onto the network;

vi. ensuring that public transport infrastructure, services and information is provided for users and operators in order to encourage the use of public transport;

vii. supporting the provision of coach parking where appropriate; and

viii. providing measures which reduce the impact of the environmental problems (including potential Air Quality Management Areas) associated with transport growth and bring forward environmental improvements particularly along major transport routes.

Reasoned Justification

At the heart of this policy is the importance of improving accessibility and mobility, whilst avoiding past trends of increased car traffic and longer journeys. The various measures detailed are set out to bring about behavioural change and create the right conditions for people to choose to live in close proximity to their workplace and to choose sustainable means of transport.

Public transport interchanges in Redditch consist of the Redditch Train Station and Bus Station located in the Town Centre and the proposed public transport interchange to be located at the front of the Alexandra Hospital.

The Borough has a network of footpaths and cycleways but there are deficiencies, and in some areas they are considered to be threatening and uninviting as they offer refuge for anti-social behaviour. Fundamental to this approach is the need to view developments through the eyes of pedestrians and cyclists. New footpaths and cycleways should follow the desire line of the user i.e. the shortest and most easily navigated route between origin and destination. All measures should promote pedestrian and cycle priority, convenience and safety, including safer routes to school and cycleways as necessary. In order for these measures to be effective, pedestrian routes should form an integral part of the development process, generating good quality access and meaningful links within and between developments. Therefore it is essential to integrate the provision of these facilities in the design stage of any new development, especially in those developments of significant size or journey generating capacity.

All members of the community should be able to move around the Borough in a safe and convenient manner this includes disabled and visually impaired members of the community. To aid in developing the above provisions reference should be made to the Designing for Community Safety SPD.

Proposed access for cyclists in the design of new development should be well connected to the wider cycle network and be safe and convenient for the user, having due regard to the 'Secured By Design' scheme. The provision of cycle routes and facilities will be expected to be undertaken at the developers' expense, and where appropriate, contributions from the developer will be sought towards provision off-site.

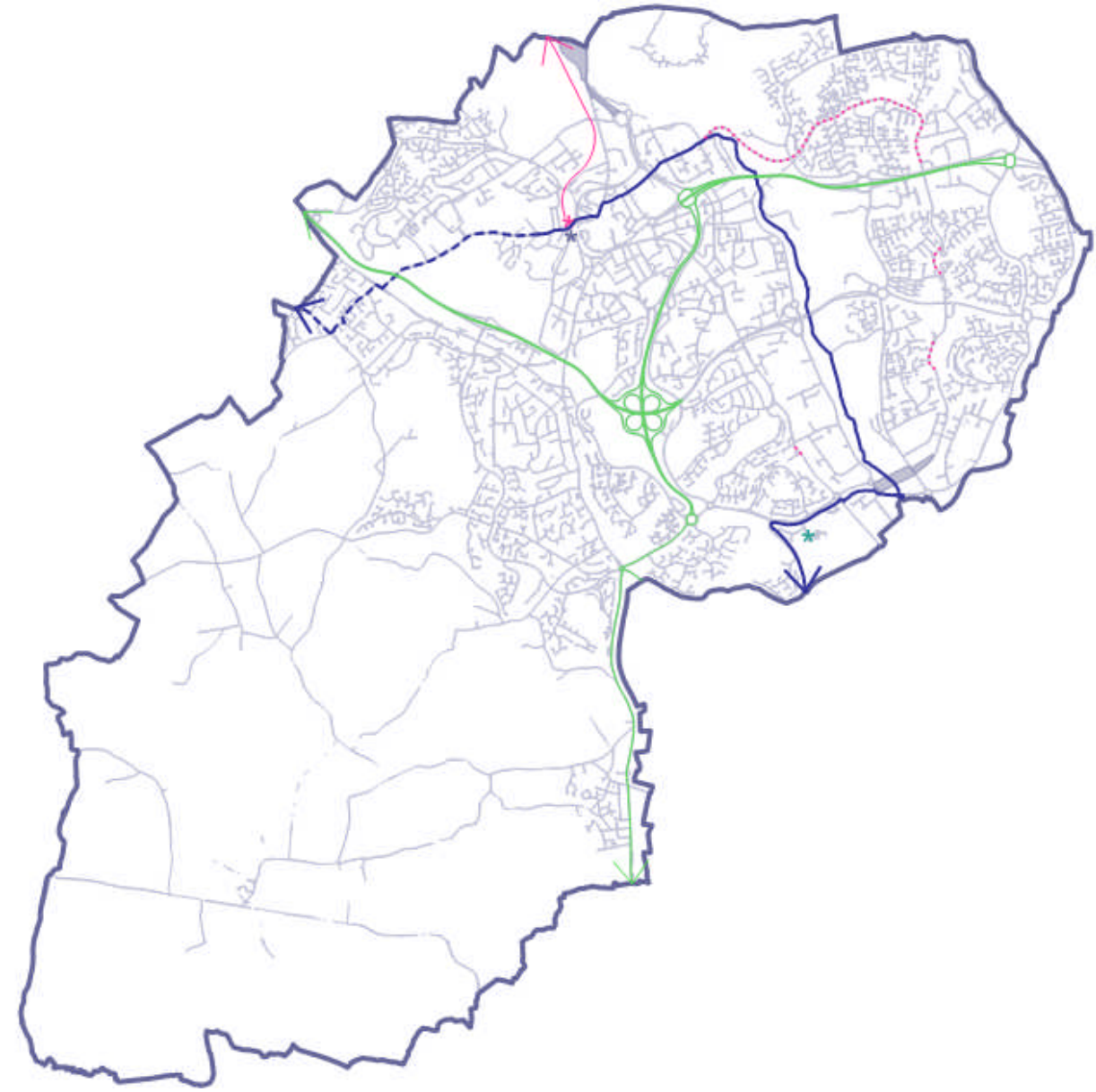
The Borough Council is committed to the protection of the existing cycle network in Redditch Borough, particularly the National Cycle Network route (See Transport Map overleaf). Where it is considered that a proposal has an adverse impact on the continued safety and convenience of the network, it will not normally be allowed.

The Green Infrastructure network in the Borough contributes towards cycleways and footpaths being safer and more attractive to the user.

The transport network must be maintained and managed in a way that preserves strategic routes, and supports business efficiency which is critical to Redditch's competitiveness. The Primary Route Network (PRN) is central to this and designates routes between major settlements and important destinations. Routes consist of motorways, trunk roads and other primary routes, however in Redditch the PRN is formed only of 'A' roads and is taken from the Worcestershire Local Transport Plan No.3 Network Management Plan – Figure 2.1) and consists of the A441, A4023 and the A448, and can also be identified on the Transport Map. New accesses onto the

PRN will not be encouraged and should not inhibit the strategic function of these routes. Where development proposals impact upon the PRN, a transport assessment and environmental impact assessment must be undertaken to ensure that the function of the network is maintained and appropriate financial contributions to improvements are made.

Transport Map



Key

- Borough Boundary
- Primary Route Network
- National Cycle Network - Existing
- National Cycle Network - Proposed
- Public Transport Route
- Railway Line
- Transport Interchange (Railway Station)
- Transport Interchange (Bus Station)
- Proposed Public Transport Interchange
- Road Reserve

Any planning application should consider the need to, and incorporate the recommendations of the Worcestershire Local Transport Plan No.3 and its supporting policy documents.

Coach parking within close proximity to the Town Centre would ensure that Redditch Borough is accessible to visitors that choose to travel in a sustainable manner.

In accordance with the national Air Quality Strategy (DEFRA 2007) the Borough Council supports the objective of protecting and improving air quality. Proposals for development which would adversely impact upon air quality will be resisted. The maintenance of air quality will be required and, where possible, an improvement to air quality will be sought. Reducing the need to travel can contribute to a reduction in air pollution. Currently there are no Air Quality Management Areas (AQMAs) within the Borough; however, regard should be had for any impact which may be had on potential AQMAs within the Borough and any current or potential AQMAs in neighbouring areas.

The Borough Council supports where appropriate the Safer Routes to School initiative, Quiet Lanes initiative and the development of Greenways (see Glossary for definitions).

Policy 20 Transport Requirements for New Development

Policy 20

In order to deliver the transport aspirations set out in Policy 19 Sustainable Travel and Accessibility, proposals for development are required to achieve the following standards and to are required to submit the following information:

i. a Transport Assessment will be required where it is considered that development will have significant transport implications;

ii. a Travel Plan will be required alongside certain developments;

iii. all proposals should incorporate safe and convenient access arrangements in their design for all potential users (including pedestrians, cyclists and waste collection vehicles). Access arrangements should be designed to reflect the function and character of the development and its wider surroundings;

iv. all proposals will be expected to be located within 250m of local services (in accordance with the retail hierarchy this should either be a parade of local shops or a District Centre) and a public transport link (i.e. bus stop or train station);

v. proposals should include parking standards as prescribed by Worcestershire County Council Local Transport Plan No.3 Highways Design Guide;

vi. the cumulative effects of development on transport infrastructure must be assessed and solutions sought in line with the policies in this plan, with particular regard to the cumulative effects of the delivery of the Strategic Sites; and

vii. ensure that development does not have a detrimental effect on land safeguarded for road development and/or improvement schemes as depicted on the Policies Map.

viii. ensure that development does not have a detrimental effect on land safeguarded for Public Transport Routes as depicted on the Policies Map.

Reasoned Justification

Transport Assessments should be prepared in line with the Worcestershire Transport Assessment Guidelines and Worcestershire Highways Design Guidance. These can both be found on the County Council Website (located under Transport Guidance). A Transport Assessment will be expected where proposals for developments are larger than the thresholds set in the guidance documents. Some proposals for development which are under the prescribed thresholds may not require a Transport Assessment but may still have an impact on the local transport network and may be required to provide a Transport Statement. Developers are advised to check at an early stage with Worcestershire County Council to establish what level of information is required (pre application meetings are actively encouraged in order to address any potential issues).

A Travel Plan will be expected where proposals for development exceed the following thresholds:

Use	Threshold from and above which a Travel Plan will be required (gross floorspace)
Shopping, leisure and service facilities	1000m^2
Employment facilities	2500m^2
Stadia	Seating capacity of 1500 or more

A Travel Plan will also be expected in the following circumstances:

- where employment, shopping, leisure and services in, or near to any Air Quality Management Areas that are introduced to the Borough;
- where there are local initiatives for the reduction of road traffic, or the promotion or public transport, walking or cycling; or
- where a Travel Plan would help address a particular local traffic problem associated with the planning application, which might otherwise have to be refused on local traffic grounds.

All proposals must have full regard for locational access of the development and external physical access that considers peoples diverse needs. Access should be designed in such a way as to break down unnecessary barriers and exclusions in a manner that benefits the entire community.

Parking standards can be found in Worcestershire Highways Design Guidance. This document can be found on the County Council Website (located under Transport Guidance).

With regard to assessing the transport infrastructure required to support proposed development, the full development site must be considered at the first stage of delivery. Transport evidence prepared in support of a planning application must be prepared to the satisfaction of the Borough Council and Worcestershire County Council (WCC) Highways Department. Worcestershire County Council owns and maintains a range of transport models and information, which it makes available

for use by developers to test the impacts of proposed developments on Worcestershire's transport networks. Please see 'Redditch Development Traffic Model Protocol for use of the model' and contact WCC Highways Department for more information.

The Borough Council will safeguard areas within the Borough for the development of road schemes. These areas will be protected from development likely to obstruct the route or hinder the future building of the road.

Policy 21 Alexandra Hospital Public Transport Interchange

Policy 21

A public transport multi-modal interchange is required on the site of the Alexandra Hospital. When developing the public transport interchange facility the following principles should be applied:

i. the interchange facility will serve to connect a number of bus routes in the area and improve the level of bus service to and from the hospital;

ii. the interchange facility could include improved waiting facilities and information systems for taxi, bus or community transport users and car pick up and drop off facilities at the Alexandra Hospital;

iii. the interchange facility scheme has the potential to include measures to improve access to/from the hospital for taxis, buses and community transport;

iv. the interchange facility must link important facilities and services within the Borough;

v. the design, layout and access arrangements of surrounding developments relative to the interchange must be safe and convenient so as to maximise the walking and cycling catchment population for public transport services; and

vi. have regard to the impact on the environment, safety, the economy and accessibility.

Development will not normally be permitted where it might prove detrimental to the proposed interchange. Where appropriate, provision should be made by developers for improvements to and/or the development of interchange facilities.

Reasoned Justification

A Multi-Modal Public Transport Interchange is required at the front of the Alexandra Hospital and may be necessary to support development at the Strategic Site to the rear of the hospital; further detailed work will be required to assess the specific measures that are to be implemented along with funding requirements. Further detail on the delivery of the Alexandra Hospital Transport Interchange (costs and timescales) can be found in the Infrastructure Delivery Plan (IDP). The Alexandra Hospital Public Transport Interchange is further detailed in the Worcestershire Local Transport Plan.

Transport interchange facilities are defined as the infrastructure enabling the transfer between different modes of transport for quick, easy and safe interchange. They are important to the integration between different modes of transport and to the competitiveness of public transport against the private car, as improvements to the connections between cars, taxis, buses, trains, pedestrians and cyclists can greatly enhance the flexibility and convenience of existing public transport services.

This improved access would be made available to emergency service vehicles, ensuring that ambulances would be able to avoid congestion en route to and from the hospital.

Creating a Borough where Businesses can Thrive

The policies in this chapter will deliver the objective:

”To have a strong, attractive, diverse and enterprising economic base with sufficient employment land, including Strategic Sites and employees with higher skills levels”

This chapter identifies the level of employment provision required to support the planned housing development for Redditch, and identifies where employment provision should best be located in order that conflicting land uses can be developed harmoniously. There are policies which support the changing business practices of the 21st century in both the urban and rural areas of the Borough, whilst recognising the need to improve the quality of the skills base to ensure a brighter economic future for Redditch.

Policy 22 Employment Land Provision

The NPPF commits to securing and supporting sustainable economic growth in order to create jobs and prosperity. Therefore the availability of suitable land is crucial to the economic well-being and development of Redditch Borough. It is important to maintain a balance between residential and economic development in order for Redditch to thrive as a place to live and work. This policy seeks to strategically guide the location and development of employment land, whilst aiming to remain flexible in a changing economic climate.

Policy 22

Provision is made for the identification of around 55 hectares of land which are available for employment uses for the period up to 2030. Around 27.5 hectares will be accommodated within Redditch Borough, 15.5 hectares will be accommodated within Bromsgrove District and 12 hectares will be accommodated within Stratford-upon-Avon District. Details of the sites expected to contribute to meeting the Borough's employment needs can be found in Appendix 3 and are shown on the Policies Map. The cross boundary sites are shown on the Key Diagram.

Within this provision, an allowance has been made to accommodate waste management facilities, as identified in the Waste Core Strategy for Worcestershire (November 2012), see Policy 23 Development within Primarily Employment Areas.

Reasoned Justification

The Employment Land Review (ELR) provides a robust evidence base to inform the economic objectives of the Plan. It provides a complete picture with regard to demand and supply of employment land in Redditch. The ELR assessed numerous sites to meet projected growth needs in the Borough. These sites were assessed against a set of criteria to determine their appropriateness and to ensure that there is a balanced portfolio of employment sites to meet a diverse range of employment uses within Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

The ELR indicates that it is not possible to meet the Borough's employment needs within Redditch's administrative boundary. Therefore it has been necessary to collaborate with neighbouring Local Authorities to identify land within their Districts, in the vicinity of Redditch, which is capable of accommodating Redditch's land supply shortfall.

The Waste Core Strategy for Worcestershire has identified a need for new waste management facilities in the County. Redditch falls within Level 1 of the Strategy's geographical hierarchy, alongside Kidderminster and Worcester and it is expected that the majority of waste management facilities will come forward within these areas. Therefore, Redditch needs to plan for approximately one third of the expected total land requirements. No specific employment sites are designated for waste management provision, although a flexible approach should be taken if proposals for waste management facilities come forward during this Plan period, in accordance with guidance in the Waste Core Strategy for Worcestershire.

Policy 23 Development within Primarily Employment Areas

Existing Primarily Employment Areas are identified on the Policies Map. Employment land is described as B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution). The purpose of this policy is to ensure that there is an available supply of employment land and to protect employment land from inappropriate development.

Policy 23

Development will not be permitted where it would restrict the current or future use or development of Primarily Employment Areas (as defined on the Policies Map) for employment purposes.

Non employment development will only be permitted when:

i. such development would not cause or accentuate a significant shortage of land for employment use in the Borough or area concerned;

ii. it is no longer viable as an employment area either following a period of unsuccessful marketing or undertaking a viability assessment. Consultation must be undertaken with the Economic Development and Regeneration Service by the applicant to ascertain this; and

iii. the site is no longer appropriate for employment use because of at least one of the following reasons and these problems are incapable of resolution in the foreseeable future:

- it impinges upon residential amenity;
- it causes substantial transport network, highway or traffic problems;
- it creates other adverse environmental effects; or
- technical reasons such as land stability or fundamental infrastructure problems.

Primarily Employment Areas are appropriate locations for waste management facilities, subject to other relevant material planning considerations.

Reasoned Justification

Land designated as a Primarily Employment Area are identified on the Policies Map. In addition, the Employment Land Review identifies sites considered suitable to meet the Borough's employment need and this is reviewed annually. Having an available supply of employment land is essential to the economic well-being and development of Redditch. The purpose of this policy is to ensure that employment land in the Primarily Employment Areas is protected from inappropriate development in order to support the functioning of the areas and businesses within them. The policy aims to ensure that the Borough's employment land supply remains available so that significant areas of new employment land are not required in the next plan period. For the purposes of this policy employment land is defined as Use Classes B1 (Business), B2 (General Industry) or B8 (Storage and Distribution).

It may be the case that Primarily Employment Areas or a site specifically identified for employment development is no longer needed if all employment needs are met or because that type of

employment land is no longer suitable or viable. Where the applicant can identify that the loss of a piece of Primarily Employment Land would not constrain the future supply of employment land, and the land being lost is demonstrated by the applicant as not suitable for employment purposes, it is then possible that the land could be developed for an alternative use.

In considering the impact of the loss of the site on the employment land supply, regard will be had to the individual and cumulative impact of the loss and the qualitative nature of the supply of land. The Council will assess whether the loss of an employment site would have a detrimental impact on the supply of employment land. In some instances it is feasible that a site cannot be developed for employment purposes due to site constraints and/or other issues. In these cases an alternative use may be sought if this can be demonstrated by the applicant.

The Waste Core Strategy for Worcestershire has identified a need for new waste management facilities in the County, a proportion of which will need to be located in Redditch Borough. No specific employment sites are designated for waste management provision, although a flexible approach should be taken if proposals for waste management facilities come forward during this Plan period, in accordance with guidance in the Waste Core Strategy for Worcestershire.

Employment land will be monitored annually and any land which does not have a reasonable prospect of being used for employment uses will have the designation removed.

Policy 24 Development outside of Primarily Employment Areas

Land not designated as a Primarily Employment Area can also contribute to the Borough's employment land need where it does not have a negative impact on the surrounding area.

Policy 24

Sites other than those within designated Primarily Employment Areas may be suitable for economic development, redevelopment or change of use. Within the Redditch urban area the economic development proposals should:

i. be in close proximity to suitable transport routes and services;

ii. have regard to the scale and nature of the travel demand across all modes likely to be generated;

iii. be accessible from existing residential areas by all appropriate modes of transport and are not dependant upon access by private transport, where amenity is not negatively affected;

iv. be acceptable in terms of impact on the wider environment and;

v. demonstrate the provision of adequate infrastructure including Green Infrastructure required to support the proposal.

Reasoned Justification

Economic development, redevelopment or change to employment use in locations that are not designated Primarily Employment Areas as identified on the Policies Map, may be appropriate where it does not have an adverse impact on the surrounding area. Economic development includes Use Classes B1 (Business), B2 (General Industry) or B8 (Storage and Distribution).

Reducing the need to travel by private car and increasing the use of more sustainable modes of transport is a key requirement for development in Redditch, in accordance with Policy 19 Sustainable Travel and Accessibility. Proposals must be supported by a Transport Assessment and/or a Travel Plan in line with the requirements of Policy 20 Transport Requirements for New Development. Access, parking and any other highways infrastructure provision provided with an application will also be judged against Policy 20 Transport Requirements for New Development.

Wherever possible development sites should make a contribution to the Borough's Green Infrastructure network (see Policy 11 Green Infrastructure); this should be considered during the design and layout of any proposal.

Policy 25 Office Development

The Council aims to create a Borough where businesses have the opportunity to thrive and the Office Development policy offers a strategy towards meeting this aspiration. Whist Town Centres are ideal locations for office development; Redditch Town Centre may not offer the most appropriate location for all office-based businesses to thrive in Redditch. Different businesses have different needs and priorities; therefore this policy provides some flexibility in order that business opportunities elsewhere in the Borough are not stifled.

Furthermore, existing office space which is not responding to market demand and remains empty can have a detrimental impact on the overall prosperity of the Town Centre as a desirable business destination. This policy offers some flexibility to encourage other business uses into Redditch's Town Centre environment in order to contribute towards its vitality and viability.

Policy 25

Provision has been made for around 14,500 sq m (5.3 hectares) of office development up to 2030, which forms part of the total employment land provision identified in Policy 22 Employment Land Provision.

Within Redditch Town Centre, proposals for new office development or redevelopment of existing office premises into modern office accommodation fit for 21st century business practices is encouraged. In the short term, all proposals for office developments will not only need to contribute towards increasing Town Centre vitality, they will need to remedy detrimental issues currently associated with some Town Centre office stock, such as high vacancy rates and the appropriateness of the accommodation on offer.

Small scale office development beyond the Town Centre will be considered favourably within relevant Strategic Sites (Policy 46 and Policy 48), provided the total floorspace in any one location does not exceed 5,000 sq m.

Where vacant office space within the Town Centre fails to address the detrimental issues identified in the Retail and Office Needs Assessment and remains empty and unfit for purpose, changes of use to other appropriate Town Centre uses will be considered favourably.

Reasoned Justification

The Retail and Office Needs Assessment (RONA) update identifies a high level of vacant marketed office stock in the Town Centre, which is largely due to the quality of available premises and their location. Redditch Town Centre office stock is not meeting the needs of potential occupiers, partly due to inadequate car parking, shortage of prime office stock, and good access to the infrastructure network. Some larger office spaces have undergone substantial refurbishment and remain unoccupied, which supports issues such as poor parking provision. If proposals come forward for redevelopment of existing office space or for new office developments within the Town Centre, they will be considered favourably if their design and location offers a solution to resolve some of the issues currently deterring take up of existing Town Centre office space. The Council would not wish to encourage developments which may compound existing issues further, thus compromising the vitality and prosperity of the Town Centre.

Whilst the NPPF directs office development towards Town Centres in the first instance, the Council is mindful of the land availability issues within Redditch Town Centre to accommodate its development requirements. The Council will strive to promote the Town Centre as the most desirable destination for a range of uses, including its office provision, but considers that its approach to office provision elsewhere in the Borough needs to be flexible in order to encourage businesses to locate to the Borough to support Redditch's overall prosperity as a thriving town. A flexible approach to locations for office development offers potential occupiers a range of office accommodation to meet a range of business needs.

Although vacant Town Centre office premises offer some scope for churn in a buoyant economic climate, the units which remain vacant for long periods of time can have a detrimental impact on the Town Centre's vitality and viability. There is an opportunity identified in the NPPF for alternative appropriate uses of commercial properties. The Council considers that if demand for Town Centre office space is low, then supporting alternative appropriate uses could benefit the Town Centre's prosperity and contribute towards meeting other development targets identified within the Local Plan.

Policy 26 Rural Economic Development

In line with the NPPF, there is a need for a positive approach to sustainable new development in rural areas. As the rural area accounts for approximately 50% of the area of the Borough, rural economic development plays an important role in the Borough's economy and assists in achieving the Council's vision of Creating a Borough Where Businesses Can Thrive.

Policy 26

Sustainable rural economic development within the Borough will be promoted especially any proposals which deliver economic, social and environmental benefits for local communities.

The sequential test approach required for planning applications for main Town Centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan should not be applied to applications for small scale rural offices or other small scale rural development. Applications for small scale rural development will be considered on a site by site basis and will need to demonstrate that the proposed use is of a type and scale that is appropriate to the rural character of the area. Proposed development should be accessible via sustainable transport and not generate traffic levels unsuitable for the rural road network.

When considering a proposal for the change of use, re-use or conversion of a building in a rural area, priority will be given for employment purposes although any changes of use must consider wider implications such as impact on character of the area and farmstead character, the natural and historic environment, vitality of local surroundings and impact on the road network. Applications for economic uses could also involve an element of residential development where there is justification. Proposals for conversion or change of use to residential use will be examined with particular care to ensure that it would not have an adverse impact on local economic activity and where this is likely the proposal will not be permitted.

Reasoned Justification

The sequential approach detailed in Paragraph 24 of the NPPF should not be applied to applications for small scale rural offices or other small scale rural development. However, any proposed development, (including the change of use, reuse or conversion of buildings) will be scrutinised to ensure that it is acceptable in terms of its scale and impact, that it does not undermine the sustainability objectives of the Local Plan, that there are no harmful effects on town and village vitality, and that it does not undermine any other aspects of the rural economy. Proposals which are likely to result in a significant increase in transport journeys or length of journeys to work by car are unlikely to be acceptable since they would conflict with the aim of moving towards a sustainable pattern of development.

The Farmstead Characterisation Project highlighted the high loss and conversion of traditional farm buildings in the Borough to residential use. When considering a proposal for a change of use, re-use or conversion of a building, priority will be given to employment uses in order to support sustainable rural economic development. Examples of buildings which may be suitable for conversion under this policy include barns and other farm buildings.

With regard to impact on the surrounding natural environment consideration should be had to the potential for protected species (such as bats and barn owls). Consideration should also be given to the impact of a proposal on the surrounding historic environment and any heritage assets.

Policy 27 Supporting Education, Training and Skills

A key objective of this plan is to have employees with higher skills levels. Research carried out by the Redditch Business Leaders Group has found that young people in particular lack essential employability skills. In order for local people to take up new employment opportunities and support the economy of the Borough they must have the appropriate skills. This is particularly important for young people as they are the future workforce but opportunities to improve the skills of all ages will be encouraged.

Policy 27

Developers of all major applications will be required to provide education and training or funding towards the provision of education and training for local residents in order for them to have the necessary skills to access employment opportunities.

If the economic viability of meeting these requirements is questionable and this can be demonstrated, the Borough Council will enter negotiations with the developer regarding the appropriate level of provision.

Reasoned Justification

This plan makes provision for the creation of 55 hectares of new employment land to meet the Borough's need. This will, in turn, create new employment opportunities for residents of Redditch Borough and the surrounding area. In order for local residents to have the necessary skills to take up these new employment opportunities they need to receive the appropriate training and education. This can be achieved through apprenticeship or other work-based learning schemes. The Borough Council will secure the provision of education and training or financial contributions through Section 106 Agreements related to major applications. Major applications include developments of ten or more dwellings, sites of more than one hectare or more than 1,000 square meters floorspace.

The Borough Council will produce a Supplementary Planning Document to provide guidance on the implementation of this policy.

Policy 28 Broadband and Telecommunications

The Government considers advanced, high quality communications infrastructure to be essential for sustainable economic growth. Its role in enhancing the provision of local community facilities and services is also recognised.

The Council recognises the benefits of having good quality communications and high speed broadband in the Borough. High quality communications infrastructure can attract business to an area and help firms remain competitive and assist in achieving the Council's key theme of Creating a Borough Where Businesses Can Thrive. There are a number of other benefits including; promoting more flexible ways of working, facilitating learning and skills development at home and improving educational attainment.

Policy 28

In order to support the expansion of electronic communications networks, (including telecommunications and high speed broadband) all developments should make provision for the service infrastructure required at the design stage of any proposal. Infrastructure should be designed to ensure minimal disruption, should the need for maintenance, adaption or upgrades arise.

Applications for telecommunication development (including notifications and for prior approval applications) will be required to demonstrate:

i. a need for the development in that particular location, whilst ensuring less-intrusive sites or practical technical solutions have been explored

ii. the potential for sharing sites has been explored and it is not possible to combine the proposal with existing or committed masts/installations

iii. they meet the International Commission guidelines on non-ionising radiation protection (ICNIRP) taking account of the cumulative effect.

iv. the development has been sympathetically designed, landscaped and camouflaged where appropriate to minimise its visual impact on the character and appearance of the surrounding area and impact on residential amenity.

Reasoned Justification

Telecommunications infrastructure includes a range of equipment including masts and towers, base stations, antennas, cabinets, fibre optic cables, poles and overhead wires.

The rapid growth of the communications sector and the increasing demand for better and faster broadband and mobile communications means that service operators and infrastructure providers are continually expanding and having to upgrade equipment and services.

The provision of suitable infrastructure is crucial as the type of infrastructure in place will determine the level of service (for example broadband speed) people and businesses can achieve now and in the future.

In line with the NPPF, the Borough Council will support new telecommunications development, but will aim to keep the number of radio and telecommunications masts and sites to a minimum.

Where a new mast or site is proposed, the Council will require applicants to demonstrate its need. Applications should also be accompanied by a plan showing existing coverage, coverage from proposed installation and complete coverage projected once proposed installation in place.

Thought should be given to the siting and design of any development, particularly when the proposal is located within a Conservation Area or close to any other heritage asset.

Redditch Borough Council is working with the other Councils in Worcestershire to deliver the Worcestershire Local Broadband Plan: Connecting Worcestershire.

Improving the vitality and viability of Redditch Town Centre and District Centres

The policies in this chapter will deliver the objectives:

"To enhance the visitor economy and Redditch's cultural and leisure opportunities including Abbey Stadium"

"Reduce crime and anti-social behaviour and the fear of crime through high quality design, with regeneration achieved at the former New Town District Centres"

"To improve the vitality and viability of Town and District Centres in the Borough by day and night"

These policies aim to protect and strengthen the retail role of Redditch Town Centre whilst encouraging a wider range of services and facilities including employment, leisure, entertainment and housing. They also aim to improve the Town Centre evening economy to boost prosperity and raise Redditch's profile as an attractive evening destination. Furthermore, there is a focus on regeneration initiatives which aim to improve the quality and attractiveness of Redditch Town Centre and the District Centres. These initiatives will contribute towards secure and attractive environments which, in turn will improve the quality of the local retail and Town Centre experiences for local residents and visitors alike.

Policy 29 Town Centre and Retail Hierarchy

Government policy recognises the role of planning in promoting sustainable patterns of development. A key element of this is the shaping of development patterns to reduce the need to travel. This is particularly important for activities such as shopping and leisure, which are undertaken regularly and form an essential part of our lives.

Planning policy aims to locate uses that attract large numbers of people, such as shopping, in existing Town Centres. The scale of development must be appropriate to the size of the centre and the geographical area it serves.

National and regional policy recognises a shopping 'hierarchy'. The larger centres provide the largest number of shops and contain the larger shop units (both food and non food), drawing in trade from the larger geographical and population areas. The range of centres within the hierarchy is aimed at promoting accessibility without needing to travel too far for retail needs.

Policy 29

This retail hierarchy helps to concentrate on providing for retail growth in tandem with the needs generated by economic and population growth and relative to the role and function of the centres in the retail hierarchy.

In order to achieve this, prior to commitments, Redditch Borough Council will seek to plan for approximately 30,000sqm of comparison floorspace and 10,000sqm of convenience retail for the period up until 2030. This will meet the needs of Redditch Borough and will incorporate regeneration opportunities.

The maintenance of the vitality and viability of the Town Centre can be assured if the following principles are applied to development within the Town Centre or to development for Town Centre uses:

i. promoting the redevelopment and diversification of the Town Centre by providing vibrant mixed use areas and enhanced public realm;

ii. promoting the appropriate re-use and redevelopment of land and existing floorspace within or immediately adjacent to the Town Centre;

iii. promoting a vibrant and safe, high quality, evening economy comprising a mix of leisure and entertainment uses suitable and accessible for all members of the public;

iv. include new retail comparison and convenience provision where possible;

v. encourage appropriate small specialist shops;

vi. provide a regular outdoor market;

vii. development in accordance with the retail hierarchy detailed below:

Tier 1 Town Centre - Redditch Town Centre should:

i. be the preferred location for major retail developments, large scale leisure, tourist and cultural activities, social and community venues and entertainment and large scale office uses (Class B1a), and other uses that attract large numbers of people.

Tier 2 District Centres – Matchborough, Winyates, Woodrow, Church Hill, Headless Cross, Crabbs Cross, Batchley, Lodge Park and Astwood Bank should:

i. provide day to day needs, supported by a limited range of other shops and non-retail services serving their local communities;

ii. be appropriate for environmental enhancements.

Tier 3 Local Shops/Parades which are individual shops or small groupings of shops should:

i. provide essential day to day services for local communities

This policy sets out a hierarchy of centres where investment in retail and other development of an appropriate scale and nature will be promoted, and existing provision enhanced to facilitate sustainable development.

Reasoned Justification

The hierarchy of centres directs proposals for Town Centre uses to the most appropriate Centre reflecting the need to maintain the centre's role and function. The vitality and viability of these centres will be maintained and where appropriate enhanced. District Centres are the equivalent to the definition of 'Local Centres' in the NPPF.

The delivery of 30,000sqm of comparison retail floorspace is evidenced by a proportionate evidence base in the Council's Retail Needs Assessments. The site specific allocations for retail will need to be evidenced in the future with more specific quantative retail data because retail evidence can only ever provide a snapshot in time before the adoption of this Local Plan and can become out of date quickly.

The Council has identified specific roles for each of the centres and will use planning policies to maintain and, where necessary and appropriate having regard to national guidance, improve the shopping function and environment of these centres. Whilst in many instances this will serve to maintain their position within the retail hierarchy, it is recognised that the role, function and relative importance of centres may change over time in pursuit of this objective.

For the purposes of this policy, major retail developments are those where the comparison retail element exceeds 10,000 m2 gross floorspace. Large scale office developments are considered to be those greater than 5,000 m2 gross floorspace and large scale leisure developments are those greater than 10,000 m2 gross floorspace.

The retail hierarchy will also apply to any newly constructed District Centre's built within this plan period.

Policy 30 Regeneration for the Town Centre

It is perceived by many that the Kingfisher is seen to be central to Redditch Town Centre. If perceptions are to be shifted to encompass the whole centre, then this is an issue which must be tackled. In order to put Redditch Town Centre 'on the map' and encourage additional niche/specialist retailing, the dominance of the centre as merely a mall / retail destination must be addressed. This will increase the attractiveness of the town to new occupiers. The Town Centre emphasis should be on creating a distinctive environment that compliments rather than conflicts with the strong offer presented by the Kingfisher Centre. It should seek to strengthen the linkages of the Kingfisher to the rest of the Town Centre.

There are a number of current development opportunities that have great potential to reinforce and strengthen the role of the Town Centre, creating confidence in Redditch as a place to invest in. In addition, the redevelopment of the area around the train station could create a new gateway to the centre and improve its image and impression. There are also a number of other locations across the Town Centre where redevelopment could contribute to a strong and viable future.

In order to support the regeneration of Redditch Town Centre and to resolve accessibility concerns in and around the Town Centre, three parcels of land within and on the periphery of Redditch Town Centre have been identified and amalgamated for consideration as one Strategic Site. Three of the parcels of land including land at Prospect Hill, Edward Street and Church Road have each been the subject of a Supplementary Planning Document as individual sites. Due to the opportunities to create linkages between these sites, they have been amalgamated to form one Strategic Site, please see Town Centre Inset Map.

The Town Centre Regeneration policy below sets out principles which could be expanded during any detailed masterplanning or future SPDs. Flexibility has been incorporated into the policy to enable any of the three parcels of land to come forward for development in advance of others, so that progress towards achieving this policy is not held up.

Policy 30

The extent of Redditch Town Centre is shown on the Policies Map. The Town Centre boundary has been extended.

In order to secure the regeneration and future of Redditch Town Centre, regard should be had to both the retail vision within the Local Plan and the Redditch Town Centre Strategy. This strategy contains a vision and five key guiding principles in order to shape the town up to 2030. These guiding principles are interrelated and in combination they will contribute to realising the vision for Redditch Town Centre;

- Realise the Potential Development Opportunities
- Improve and Diversify the Town Centre Offer
- Improve the Physical Environment

- Expand on the Business and Cultural Offer of the Town Centre
- Increase Residential Accommodation

In addition the strategy identifies the following as priority projects;

- Tackling the ringway
- Improving public spaces and car parking
- Sense of Arrival and Signage
- Improve the café and restaurant offer
- 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

The above projects are considered as priorities in terms of delivering the changes needed to ensure the future of Redditch as a sustainable Town Centre. Their importance lies in the role they have to play in realising the potential of the Town Centre. To deliver significant amounts of the Borough Council's residential, retail and office requirements, development within Strategic Sites for the Town Centre should not compromise the above projects and should achieve the following principles:

ii. incorporate a mix of uses including residential, employment (B1), retail and leisure;

iii. promote excellent accessibility by a range of sustainable transport modes, incorporating any necessary infrastructure improvements; and

iv. include safe and well designed buildings and places;

The following mix of uses should be applied to individual proposals:

i. Church Road / North West Quadrant is the preferred location for convenience and comparison retail as part of a mixed-use development also incorporating food and drink and leisure developments;

ii. Edward Street is appropriate for any Town Centre use. Convenience retail uses are also appropriate if it can be demonstrated that convenience retail cannot be accommodated at Church Road / North West Quadrant;

iii. Prospect Hill should provide a mixed-use development of Offices (B1) and residential uses.

The Borough Council would not insist that all three parcels be redeveloped together. However individual proposals for each parcel should ensure that appropriate considerations have been made to the potential linkages between the sites and increased accessibility within the Town Centre and the Kingfisher Shopping Centre.

Reasoned Justification

The Town Centre is currently dominated by the Kingfisher Centre, which is a major attraction and synonymous with the image of Redditch. However the centre has much more to offer to residents and visitors alike. The layout and disposition of buildings in parts of the centre interferes with connectivity and works against improving the balance between the Kingfisher Centre and the remainder of the town. In addition, there is a perception that the centre has a limited café and restaurant offer and night time activities, which in turn can be linked with the feeling of the centre being unsafe after dark. The introduction of a mix of uses beyond the offer of the existing Kingfisher Centre and the opportunities created through the redevelopment and introduction of new residential units within the central area should assist in the re-balancing of the Town Centre, through raising activity levels and providing natural surveillance which will improve the 'feel' of the centre. Diversifying the mix of uses on Church Green would improve the Town Centre offer and its image. The regeneration of St Stephens Church, introducing complementary uses to support its role as the 'traditional heart' of the centre will add to the vibrancy and activity which flows to and from this area. Improvements to night time activities and economy can add to the quality and mix of uses in the area.

In addition to the above this policy is to be applied to three parcels of land known as 'Prospect Hill', 'Edward Street' and 'Church Road / North West Quadrant' with the purpose of regenerating these locations in order to support the role and function of the Town Centre.

The Church Road / North West Quadrant site measures approximately 5.35 hectares in area. The site is located in the Abbey ward of Redditch and is bounded by Unicorn Hill to the south, the Ring Way to the north and west and Church Green west to the east. The site includes the car park number 7, Smallwood Health Centre and the former bus depot which are all in need of redevelopment. This site is the preferred location for convenience retailing however not in the form of a new shopping centre as it is considered that the town is unlikely to be able to support two major shopping centres in the short to medium term in terms of retailer demand. Due to the overriding need for convenience goods floor space it is recommended that redevelopment of this site provides a food store as part of a mixed-use development incorporating food and drink and leisure needs. Proposals incorporating non-food retail units of varying sizes in order to meet the need for comparison floorspace would also be supported. Proposals should ensure that strong pedestrian links are created throughout the site and these should link to other parts of the Town Centre and adjacent sites.

The Edward Street site is approximately 0.48 hectares in area and located adjacent to Redditch Train Station near to the western fringe of the Town Centre. It is bounded by the railway station and car parking to the east, residential units on the opposite side to Bromsgrove Road to the south and modern industrial units to the west and north. The site runs parallel to the railway line and consequently provides the first impression of Redditch for visitors arriving by train.

The site at Prospect Hill is located directly adjacent to the Town Centre on the northern side of the Redditch Ringway. It is some 1.3 hectares in area and provides car parking provision for Grosvenor House and St Stephens House office units situated on the opposite side of the Redditch Ringway. At present the site is not used to its full capacity for car parking due to the steep gradient across the site and poor quality of surfacing material. As this site is surrounded by both residential and office-based developments a mix of B1 and residential development are the preferred uses.

Policy 31 Protection of the Retail Core

The NPPF advocates the vitality of Town Centres, and whilst Town Centres cater for a range of uses, it is important to identify and protect their primary function as a retail destination. Other uses complement the retail offer and enhance vitality; however, there is a need to ensure that these uses do not stifle thriving shopping areas.

Policy 31

The Retail Core of the Town Centre, as defined on the Policies Map, is an area of Primary Shopping Frontage. Within the Retail Core planning permission for change of use from Class A1 to A2 or A3, A4 and A5 or any other use considered appropriate to a shopping centre will only be acceptable if the proposed use does not result in a continuous frontage of more than two non-retail units; (units are defined as shopfront width of about 6 metres; larger units will be assessed in terms of unit lengths). Proposals for non A1 uses that demonstrable contribute to the vitality and viability of the centre will be assessed on their own merits.

Reasoned Justification

The Retail Core is defined on the Policies Map, however the following exception to this is to be noted as it cannot be defined clearly on the Policies Map. The first floor level of the Kingfisher Shopping Centre over the Bus Station is not to be included within the Retail Core.

The identification of a Retail Core and guiding new shopping development to it is intended to prevent the dispersal of facilities. However, because the main Retail Core of the Town Centre is a focus of activity and is well located in terms of catchment area and road access, it is inevitably attractive to other businesses as a trading location.

This policy aims to protect the primary shopping frontage of the Retail Core and to prevent its unacceptable erosion by the introduction of inappropriate uses. One possible damaging trend in Town Centres generally is the growth of non-retail uses in shopping streets. Allowing too much non-retail use can bring about a number of disadvantages. Firstly each non-retail use represents the loss of one retail unit for comparison shopping thereby reducing provision. Secondly such uses tend to create a ‘dead’ retail frontage. Loss of shop units can fragment and disrupt the appearance of a shopping centre and can result in further distances to walk between shops. The gradual disintegration of a prime shopping frontage, as retail units are lost, can make an area less attractive to shoppers and potential investors. Where the existing balance exceeds the threshold outlined above, applications for non-retail uses will not normally be permitted.

If a proposal for a non-A1 use is sought within the retail core, and the applicant can demonstrate that the vitality and viability of the retail core can be enhanced by that proposal, then it may be appropriate to consider this proposal acceptable.

Policy 32 Use of Upper Floors

The use of upper floors in retail centres can add to the viability of an area by encouraging footfall beyond retail hours, and offering added natural surveillance. Furthermore, full and comprehensive building use ensures that buildings are well maintained, which in turn contributes to vitality and overall perception of a place.

Policy 32

Proposals which bring into use the vacant upper floors of buildings within the Town Centre and District Centres will be encouraged providing that the existing use of the ground floor is safeguarded. Furthermore, the works needed to secure access to the upper floors should not detrimentally affect the appearance of the building. Planning permission will not normally be granted for alterations to premises that would prejudice access to, or the re-use of, upper floors.

Reasoned Justification

The under use of the upper floors of shops or offices can cause a number of problems. Deterioration of the fabric of the building can remain undetected until the floors become unusable. This decay is detrimental to the overall appearance of the area. Vacant floors also represent a waste of resources which could have potential for retail use or another use such as residential accommodation. Proposals for extensions to retail or other service units in the Town Centre or District Centres will be resisted where they prevent the use of upper floors.

The Borough Council wishes to ensure that the valuable space above shops which is underused or vacant is capable of beneficial use. Many upper floors were originally intended for residential use and in most cases this will continue to be the preferred use. Encouraging residential use in the Town Centre can promote vitality and viability.

Policy 33 New Town District Centre Redevelopment

The District Centres in Redditch Borough were identified as a significant issue for the Plan to consider, particularly in relation to the District Centres at Church Hill, Matchborough, Winyates and Woodrow, because of their poor image, issues of anti-social behaviour and inappropriate design which is making them suffer. It is important to ensure that new facilities and services are provided at an early stage of development to ensure sustainable communities are supported and that the Centre's maintain their local retailing role. All District Centres have an important role to play in providing shopping and other facilities for their local population.

District Centres to be redeveloped

Policy 33

District Centres play an important role as foci for local needs shopping, community and health facilities. This policy relates to Winyates, Matchborough and Woodrow District Centres. To achieve the Vision, the promotion of the vitality, viability and sustainability of these District Centres will be sought therefore the following principles will apply when considering proposals for redevelopment:

i. be consistent in scale and function with its role as a District Centre;

ii. not result in the unacceptable loss of retail floorspace, recognising its primarily retailing role;

iii. propose a scheme where the uses are compatible with one another;

iv. have well designed buildings and spaces with provision for green infrastructure. Special consideration should also be given to how to clearly define public and private spaces;

v. propose a scheme that takes opportunities to design out crime and make the District Centre feel safer.

vi. propose a scheme with good accessibility to and from the neighbouring residential areas particularly in terms of walking and cycling and from the wider areas by public transport; and

vii. consider re-using vacant upper floors.

Proposals for a mixed use redevelopment at a District Centre must ensure that the uses on the site are compatible with one another and that the development minimises any disruptive effects that may arise due to a mix of uses.

The Borough Council will issue Development Briefs to guide the development of the District Centres.

Reasoned Justification

The Council will look favourably on development proposals that will help revitalise and improve the shopping and community facilities of District Centres providing they are in keeping with their primarily retailing role and actively support the redevelopment of, Matchborough, Winyates and Woodrow District Centres and their status as Strategic Sites. In relation to the types of shopping facilities they provide, District Centres are the equivalent to the definition of 'Local Centres' in the NPPF.

Proposals for a mixed use redevelopment at a District Centre must ensure that the uses on the site are compatible with one another and that the development minimises any disruptive effects that may arise due to a mix of uses. The ultimate scale of the redevelopment of any of the District Centres must have a retail floorspace comparable with the existing centre; unless any significantly higher retail floorspace thresholds can be justified.

Good quality design is also a focus of the policy, as this can help improve the vitality and viability of the District Centre and help to resolve issues with the existing District Centres where it is not clear where public and private space meets. The most important aspect of the design of the District Centre is that it makes a positive contribution to design out crime and anti-social behaviour. Related to this, if residential dwellings are to be included part of any proposal, the dwellings should be designed so that natural surveillance of the site is created.

In order to improve patronage and enhance passing trade to the District Centres consideration needs to be given to the accessibility within and around the District Centre. Opportunities to create passing trade are essential to the success of the redevelopment. The creation of or improvement of accessible and safe walking and cycling routes to and from the District Centre would be required to accompany the redevelopment to improve accessibility.

Owing to the strategic importance of these sites, it is considered appropriate that Development Briefs be prepared for each centre.

Policy 34 Health of District Centres

It is important to maintain the appropriate balance of uses in the Town and District Centres to maintain their vitality and viability, particularly during the day so that centres continue to serve the retail and other needs of local communities. The policy will apply to proposals for hot food takeaways and for restaurants and drinking establishments where the hot food takeaway is more than an ancillary element of the business. Limiting the number of hot food takeaways will support individuals to make healthy food choices.

Policy 34

District Centres are primarily designed to fulfil a retailing role. Significant groupings of non retail uses can be detrimental to the role of a District Centre.

Proposals for new or a change of use to Class A5 Uses in District Centres will only be permitted where it will not result in the overall proportion of A5 uses exceeding 25% of the total percentage of units within that Centre. Where this figure has been exceeded already in some District Centres, new proposals will be resisted. To ensure that retailing needs of communities is maintained, A5 uses within parades of shops will only be considered where the intensity of the non-retail uses has not become too great and where there are no negative effects on the environment.

Reasoned Justification

Whilst other uses play a valuable role, there should not be an over-concentration of non-retail uses. There has been an increase in the number of hot food takeaways in many Centres in the Borough over recent years, many of which are only open during the evenings and serve the night time economy. This has led to an increase in closed and shuttered units during the day time. There has also been an increase in associated problems particularly of litter and anti social behaviour. The Centres are at risk of not maintaining their primarily retailing role for local communities; however this policy seeks to maintain the health of the retailing role of Redditch's District Centres and also goes some way towards contributing to the health of Redditch residents by seeking to control hot food takeaway establishments being concentrated in any centre.

A 25% threshold for the A5 uses is appropriate for all of Redditch's District Centres; however in Redditch's Town Centre and parades of shops no threshold applies. At the time of any proposal for the creation of a new A5 use within the local parade of shops, consideration will be given to the intensity of the non-retailing uses present at that parade of shops at that time. If the intensity of non-retailing uses is too great, or where there are other detrimental environmental effects, the proposal would not generally be supported. Where the intensity of A5 uses within the Town Centre has become too great or resulted in a cluster of A5 uses the creation of a new A5 use will be resisted.

Protecting and Enhancing Redditch's Historic Environment

The policies in this chapter will deliver the objectives:

"To maintain and provide a high quality natural, rural and historic environment with a Green Infrastructure network which maximises opportunities for biodiversity value, wildlife and ecological connectivity"

"To protect, promote and where possible enhance the quality of the Borough's landscape and Redditch Borough's other distinctive features"

"To enhance the visitor economy and Redditch's cultural and leisure opportunities including Abbey Stadium"

The historic environment contributes to the Borough's local character and distinctiveness and consists of, but is not limited to, archaeological sites, statutorily and locally listed buildings, Scheduled Ancient Monuments and Conservation Areas. These assets must be protected and, where possible, enhanced to ensure the heritage of Redditch Borough is conserved for future generations.

Policy 35 Historic Environment

The historic environment is defined in the NPPF as "all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora." The historic environment plays an important role in the Borough's economy and assists in achieving the Council's vision of Protecting and Enhancing Redditch's Historic Environment as well as helping to deliver wider economic, social and environmental objectives for the plan area.

Policy 35

Designated heritage assets including listed buildings, structures and their settings; conservation areas; ancient monuments and archaeological sites, will be given the highest level of protection and should be preserved and enhanced. Non-designated nationally important archaeological remains and locally listed heritage assets will also need to be conserved and enhanced in a manner appropriate to their significance and contribution to the historic environment.

Heritage assets are an irreplaceable resource and those at risk should be protected. The sensitive adaptive re-use of buildings at risk will be encouraged where they may secure the future of a heritage asset. Proposals that will lead to substantial harm to or loss of a heritage asset will not be permitted. Where there is to be a loss of a heritage asset, developers are required to record, archive and make information about the asset publicly accessible.

Heritage-led regeneration will be encouraged, particularly when related to the Town Centre Strategic Site, but also at any other site of historic value. Proposals which aim to realise the leisure and tourism potential of the historic environment will be also encouraged where these will result in enhancements to heritage assets and / or enhancement of the wider historic environment.

Applications for development affecting any heritage asset or its setting must be accompanied by a heritage statement. The level of detail should be proportionate to the significance of the heritage asset. Where a development site includes or has the potential to include heritage assets with archaeological interest, developers must submit an appropriate desk-based assessment and, where necessary, a field evaluation. Where appropriate, development proposals will be expected to have regard to the Historic Environment Assessment for Redditch Borough.

Reasoned Justification

Heritage assets, both designated and non-designated, are parts of the historic environment. A heritage asset could be a building, monument, site, place, area or landscape identified as having a degree of significance because of their archaeological, architectural, artistic or historic interest. Heritage assets are an irreplaceable resource and great weight should be given to their conservation and enhancement. Applications for development that will harm or result in the loss of a heritage asset will be resisted. Developers are required to record and enhance understanding of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance.

The Borough Council realises the regeneration potential of the Borough's historic environment. The Edward Street and Church Road Sites within the Town Centre have been identified as in need of regeneration. The sites contain both statutorily listed and locally listed heritage assets which the Council considers make a valuable contribution to the historic environment. Policy 30, Regeneration for the Town Centre provides the principles for development on individual Town Centre sites that have been identified for redevelopment. The Church Green Conservation Area located within the Town Centre is centered around St Stephen's Church and includes a wide range of buildings that date from the late eighteenth century. Whilst the conservation of the historic qualities of the built and natural environment are the principle objectives of the Conservation Area designation, the opportunity for new development to enhance and contribute towards the life and character of these areas is welcomed by the Borough Council where this accords with the special architectural and historic interest.

The historic environment holds significant potential for leisure and tourism activity which can lead to improvements to heritage assets and the wider historic environment. Proposals for leisure and tourism uses that would have a positive effect on the historic environment and are in accordance with Policy 43 Leisure, Tourism and Abbey Stadium will be encouraged and considered favourably.

A Heritage Statement describing the significance and contribution of any heritage assets affected by a development proposal should be submitted by applicants. The level of detail should be proportionate to the importance of the asset and in accordance with the Council's validation requirements. A design and access statement may also be required, particularly where the proposal has the potential to substantially change the character or appearance of a heritage asset or its setting.

The Historic Environment Assessment (HEA) combines county landscape character mapping with Historic Environment Record (HER) data and an outline Historic Landscape Character Assessment to produce 20 distinctive Historic Environment Character Zones (HECZ). The HECZ will inform the determination of development proposals together with the County's HER and Historic Landscape Characterisation (HLC). The HEA, HER and HLC should be consulted at the earliest stage during the formulation of development proposals. Any proposal that would have a detrimental impact on a heritage asset or the wider historic environment will not be considered favourably.

Policy 36 Listed Buildings and Structures

The Borough has a register of buildings and structures listed as being of special architectural or historic interest. For every listed building in the Borough, the Council has a statutory duty to pay particular regard to the desirability of preserving the building, its setting and any features that contribute to its special architectural or historic interest.

Policy 36

Development proposals affecting Listed Buildings or structures will be required to preserve or enhance the building or structure, its setting and any features of special architectural or historic interest. The Borough Council will implement strict controls over the use, extension, alteration and demolition of listed buildings.

Change of use
The Borough Council will only permit the alternative use of a listed building where it can be demonstrated that the alternative use is compatible with, and will preserve the special architectural or historic interest of the building and its setting.

External and internal alterations and extensions
The Borough Council will only permit the alteration or extension of a listed building where a full justification for the works has been submitted to the Borough Council and where it can be demonstrated that the proposal will not have an adverse effect on the special architectural or historic interest of the building or its setting. Alterations or extensions must be appropriate in design, scale, detailing and materials and they must not result in the significant loss of the historic or architectural fabric of the building. Proposals for the erection of satellite antennae on listed buildings will only be allowed where the siting and appearance of the antennae does not harm the special historic or architectural interest of the building or its setting.

Demolition
Applications for development that will harm or result in the loss of a listed building will be resisted by the Borough Council. Demolition of a listed building will only be permitted in exceptional circumstances and where it can be demonstrated that all of the criteria in paragraph 133 of the National Planning Policy Framework have been met. Full details and plans of its replacement must have been submitted and approved by the Borough Council prior to demolition.

Reasoned Justification

Listed buildings are protected in law by the Planning (Listed Buildings and Conservation Areas) Act 1990. Under this Act, once a building has been listed, consent is required for demolition and for any works of alteration or extension which would affect its special architectural or historic interest. Proposals for the reuse, alteration, extension or demolition of listed buildings will be assessed in consultation with the Council's Conservation Advisor.

In addition to the building itself, the setting of a listed building is also worthy of protection. The setting is often an essential part of the building's special form and character, and will often have been integral to the original function of the building itself.

In order to maintain historic buildings in a good condition it is important to ensure that they are in active use. The most appropriate use for such a building will almost always be that for which it was designed. However, there may be instances where that use is no longer appropriate or viable. In such cases the Borough Council will endeavour to support alternative suitable uses. In considering alternative uses the Borough Council will require the applicant to provide sufficient information to enable an informed assessment of the effect of any changes that may alter the building's special historic or architectural character, as well as consider the other relevant policies set out in the Local Plan.

The alteration or extension of a listed building will be expected to reflect the special characteristics of the existing building and be designed either to merge unobtrusively with it or appear as a separate entity. Materials used in the construction of extensions or alterations must strive to achieve as close a match as possible with the original in their selection and application. Unsuitable

and inappropriate materials such as plastic and UPVC will not be approved where their use may detract from the character of the building or its setting. The Borough Council will encourage where appropriate, proposals that demonstrate a creative design solution that complements the existing building and respects its historic character and setting. A full justification of the proposed works will be required as part of any application and should form part of the heritage statement.

It is considered that the erection of satellite antennae on Listed Buildings will detract considerably from their special character. Therefore, the siting and appearance of antennae will be carefully considered by the Borough Council to ensure that their impact is minimal on both the building and its setting. Where minimal impact cannot be achieved it is likely that applications for such antennae will be refused.

Listed building consent is required for the demolition of listed buildings. Consent will only be given in exceptional circumstances. Applications for demolition will need to demonstrate that a rigorous and exhaustive approach to ensuring the preservation of such buildings has been taken. When granting consent the Borough Council will require, either through condition or agreement, that the building is adequately recorded prior to the commencement of demolition. In appropriate circumstances demolition may not commence until a contract for the construction of a replacement building has been legally committed. This course of action will generally be promoted within Conservation Areas.

Policy 37 Conservation Areas

There are two Conservation Areas in Redditch Borough, one of which is located in Redditch Town Centre (Church Green) and the other in Feckenham village. It is important that development within Conservation Areas is controlled and the Local Planning Authority have additional powers over demolitions, alterations to buildings and works to trees. Conservation Area consent is often required for work that would normally be considered permitted development.

Policy 37

Proposals for development within Conservation Areas will be required to preserve or enhance the character or appearance of the area. All development proposals, including extensions and alterations to existing buildings and structures will be expected to:

i. demonstrate a creative design solution, specific to the site in question and the use to be accommodated;

ii. ensure the siting of any development respects the pattern of buildings, historic layout, existing open spaces, trees and boundary treatments;

iii. demonstrate attention to the proportion, form, massing and scale of the development and buildings that surround it;

iv. demonstrate attention to the quality, sourcing and application of materials, finishes and detail, reflecting but not necessarily copying the elements of existing buildings within the area;

v. consider the careful design of advertisements, signage, paving, lighting and street furniture ensuring they respect, preserve and enhance the character and appearance of the area;

vi. ensure that views into or out of a Conservation Area are protected and enhanced;

vii. have regard to the appropriate Conservation Area Management Plan.

Proposals which ensure the sensitive adaptive reuse of vacant buildings or encourage investment into the area, particularly in the Church Green Conservation Area will be looked at more favourably.

Where trees contribute to the character or appearance of Conservation Areas then their preservation and protection will be sought. The Borough Council will not allow the loss of trees of high amenity value or the felling or other works to a tree which would detract from its contribution to the character or appearance of the area.

Loss of a building (or other element) which makes a positive contribution to the significance of a Conservation Area will not be permitted. Where a loss of a heritage asset is proposed, developers are required to record, archive and make information about the asset publicly accessible.

Reasoned Justification

Redditch's Conservation Areas, as depicted on the Policies Map, are located within the Town Centre and the village of Feckenham. The Church Green Conservation Area is centred around St Stephen's Church and includes a wide range of buildings that date from the late eighteenth century, while the Feckenham Conservation Area includes many fine timber-framed and Georgian brick buildings that line the narrow streets and border 'The Square' within this historic medieval village.

Whilst the conservation of the historic qualities of the built and natural environment are the principle objectives of Conservation Area designation, the opportunity for new development to enhance and contribute towards the life and character of these areas is welcomed by the Borough Council where this accords with the areas special architectural and historic interest. Too often there is the temptation to adopt a casual approach to development in Conservation Areas whereby the existing architecture is copied. It is only through an understanding of the inherent qualities and character of an area that an informed site specific approach to new design can be taken.

Each Conservation Area is made up of a diverse range of different elements, such as buildings, spaces, views, signage, street furniture and lighting, the balance and harmony of which creates a distinctive street scene or 'streetscape'. The preservation or enhancement of the streetscapes is therefore fundamental to the special character and appearance of Conservation Areas. As such the Borough Council will seek to preserve or enhance the streetscapes of Conservation Areas as far as is practically possible. Proposals for the replacement or alteration or of shopfronts or advertisements in Conservation Areas should consider the requirements of Policy 41 Shopfronts and Shopfront Security and Policy 42 Advertisements.

Conservation Area Appraisals and Management Plans have been produced for each of the Conservation Areas and provide guidance on the design of new buildings, alterations and

extensions. Any new proposals within a Conservation Area should have regard to the appropriate Conservation Area Management Plan.

The Church Green Conservation Area lies just outside of the Kingfisher Centre at the heart of the old town. Enhancements to Church Green are identified as a priority project within the Town Centre Strategy and Policy 30 Regeneration for the Town Centre. Proposals to revitalise Church Green, would include the regeneration of St Stephens Church. Introducing complementary uses to support its role as the 'traditional heart' of the centre will add to the vibrancy and activity which flows to and from this area. Thus reinforcing the 'sense of place' and image of Redditch, complementing the Kingfisher Centre and acting as a 'draw' between the Kingfisher Centre and the rest of the Town Centre.

Trees are an important feature of the Borough and mature trees within Feckenham and Church Green Conservation Areas contribute substantially to their character and appearance. Conservation Area consent is required to undertake works to trees within such areas. Whilst necessary works for the continued retention of the tree, consistent with good arboricultural practice is likely to be permitted, the outright felling will often be resisted. In cases where felling of a tree is necessary, the Borough Council may require the planting of a suitable replacement tree.

There is a general presumption in favour of retaining a building which makes a positive contribution to the character or appearance of a Conservation Area. When submitting an application for demolition within a Conservation Area the Borough Council will require sufficient information to enable it to determine that every possible effort has been made to secure the buildings preservation.

Where the building makes little or no contribution to the Conservation Area the Borough Council will require detailed information about what is proposed for the site after demolition, with acceptable and detailed plans for redevelopment or reuse. Where such information is not provided, consent for demolition will not be approved. Replacement buildings will be expected to make an equal or greater contribution to the character and appearance of the Conservation Area.

Policy 38 Locally Listed Heritage Assets

Some buildings and structures are of local architectural and historic interest but do not benefit from protection under statutory controls. These non-designated heritage assets have been formally identified by the Council on a list of local heritage assets and therefore have an additional level of protection.

The Borough Council has collated and maintained a 'Schedule of Buildings of Local Interest' since 2004, also known as the 'Local List'. There have been losses from the Local List in recent years through demolition and major alteration to buildings. Future losses should be avoided in order to deliver Objective 1 'To maintain and provide a high quality natural, rural and historic environment with a Green Infrastructure network which maximises opportunities for biodiversity value, wildlife and ecological connectivity'. Applications for the demolition of Locally Listed buildings will be resisted unless it can be demonstrated that retention would be impractical.

Policy 38

The Borough Council will continue to maintain a Schedule of Locally Listed Heritage Assets (the Local List) which will record assets that are of local and historic interest to the Borough. A locally listed heritage asset may be a building, monument, site, place, area or landscape.

A procedure for reviewing locally listed heritage assets and, if applicable, the review of the criteria against which buildings are assessed will be established. Until this procedure is established, buildings that are highlighted to the Borough Council for possible inclusion on the Local List will be assessed against the existing criteria with appropriate consultation with owners.

Proposals for development (including alterations and extensions) affecting locally listed heritage assets or affecting the setting of a locally listed heritage asset will be required to preserve or enhance the building or structure, its setting and any features of special architectural or historic interest.

The Borough Council will not grant planning permission for a development scheme which proposes the demolition or adverse alteration of a locally listed asset, unless it can be demonstrated that it is impractical to retain the locally listed asset in whole or in part. Demolition of a locally listed building will only be permitted where it can be demonstrated that efforts have been made to find an alternative use or owner for the building, where the cost of repairing or maintaining the building outweighs the importance and value derived from the building and its existing use, and that all attempts to access additional sources of funding have failed. Should demolition of a locally listed building be approved, appropriate recording of the property must be provided to a recognised standard, prior to development taking place.

Reasoned Justification

The historic built and natural fabric of Redditch contributes to a sense of local identity. Historic landscapes and areas play a major role in defining sense of place and local distinctiveness. Historic buildings reflect the local building characteristics in their style, materials or layout amongst other factors as well as giving an insight in to past lifestyles. For example, some buildings in Redditch relate to the historic needle-making and other metal-based industries which the town is best known for.

The Borough Council will continue to maintain and review the Local List. A procedure for reviewing the Local List and, if applicable, the criteria against which entries are assessed will be established with regard to published English Heritage Good Practice Guidance.

A series of criteria have been established with which to assess potential entries for the Local List. When appropriate, buildings currently included on the Local List will be re-assessed against the criteria to confirm whether or not they continue to meet the requirements for inclusion.

The Borough Council will, in appropriate circumstances, consider the use of Article 4 Directions to remove permitted development rights where such rights would undermine the aims for locally listed heritage assets.

Creating Safe and Attractive Places to Live and Work

The policies in this chapter will deliver the objectives:

"To protect, promote and where possible enhance the quality of the Borough's landscape and Redditch Borough's other distinctive features"

"Reduce crime and anti social behaviour and the fear of crime through high quality design, with regeneration achieved at the former New Town District Centres"

Redditch, as a former New Town, has unique design principles, which add to its local distinctiveness. However, there are elements of the Town that would benefit from design and safety improvements, whilst new development should embrace these aspirations. These policies encourage good design which complements and improves the existing built environment. They also seek to improve the safety and perception of safety within our built environment.

Policy 39 Built Environment

The Borough consists of the main town of Redditch in the north and the more rural villages of Astwood Bank and Feckenham and several other hamlets to the south. Redditch Borough has a unique built environment based upon the town's transition from a market town with a needle-based industry, through to a New Town and beyond. There is significant pressure for growth in and around the Borough and it is important to ensure that all new development contributes towards creating distinctive, sustainable places and assists in Creating Safe and Attractive Places to Live and Work.

Policy 39

All development in the Borough should contribute positively to the local character of the area, responding to and integrating with the distinctive features of the surrounding environment, particularly if located within a historic setting.

All development proposals should:

i. seek to optimise the potential of the site to accommodate sustainable development through making the most efficient use of the space available;

ii. be innovative, whilst also protecting and enhancing locally distinctive and historic features to improve the character and quality of the local environment;

iii. incorporate features of the natural environment including Green Infrastructure into the design to preserve and continue Redditch's unique landscape features;

To ensure character and appearance isn't compromised, temporary buildings will be approved for a maximum of 3 years where it is related to an approval for a permanent building. The Borough Council will not look favourably on applications for renewal of temporary permissions.

Areas should be designed to ensure they make places better for people and proposals have demonstrated that community views have been taken into account in the design of the development.

Reasoned Justification

Redditch Borough has extremely limited development potential, therefore all future development should seek to ensure that all proposals are designed in such a way as to maximise the use of the space available. While it is important to make efficient use of land, a balance must be struck between new developments and protecting and enhancing what is special in the Borough, for example our green spaces.

Innovative designs can improve the character and quality of an area as well as help to raise the standard of design in the area. Great weight will be given to appropriate designs that achieve this

while protecting and enhancing the locally distinctive and historic features that help to establish a strong sense of place.

Redditch is 'distinctively green' with an abundance of trees and green space. New development should seek to continue these features through their design, see Policy 16 Natural Environment for more guidance.

The need for a temporary building must be justified by the applicant and accompanied by a business plan. The approved time limit for temporary buildings will be related to the merits of the case and whatever time is reasonably demonstrated in the applicant's business plan. The quality, appearance, durability and suitability of temporary buildings are usually inferior, and while this may be justified on economic grounds in the short term, it is not acceptable in the longer term; therefore applications for the renewal of temporary permissions are not looked upon favourably.

In line with the core principles of the NPPF, local people should have the opportunity to shape their surroundings. Applicants will be expected to work closely with members of the community affected by their proposal and their views should be taken into account in the design of the development.

Redditch Borough has extremely limited development potential, therefore all future development should seek to ensure that all proposals are designed in such a way as to maximise the use of the space available. While it is important make efficient use of land, a balance must be struck between new developments and protecting and enhancing what is special in the Borough, for example our green spaces.

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Policy 40 High Quality and Safe Design

Good design improves the local environment, helps new development to fit in with its surroundings and creates a distinctive sense of place. A well planned environment in which to live and work can help to fight crime and the fear of crime. By using good design the opportunities to commit crime can be limited and this can have an effect on the quality of people's lives.

Policy 40

Good design should contribute positively to making the Borough a better place to live, work and visit. All development, including proposals for individual buildings, public and private spaces and

wider development schemes will be expected to:

i. be of a high quality design that reflects or complements the local surroundings and materials;

ii. be of an appropriate siting and layout with distinctive corner buildings, landmarks, gateways and focal points at key junctions and other important locations;

iii. protect and enhance key vistas to create visual links between places in the Borough;

iv. include where appropriate, public art that is well designed, integrated within the overall design and layout of the development, located where it can be easily observed, improves public outdoor space and legibility and creates landmarks;

v. aid movement by ensuring all development areas benefit from accessibility, connectivity, permeability and legibility, particularly aiding sustainable modes of movement such as walking, cycling and access to public transport;

vi. encourage community safety and 'design out' vulnerability to crime by incorporating the principles and concepts of the 'Secured by Design' award scheme;

vii. provide appropriate space for waste and recycling to minimise any adverse visual impact on the property or the street-scene

viii. incorporate any relevant guidance contained within Supplementary Planning Documents, for example 'Designing for Community Safety' and 'Encouraging Good Design'.

Reasoned Justification

Designs that reflect the local surroundings and use local materials help to establish a strong sense of place. Innovative designs are supported provided that they complement and add to the overall quality of the surrounding area.

To meet the criteria on design and layout, proposals will be assessed against the industry standard for well-designed homes and neighbourhoods – Building for Life. Building for Life 12 is the latest update and is based on a 'traffic light' system (green, amber, red). Proposals should secure as many 'greens' as possible, minimise the number of 'ambers' and avoid 'reds'.

It is important that places are well connected, easy to navigate and easy to get around, especially via sustainable modes of transport in line with Policy 19 Sustainable Travel and Accessibility. Legibility is the degree to which places can be easily understood. Visual links and landmarks can have a considerable role to play in improving legibility and aiding orientation. Public art can also be designed and sited to improve legibility as well as improving the quality of public outdoor space. It also has a significant role to play in brightening and enlivening the environment and enhancing local distinctiveness.

The 'Secured by Design' Scheme focuses on crime prevention at the design, layout and construction stages of homes and commercial premises and promotes the use of security

standards (www.securedbydesign.com). This scheme or any relevant scheme at the time should be adhered to in order to encourage community safety and 'design out' vulnerability to crime.

The presence of dust bins and recycling bins at the front of properties can detract from the character and visual appearance of properties and the general street-scene. For this reason the Borough Council requires that all development is designed with appropriate storage for such facilities.

In order to meet the requirements of this policy, proposals should incorporate the guidance presented within the Supplementary Planning Documents such as 'Designing for Community Safety' and 'Encouraging Good Design'.

Policy 41 Shopfronts and Shopfront Security

Well designed shopfronts can have a positive effect on the character and appearance of an area. Where a shopfront falls within the Town or District Centre carefully thought through design can help to improve the vitality and viability of that Centre. This policy assists in achieving the Council's vision of Creating a Borough Where Businesses Can Thrive.

Policy 41

The Borough Council will grant permission for new, replacement or altered shopfronts providing:

i. that, if the existing shopfront has a design that makes a material contribution to the street scene, it is not capable of repair;

ii. its design would be sympathetic in size, architectural style, proportion, material and detailing to the building upon which it would be fitted; and

iii. it would not detract from the character or appearance of the street or area as a whole.

The Borough Council supports shopfront security measures that are integral to the design of the shopfront, therefore external roller shutters should be used in exceptional circumstances. In considering proposals for the installation of shopfront security measures, the Borough Council will apply the principles set out in the Borough Council's Designing for Community Safety SPD.

Where shopfront security measures are proposed for Listed Buildings or within Conservation Areas, these will only be considered acceptable where they serve to preserve or enhance the special historic or architectural character of the building or its setting.

Reasoned Justification

Shopfronts that are considered to be beyond repair or not of sufficient quality to be worthy of retention should be replaced by either traditional high quality designs or modern high quality designs that relate to the building upon which they are fitted and to the character and appearance of the street or area in which they are located.

Security measures should be integral to the overall design of any new or refurbished shopfront. Some shopfront security measures such as external steel roller shutters can undermine the contribution of shop fronts and project a negative image of the area creating a hostile environment. Shutters also provide a blank canvas for graffiti which can further degenerate the image of the area.

Shopfront security measures proposed for listed buildings or for buildings located within a Conservation Area should be of a sympathetic design that is complementary to the shop front, building and its historic context.

Policy 42 Advertisements

Well designed and well placed advertisements are essential to commercial activity in a free and diverse economy and can assist in achieving the Council's vision of Creating a Borough Where Businesses Can Thrive. However their control is necessary to ensure they don't negatively affect the character and appearance of an area. This policy covers a wide range of advertisements and signs including; fascia signs, hoardings, traffic signs, estate agents' boards, posters and banners. In line with the NPPF, their control should be efficient, effective and simple in concept and operation.

Policy 42

In assessing proposals for advertisements, the Borough Council will require that:

i. they are of a scale and character appropriate to the building or site upon which they are to be located and with that of the surrounding buildings;

ii. they are of materials and illumination appropriate to the style and age of the building and its setting;

iii. they would not adversely affect the street scene, taking into account the cumulative impact of advertisements;

iv. they would not be an obstruction to surveillance cameras;

v. they would not be likely to endanger highway safety;

In addition to these criteria, applications for advertisements affecting listed buildings, their setting or for buildings located within a Conservation Area should be of a traditional design and in a style sympathetic to the building and its historic context.

All advertisements should be well maintained and kept in a good condition so as not to detract from the area.

Reasoned Justification

Poorly placed advertisements, or advertisements that are of an inappropriate scale or character can have a negative impact on the appearance of a building, streetscene and surrounding area.

Illuminated signs can be detrimental to the amenity of the surrounding area because of the proposed hours of illumination, level of brightness or intermittent nature of the illumination.

Proposals for new advertisements should take into account any existing signs or advertisements on the building or in the surrounding area as the cumulative impact of advertisements can present a cluttered appearance and have a negative effect on the streetscene.

Care should be taken to ensure that the position of advertisements would not obstruct security surveillance cameras, obstruct the highway or traffic signs and would not be a distraction for drivers.

New or replacement advertisements proposed for listed buildings or for buildings located within a Conservation Area should be of a traditional design and in a style sympathetic to the building and its historic context.

When granting consent for an advertisement of any sort, the Borough Council will where appropriate, require that any structure or advert is maintained in a condition that does not impair visual amenity or endanger the public.

Promoting Redditch's Community Well-being

The policies in this chapter will deliver the objectives:

"To enhance the visitor economy and Redditch's cultural and leisure opportunities including Abbey Stadium"

"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"

Improvement and enhancement of the well-being of the Borough's residents is important. The policies in this chapter support the provision of new and improved tourism, leisure and health facilities and recognise the potential for the natural environment to provide opportunities for leisure and recreation. There is also provision for the identification of additional cemetery space which is likely to be needed in the Borough before the end of the Plan period.

Policy 43 Leisure, Tourism and Abbey Stadium

The Borough has a number of leisure and tourist attractions which include Forge Mill, The Needle Museum, Bordesley Abbey, Arrow Valley Country Park, Arrow Valley Countryside Centre and the Palace Theatre. Large scale redevelopment of the Abbey Stadium complex has also recently taken place. There is also a good supply of designated open space and other land which provide for the recreation needs of the Borough. These include allotments, sports pitches, equipped play areas, school playing fields, community open space and water courses. The protection and enhancement of this built and natural resource is essential to achieve the vision and objectives of this plan to enhance the visitor economy and cultural and leisure opportunities in the Borough.

Policy 43

A. Leisure, tourism and culture

Leisure, tourism and culture proposals, including new build, extensions or additions to existing facilities will be promoted and supported where:

i. the proposal is located in places that are sustainable and accessible by a choice of transport modes, principally Redditch Town Centre and/or where additional visitor numbers can be accommodated without detriment to the local economy and environment; and

ii. they support sustainable tourism or leisure developments and benefit the economy of the Borough and enhance community facilities;

Consideration should also be given to the potential of the natural environment, including Public Rights of Way and water corridors to provide opportunities for leisure and recreation activities, whilst ensuring that this does not place undue pressure on the natural environment.

The Borough Council realises the potential for the historic environment to provide opportunities for leisure and tourism and proposals for such will be encouraged, particularly where they result in the enhancement of a heritage asset.

B. Abbey Stadium

The Borough Council will safeguard land within the curtilage and land adjacent to the Abbey Stadium Complex for development which is for leisure and leisure-related uses.

Reasoned Justification

A. Tourism, leisure and culture

Tourism and culture facilities may include museums, visitor centers and also accommodation such as hotels or guest houses. Leisure facilities include, but are not limited to intensive sport and recreation uses, cinemas, night-clubs, casinos, health and fitness centers, indoor bowling centers, and bingo halls. Any relevant development proposals will be required to demonstrate that

appropriate sequential assessments and impact tests have been carried out in accordance with current guidance. Reference should be made to Policy 29 Town Centre and Retail Hierarchy and Policy 30 Regeneration for the Town Centre.

In considering new proposals or extensions or additions to existing facilities, regard will be had to any environmental or transportation impacts that any new facility might create. Such considerations will include, for example, the means by which people will access and travel to the facility and any impact on nature conservation or landscapes. Proposals should be formulated in accordance with the requirements of Policy 19 Sustainable Travel and Accessibility. Public Rights of Way provide an important recreational resource; the improvement of links to existing Public Rights of Way will therefore be encouraged.

The natural environment is a valuable resource which can also provide leisure and recreation opportunities. However, a balance must be achieved between providing for leisure and recreation and protecting and enhancing the natural environment. A Green Infrastructure Strategy will be completed for the Borough which will identify opportunities for enhancement of the GI network.

The historic environment holds significant potential for leisure and tourism activity. In particular, the Bordesley Abbey and its setting have the potential to enhance the existing offer and to create linkages to the leisure uses at the Abbey Stadium site. Proposals for leisure and tourism uses related to the historic environment should also be in accordance with Policy 35 Historic Environment.

B. Abbey Stadium

The Abbey Stadium Complex makes an important contribution to the Borough's indoor and outdoor sport and recreation provision. The Borough Council recognises that the land within the curtilage and adjacent to the Abbey Stadium can also contribute to the Borough's wider leisure-related need. The land which is safeguarded by this policy is identified on the policies map.

In this location the River Arrow corridor is a designated Special Wildlife Site (SWS). Appropriate measures will be required to protect and enhance the River Arrow and ensure that the ecological value of the wildlife corridor is not undermined (see Policy 16 Natural Environment). Where development proposals affect the flood plain of the River Arrow, an assessment of flood risk should be made in accordance with national planning policy and Policy 17 Flood Risk and Policy 18 Sustainable Water Management.

Policy 44 Health Facilities

To help promote healthy and sustainable living for new and existing communities, new and improved health facilities should be in the most accessible locations in the Borough; these are defined by the Town Centre and Retail Hierarchy (Policy 29). In addition, the Alexandra Hospital is the main provider of acute medical services for the Borough and surrounding area so this is also an appropriate location for additional health care facilities.

Policy 44

Support will be given to the principle of the provision of new or improved primary health care and related activities. These health facilities, should be located where they are accessible and ideally within Redditch Town Centre or the District Centres in accordance with Policy 29 Town Centre and Retail Hierarchy. Alternatively, health-related development can be located within the curtilage of the Alexandra Hospital.

The Borough Council will continue to safeguard land within the curtilage of the Alexandra Hospital for development which is intended for genuine health-related purposes. Strategic Site Policy 48 Land to the Rear of Alexandra Hospital, sets the requirements for a mixed used development which aims to assist in the delivery of the Local Plan vision and objectives. The policy takes account of the need to be sensitive to the functioning of the hospital and also the need to set aside land in the curtilage of the hospital for health related facilities.

Reasoned Justification

The Hierarchy of Centres, as set out in Policy 29 Town Centre and Retail Hierarchy states that Redditch Town Centre, at Tier 1 of the hierarchy should be the main location for uses that attract large numbers of people. District Centres, at level 2 should serve a community's day to day needs. The Town and District Centres also represent areas of the town which are accessible by a range of modes of transport. Consequently these locations are considered the most suitable and sustainable for the development of new health facilities. In addition, there is also land within the curtilage of the Alexandra Hospital safeguarded for health related purposes.

The Alexandra Hospital is the main provider of acute medical services in the Borough and is governed by the Worcestershire Acute Hospitals NHS Trust. The hospital is located in the south of the urban area of the Borough on a site currently dominated by healthcare and health-related facilities. This represents the highest concentration of key healthcare facilities in the Borough and is widely accessible by public transport making this an ideal location for increased health related provision.

Genuine health related facilities include:

- GP premises
- Dental practices
- Nursing homes

- Hospital related facilities directly related to the delivery of healthcare and any necessary supporting uses that enable the proper functioning of the hospital.

Policy 45 Cemeteries

There are three cemeteries and one Crematorium in Redditch Borough that are owned and managed by the Borough Council. The Crematorium and the largest cemetery (Abbey Cemetery) are located at Bordesley Lane. The other cemeteries in the Borough are smaller in size and burial plots there are no longer generally available. If the current burial rate at the Abbey Cemetery continues, a new site will be needed within this plan period.

Policy 45

The Council will continue to ensure that there is sufficient cemetery land to meet the needs of the Borough. In order to do so, it will be necessary to identify a new cemetery site within the Plan period. Ideally the identified site should meet all the following criteria. The site should be:

i. at least 1.7ha in size;

ii. easily accessible by a range of transport modes including public transport;

iii. located in an area where a tranquil setting for the cemetery can be achieved with appropriate mitigating measures if necessary;

iv. in an area that is not currently prone or likely to become prone to water logging. There should be sufficient fall for drainage to ensure dryness of the soil for a minimum depth of 2.13 metres;

v. located where drainage from the graves cannot pollute the domestic water supply or where appropriate measures can be put in place to prevent such pollution;

vi. as near as possible to mains drainage and to other services such as water and electricity; and

vii. in an area with appropriate surrounding screening and landscaping for a cemetery or where this can be achieved.

Reasoned Justification

In order to ensure a tranquil setting the site should not be in close proximity to schools, workplaces or noise generators such as roads. The exception to this will be if it is possible to create sufficient buffering measures to offset any detrimental effects that the surrounding area may have on a cemetery. The possibility of introducing such measures to a site in order to make it an acceptable location for a cemetery will be investigated if necessary.

The Environment Agency will be consulted with regard to the protection of water courses. The cemetery will not be developed in a location where it may have an unacceptably damaging effect on the environment.

The new site should be well served by public transport, in line with Policy 19 Sustainable Travel and Accessibility. In addition to the criteria set out in this policy, proposals for a new cemetery site will be assessed in accordance with any other relevant policies in this plan.

Strategic Sites

Strategic Sites are those sites which are considered central to the achievement of the Local Plan's Vision and Objectives. They relate to the provision of large-scale housing development, employment, and related community and health facilities. The Strategic Sites each have a specific policy to guide their development to ensure the comprehensive delivery of sustainable development for Redditch communities.

There are other Strategic Site policies included within the key theme of 'Improving the vitality and viability of Redditch Town Centre and District Centres', however these Strategic Sites are Redditch Town Centre and former New Town District Centres which makes them essential policies to deliver against that key theme, rather than be grouped with other Strategic Site Policies.

Policy 46 Brockhill East

Brockhill East Strategic Site is located on the north west boundary of the Redditch urban area and is ideally located to support a significant amount of Redditch's housing, employment and associated community facilities alongside adjacent development across the Redditch Borough boundary in Bromsgrove District. This strategic site is currently Greenfield as has been previously designated as Green Belt in parts; however exceptional circumstances exist to allocate this site to meet development needs. Furthermore, as development of this site progresses, it will positively enable development of a key employment site (previously referred to as IN67) to come forward to contribute towards the Borough's employment needs.

Policy 46

A Strategic Site at Brockhill East is appropriate for a high quality mixed use development comprising around 1,000 dwellings, employment (8.45ha) and relevant community facilities and services including, a District Centre (including convenience retail store), a first school and a sustainable public transport network.

Development of the Brockhill East Strategic Site should ensure that the following principles are applied:

Development type

i. incorporate a mix of housing types and provide the Borough Council's current standard of affordable housing provision;

ii. implementation of employment development to be delivered concurrently with other phased development within the strategic site;

iii. the type of employment uses must provide an appropriate and sympathetic buffer between existing employment uses to the south of the site and future neighbourhood development to the north;

iv. deliver a District Centre of a high quality design, avoiding design flaws that contribute to a feeling of being unsafe which meets local convenience needs;

v. deliver a school capable of use as a community facility, including playing pitches;

vi. the inclusion of a portion of mixed use live-work units would be considered favourably in this location;

Design and the environment

vii. the whole Strategic Site must be designed to successfully integrate with the existing Brockhill area. Its design must be appropriate to allow a natural extension to the urban area, and use the sites features to improve the character and quality of the area and the way it functions;

viii. development must respect and be sympathetic to the topography of the site, in particular design consideration should be given to the steeper slopes with no development on prominent ridge lines and any excessive remodelling of land avoided;

ix. green infrastructure must be provided based on the needs identified in the Green Infrastructure Concept Statement for Brockhill East, including open spaces (in line with the Open Space Provision SPD), landscaped areas, the utilisation of the Red Ditch and/or new balancing areas for biodiversity opportunities;

x. the quality, diversity and distinctiveness of the landscape character and important natural, man-made and historic features must be conserved, enhanced and where necessary, restored;

xi. landscaping should be reflective of the Wooded Estateland landscape type, with sensitive landscape treatment being applied along the site boundaries;

xii. appropriate mitigation measures must be implemented to ensure protection of the natural environment, with benefits from development to biodiversity captured;

Infrastructure

xiii. the Strategic Site must be accessible by a choice of modes of sustainable transport. Investment in necessary transport infrastructure, service improvements and Smarter Choices measures should be delivered, including facilitating appropriate pedestrian connectivity;

xiv. a link road from Brockhill Drive (B4184) to Weights Lane should be implemented which incorporates any necessary environmental improvements;

xv. a Transport Assessment must be provided which demonstrates how the implications of the development will be mitigated against, also detailing the safe access and egress arrangements into the site;

xvi. sufficient land should be retained for the delivery of Bordesley Bypass;

xvii. flood risk measures must be informed by a site specific flood risk assessment, with all mitigation measures fully implemented and no development taking place within 8m of the watercourse;

xviii. appropriate SUDs systems to attenuate and balance any surface water runoff must be incorporated and balancing areas implemented to adequate safety standards; and

xix. drainage system upgrades identified in the Water Cycle Strategy must be in place to enable development;

The first phase of this Strategic Site development is expected to be delivered within 5 years following Local Plan adoption. The remainder of the Strategic Site will be expected to be delivered within 10 years following Local Plan adoption.

Planning permission will not be granted for any scheme which would restrict the delivery the entire Strategic Site, or the achievement of the development principles.

All aspects of the Brockhill East Strategic Site delivery must be in accordance with other policies and proposals contained within this Local Plan.

Development Type - The Brockhill East Strategic Site was previously designated as a combination of Area of Development Restraint (ADR), Green Belt and an employment site (IN67). Redditch's housing requirements and the limited locations for development within Redditch's urban area necessitate that exceptional circumstances exist to remove land from the Green Belt to form part of this Strategic Site for development. Furthermore, release of the land for housing development enables the former IN67 employment site to be delivered for employment development concurrently, as this is more feasible than delivery of employment development alone. A mixed use approach, including the delivery of live/work units in this location is required to create a more vibrant place. Live/ work units are suitable here due to the sustainable location.

An appropriate location should be determined in Brockhill East for a District Centre which is needed in north Redditch, in the Brockhill area. This District Centre should satisfy any convenience needs of the community. Where convenience retail is to be provided in the Brockhill area this will be subject to an impact assessment on surrounding District Centres to ensure there are no negative impacts.

The delivery of a first school is required is the north Redditch area, this need must be met in an appropriate location (the most appropriate location may be cross-boundary in Bromsgrove District). The school should also be capable to use as a community facility.

The provision of social infrastructure is required to support any proposed development on the Strategic Site, in addition this has the added benefit of creating new opportunities for the people living in the Brockhill community. The type of community facility developed should be determined by evidence based on the community's requirements in line with the identified infrastructure need.

Design and the environment - Given the topography of the site, open space provision should be a useable and beneficial space which is easily maintained. The Green Infrastructure Concept Statement for Brockhill East must guide the provision of green infrastructure. Consideration should be given to the incorporation of balancing areas into the green infrastructure network. The watercourse and mature trees that exist are important features of the site and should be retained and improved due to their value and contribution to the landscape. The landscape character and historic features within the site also contribute to the character of the landscape and townscape and local distinctiveness of the area. Applicants should refer to the Worcestershire Landscape Character Assessment and Worcestershire Historic Environment Record to inform proposals.

The Worcestershire Landscape Character Assessment designates the area as Wooded Estatelands. The principles of the Wooded Estateland Management Strategy include that of conservation with elements of enhancement and restoration. Design proposals should seek to conserve the large scale structure and wooded character of the landscape, whilst seeking to restore parkland areas and enhance the overall landscape by encouraging an increase in woodland cover as part of the development.

Infrastructure – The Delivery of supporting infrastructure is required to enable development at Brockhill East Strategic Site (including road and drainage infrastructure). This supporting infrastructure may need to be located outside of Redditch Boroughs administrative boundaries in Bromsgrove District to enable this site to be sustainably developed.

Accessibility - A modal shift must be sought to reduce car dependency and promote the use of public transport in this area. The accessibility of this site is generally good as this site is located in fairly close proximity to Redditch Town Centre. However, access to the local bus network is restricted in some parts of the site. Therefore, consideration should be given to extending the 50 and 51 services into the site to ensure good access by Public Transport to/from all parts of the site. Early consultation with Worcestershire County Councils Sustainable Transport Team is recommended.

Smarter Choices Measures refers to the use of marketing and information measures which seek to encourage and enable the use of sustainable travel modes. Examples include improved information provision, innovative marketing and media and awareness-raising campaigns.

Transport Infrastructure – Improvements necessary for the Strategic Site as a whole should be identified in a Transport Assessment. Within the Transport Assessment, details of the installation of an appropriate link road from Weights Lane will need to identify any impacts on Dagnell End junction and the Riverside roundabout in particular.

Flood risk - The Red Ditch runs through part of the site, the flood extent is limited to a short distance either side it. A small portion of this site is in Flood Zone 3 where built development should be avoided, and directed to areas at lower risk of flooding within the site. A precautionary approach should be adopted to flood risk for the entire site. Opportunities should be explored for reducing the existing downstream flood risk through appropriate design and layout of the development.

Consideration should be given to the preparation of flood management and evacuation plans. Safe development is essential with finished floor levels set at least 600mm above the predicted 1% plus climate change flood level. Ideally a flood free route for both pedestrians and vehicles should be available to/from the development. An emergency evacuation plan should be prepared as part of the FRA/drainage impact assessment for the proposed development. Pollution control measures should also be incorporated to prevent contamination of the Red Ditch, which may be achieved through the incorporation of Sustainable drainage systems (SuDS).

Water management – The appropriate methods to manage Surface Water on this site should be implemented, with runoff from the site not exceeding existing greenfield rates and ideally improving current volume and rates of runoff. This could be adequately achieved through the use of SuDS and enhancements to the watercourse, such as creating flood attenuation and storage. Appropriate landscaping should also be utilised to improve drainage efficiency within the site and to direct flow paths away from development to flood storage areas. The site will also be expected to incorporate appropriate SUDs throughout the scheme to deal with surface water runoff created from the development and resulting from potential cumulative effects from development in the Brockhill area.

Waste water infrastructure - Necessary upgrades to the existing drainage system must be implemented to ensure there is enough capacity for the waste water needs arising as a result of

development of the Strategic Site and a satisfactory water supply is provided. The waste water collection infrastructure required is small diameter sewerage systems upgrades and local upsizing to accommodate the increased flow. Further hydraulic modelling is required to confirm the extent of any capacity improvements.

Policy 47 Land to the rear of the Alexandra Hospital

This Strategic Site is currently greenfield, ideally located in the Woodrow area of Redditch to support a significant amount of housing and employment development to support the delivery of the Local Plan Vision and objectives. The development of the site is also considered to add value to the existing health facilities. The site is proposed for a mixed use development, incorporating B1 offices and housing.

A parcel of the land is the subject of an adopted SPD (2007) for employment purposes, however during the development of the Local Plan it has emerged that a more viable way of bringing the land forward is to incorporate a wider site boundary and develop the Strategic Site for a mixed use development.

Policy 47

A Strategic Site at land to the rear of the Alexandra Hospital is appropriate for delivery of a mixed use development. To deliver a sustainable development with the successful combination of employment and residential uses, the Strategic Site must ensure that the following principles are applied:

Development type

i. Incorporate a minimum of 5000sq.m (approximately 1.85ha) of B1 office development or employment development that is medical related;

ii. Incorporate housing (a minimum of 145 dwellings);

Design and the environment

iii. Ensure design of the site is appropriate to its surroundings, with regard to the openness and landscape and the requirement to be sensitive to the use of the hospital facility. The design must create a central sense of place, which ensures legibility and successful function;

iv. Ensure the design respects the natural features of the site, including the lowland meadow, the UK Biodiversity Action Plan (BAP) Priority Habitat and any designated 'Important hedgerows', the sites topography and biodiversity, and the close proximity to the Rough Hill & Wire Hill Woods SSSI;

v. incorporate Sustainable Drainage Systems (SUDS), particularly to the south of the site. Opportunities exist to achieve the SUDS requirements of this Plan alongside other Green Infrastructure and landscaping benefits;

vi. Increase tree planting at the edges of the site to extend the tree belts, in accordance with the 'Land to the rear of the Alexandra Hospital Green Infrastructure Concept Statement' and Policy 11 'Green Infrastructure';

vii. Conduct an Ecological Assessment and implement any necessary mitigation measures;

viii. green infrastructure must be provided, including open spaces (in line with the Open Space Provision SPD), landscaped areas, and new balancing areas for biodiversity opportunities;

Infrastructure

ix. Ensure appropriate waste water treatment infrastructure is in place to support development;

x. Develop the site sequentially to direct development to areas of the site at lowest flood risk and submit a site-specific Flood Risk Assessment (FRA) and drainage impact assessment;

xi. Complete a detailed Transport Assessment (incorporating traffic modelling) to assess any impacts and implement all mitigation measures that may be required;

xii. Assess the cumulative impacts of development of the site on transport infrastructure with solutions delivered in line with the policies in this plan, in particular footpaths and cycleways to connect the site to Redditch Town and the transport interchange at the front of the hospital; and

xiii. Incorporate any necessary infrastructure identified for the effective delivery of the site.

Land immediately south of the Alexandra Hospital is ***not*** included within the Strategic Site boundary and will be safeguarded for health related purposes, this should be considered when formulating proposals for the Strategic Site.

This Strategic Site is expected to be delivered 6-10 years following Local Plan adoption. The Borough Council will issue further strategic planning guidance in order to guide and accelerate the sustainable delivery of this Strategic Site.

Planning permission will not be granted for any scheme which would restrict the delivery the entire Strategic Site, or the achievement of the development principles.

The NHS Trust has indicated that the land immediately south of the hospital (which is not within the Strategic Site boundary) must be safeguarded for future health related development associated with the hospital. This also aligns with Policy 44 (Health Facilities) which seeks to ensure this land is protected for health purposes.

Development Type - The Strategic Site is located to the rear of the Alexandra Hospital and comprises 8.23 ha of Greenfield land. The site is in close proximity to the Alexandra Hospital and Kingsley College.

The site is to be developed for B1 offices for a minimum of 5000sq.m which would add value to the adjacent hospital facilities. A minimum of 145 dwellings should be provided, however further work

will need to be undertaken to assess whether constraints result in this capacity being lowered. However, based on the site analysis completed as part of the development of this policy, this figure is feasible and the policy is flexible enough to accommodate a change in circumstance.

The development of this Local Plan has included assessments of the site and consultation with landowners, as a result it is considered that the most viable means of bringing the site forward would be to progress a comprehensive mixed use development incorporating housing and employment. This mixed use development will allow the creation of linkages between different uses and can thereby create more vibrant places. This mix of housing and employment must be developed sensitively, respecting the use of the adjacent hospital. Consideration should be given to the daily functioning of the hospital site, for example thought should be given to limiting overlooking to and from the hospital facilities and development should not impact on emergency services. The end use of the office facilities should be compatible with the hospital and also with the adjoining residential development proposed as part of the Strategic Site. It is essential the surrounding uses of the site are considered when formulating proposals in order to improve the character and quality of the area.

Design - A design that reflects and improves the site and its surroundings will help create a sense of character, the design of the site should respond to existing features of the site including views. The design of the site must consider all uses of the site including residential and employment uses, as well as integrating the need for SUDS. This site should be developed to make a positive and integrated approach to the use, management and enhancement of the site in this location should have full consideration.

The layout of the site and the buildings should make it easy to navigate around the development. This Strategic Site should be designed to ensure users can get around easily, with a clear network of routes, this makes users feel safer and creates a sense of place. Navigation can be improved by creating landmarks and focal points. This will add to the sustainability and long term viability of the site by ensuring minimal enhancements are needed in the future.

The Environment – The site is adjacent to a Site of Special Scientific Interest (SSSI); consequently it is important any development respects these features, and that it is inclusive of the design of buildings but also the positioning of development in terms of respecting the topography of the area, considering the impact on local biodiversity and the screening of the site. An assessment should be conducted in line with the Hedgerow Regulations (1997) to establish whether there are any 'Important Hedgerows' on site. In addition the site is currently a greenfield site, therefore there are likely to be ecological impacts of any development in this area. In order to mitigate against any impacts an ecological assessment should be carried out as well as implementing any necessary measures identified. The Worcestershire Biodiversity Action Plan (BAP) is a series of Action Plans (divided by theme, species or habitat group). Further information can be found on the Worcestershire County Council Website.

Strong tree belts are located around the boundaries of the site, planting here should be increased in order to maintain this strong containment. In addition, it is also essential that multifunctional green space is provided as part of any development in line with Policy 11 Green Infrastructure.

Accessibility - accessibility by a range of transport modes to and from the site must be incorporated into any proposal. The transport network impacts and implications arising as a result of development of the strategic site must be mitigated against and this should be informed by a

Transport Assessment submitted alongside any planning application. This site has limited cycle and walking opportunities to employment opportunities and health facilities in the Borough, with distance from the railway being one significant factor, which should seek to be improved through any proposals of this site.

Transport infrastructure - The full development site must be considered at the first stage of delivery. Evidence prepared in support of a planning application must be to the satisfaction of the Borough Council and Worcestershire County Council (WCC) Highways Department.

Flood risk - There is a known isolated highway flooding problem to the south off the site affecting Green Lane. A site-specific FRA should be prepared alongside a land drainage impact assessment. Opportunities should also be sought through the design and layout for reducing the flood risk in the area. Consideration should be given to ensuring properties do not encroach into the floodplain. There should be no increase in runoff following development. It is essential that the existing, greenfield runoff rates from the site are maintained. This could be adequately achieved through the use of SuDS and enhancements to the watercourse. It has been identified that the southern edge of the site may be a suitable location to incorporate SUDS as part of the development scheme. The unnamed watercourse which flows next to the site is a tributary of the River Arrow is known to flood, measures should be incorporated to attenuate and store runoff through the use of sustainable drainage techniques. Proposals should ensure that the capacity of the drainage system downstream of the site is not compromised. To achieve this, SuDS should be implemented. Appropriate landscaping should also be utilised to improve drainage efficiency within the site and to direct flow paths away from development to flood storage areas. Pollution control measures should also be incorporated to prevent contamination of unnamed watercourse and River Arrow. This may be achieved through the incorporation of SuDS measures.

Waste Water Infrastructure- Subject to hydraulic modelling, accommodation of the additional foul flows from development is not envisaged to require significant capacity improvements. Any foul waste water infrastructure required in order to support the delivery of this site must be implemented at the first phase of development of this Strategic Site.

Further strategic planning guidance will assist in developing this policy further as well as providing further policy guidelines which will assist in bringing forward development that will aid in delivering the vision and objectives of the Local Plan.

Policy 48 Webheath Strategic Site

Webheath is located on the south west boundary of the Redditch urban area and is ideally located to support a significant amount of Redditch's housing requirements.

Policy 48

A Strategic Site at Webheath is appropriate for a high quality development comprising around 400 - 600 dwellings.

Delivery of this Strategic Site is best achieved in two phases; the first phase of this site should deliver 200 dwellings and is expected to be delivered within 5 years following Local Plan adoption. The second phase of this site should deliver 200 dwellings comprehensively to make the best use of the land available. This phase is likely to contribute towards the long term housing requirement and therefore is unlikely to be delivered within 10 years following Local Plan adoption.

Any proposals must not individually or cumulatively jeopardise the future use of any other part of the site or the achievement of the development principles.

Development of the Webheath Strategic Site should ensure that the following principles are applied:

Development type

i. incorporate a mix of housing types including housing which meets the needs of the ageing population. The provision of bungalows and/ or 1- bedrooms flats/ maisonettes that meet Lifetime Homes standards would be welcomed in this area;

Design and the environment

ii. the design of this site must be of a high quality and appropriate to its surroundings, taking all opportunities available to improve the character and quality of the Webheath area and the way it functions;

iii. the open character of the site should be retained through sympathetic design and through ensuring open space is integral to the design;

iv. legibility and a central sense of place should be provided through good design, with views from and into the site incorporated and maximised;

v. topography of the site should be respected with any excessive remodelling of the land avoided wherever possible;

vi. green infrastructure must be provided based on the needs identified in the Green Infrastructure Concept Statement for Webheath, including open spaces (in line with the Open Space Provision SPD);

vii. planting and landscaping must be incorporated to enhance the ecological and woodland features of the site, including the unnamed watercourse and trees to capture all benefits for biodiversity;

viii. submission of an ecological survey and an archaeological survey to be approved by the Borough Council.

Infrastructure

ix. the Strategic Site must be accessible by a choice of modes of transport, particularly sustainable transport. Investment informed by a Transport Assessment is required for

necessary transport infrastructure, safe access, service improvements and Smarter Choices measures should be delivered;

x. pedestrian links should be provided between the site and the Green Belt area to the west for recreational purposes, and also to the existing Webheath area to the North. Cycle and pedestrian links should be provided to link into existing cycle and footpath networks to Redditch Town Centre;

xi. biodiversity enhancements should be provided along transport routes such as SUDS schemes;

xii. any necessary measures to mitigate flood risk are to be implemented, which must be outlined in a site specific Flood Risk Assessment;

xiii. drainage system upgrades identified in the Borough Council's Outline Water Cycle Strategy must be in place to make development acceptable. This includes upsizing of local sewers and an appropriate solution to dealing with waste water;

xiv. appropriate SUDs systems to attenuate and balance any surface water runoff must be incorporated;

xv. infrastructure deficits arising from the cumulative impact of the site being developed should be provided through financial contributions, implemented early on in developing the site or, where appropriate future proofed to allow their delivery at a later stage; and

Boundaries

xvi. a defensible Green Belt boundary must be maintained or where appropriate enhanced at the south and west of the site, along the existing Green Belt boundary outlined on the Policies Map.

Development Type – This site is a greenfield site and was designated as an Area of Development Restraint (suitable to meet future housing needs) in the Borough of Redditch Local Plan No.3. This plan now designates this site as a Strategic Site suitable for housing. An approximate capacity for residential development is around 400 dwellings; however a specific capacity figure should be determined through detailed design proposals and should make the most efficient use of the land available. Housing which meets the needs of the ageing population would be appropriate in this location.

Design and the environment - This site has a number of landscape considerations and topographical issues which must be incorporated into the design of this site. The landscape and topographical issues may be such that the capacity of the site is restricted. It is considered that the delivery of housing suitable for the elderly population may achieve a number of the aspirations of this plan including the delivery of appropriate housing of the right style in the right location and making the most efficient use of land. It is considered that 1-bed flats/ apartments would allow a suitable capacity to be achieved, whilst not compromising the landscape character qualities of this site and delivering much needed housing in an appropriate location.

There is a public right of way (the bridle way) which crosses the site from east to west, from Hill Top Lane to Pumphouse Lane. Views from this track should be maximised.

There is a steep ridgeline following existing Hill Top Lane south west which slopes north to south and a steep ridgeline also exists to border the site east the northern boundary. These ridgelines should be incorporated into site development.

The landscape character within the site contributes to the character of the landscape and local distinctiveness of the area. Applicants should refer to the Worcestershire Landscape Character Assessment and the Worcestershire Historic Environment Record to inform proposals.

Accessibility - The need to facilitate public transport provision is essential in this site due to the current limited service to the area. The ability to access services and facilities (with exception of retail) near to Webheath through walking are limited at present. Further consideration should be given to enhancing the Public Transport, walking and cycling access to and from the site.

With regard to public transport consideration should be given to extending the 68 service so that it calls within the Webheath Strategic Site and providing equivalent service of 55A and 56A in the daytime to the Hospital / South East of Redditch.

Transport infrastructure - With regard to the specific access point for the phase one of this development, the single point of access from Church Road and emergency access from Pumphouse Lane have been designed to take account of current highway constraints and the need to retain existing trees on the site (which is important at this particular location due to close proximity to Green Belt land). However Phase One must ensure the infrastructure requirements associated with Phase Two are not compromised.

Waste Water management – There is potential for the Webheath site to be drained either by gravity (through a new gravity sewer) to the Priest Bridge sewerage system or by pumping flow into the Spernal catchment (through a new sewage pumping station). Local sewers in both catchments are of small diameter and require upsizing to provide additional capacity. Further hydraulic modelling will be required to assess the extent of any capacity improvements and agreement should be sought with the Borough Councils Drainage Engineer and Severn Trent Water Limited to determine the most suitable approach before an application is submitted. Any infrastructure needed to deliver Phase One of the development must ensure the infrastructure requirements associated with Phase Two are not compromised.

Flood risk - A site specific flood risk assessment should also be provided to support development and all measures to mitigate flood risk fully implemented. A small section of the site lies in Flood Zone 3 (both a and b); development in these areas should be avoided. The Sequential Test should be applied to the site layout, to direct built development to areas at less risk from flooding. The watercourse running through the site is a Tributary of Swan's Brook. The design of the site should ensure that there is sufficient stand-off from the watercourse and functional floodplain, in accordance with Environment Agency guidance. A precautionary approach should be adopted to flood risk to ensure that development does not adversely impact on existing flood risk.

The appropriate methods to manage Surface Water on this site should be implemented, with runoff from the site not exceeding existing greenfield rates and ideally improving current volume and rates of runoff.

Safe development is essential with appropriate finished floor levels provided. Consideration should be given to the requirements for a safe access/egress, ideally a flood free route for both pedestrians and vehicles should be available to/from the development during a 1% plus climate event (See DEFRA/Environment Agency document 'Flood Risk Assessment Guidance for New Development' (FD2320)). An emergency evacuation plan should be prepared as part of the FRA/drainage impact assessment for the proposed development.

Policy 49 Woodrow Strategic Site

A site which lies to the rear of properties 1-11 Auxerre Avenue, Greenlands was identified for residential development in both Local Plan No.2 and Local Plan No.3. The site was the subject of a SPD, adopted in March 2006, which allocated the site for 100% affordable housing. Also, the site of the former Dingleside School has been identified through the Strategic Housing Land Availability Assessment as appropriate for residential development and the boundary of this site lies adjacent to the Auxerre Avenue site. Together these two parcels of land form one Strategic Site.

Policy 49

A Strategic Site at Woodrow is appropriate for residential development incorporating the former Dingleside School, former playing fields and land to the rear of properties 1-11 Auxerre Avenue. This Strategic Site must ensure that the following will apply to the development of this site:

Development type

i. it will incorporate a mix of housing types (220 dwellings) and provide the Borough Council's current standard of affordable housing provision;

ii. the development will be accessible by a choice of modes of transport, incorporating any necessary infrastructure improvements and include a pedestrian link between Woodrow North and the linear park and Woodrow District Centre;

iii. the site is in a strategically accessible location where enhanced pedestrian links should be created to Studley Road and hence services to the Town Centre, creation of linkages between different uses and can thereby create more vibrant places;

Design and the environment

iv. good design should contribute positively to making this area better for residents. Design must be appropriate in this context, and take this opportunity to improve the character and quality of the area and the way it functions;

v. this site will promote regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in the communities;

vi. green infrastructure must be provided, including open spaces (in line with the Open Space Provision SPD), landscaped areas, and new balancing areas for biodiversity opportunities;

vii. proposals will be required to be in accordance with the 'Open Space Provision' Supplementary Planning Document, which requires on-site provision of open space or contributions to off-site provision.

Infrastructure

viii. a pedestrian link to nearby bus stops should be considered – particularly connecting to Studley Road, environmental improvements including green infrastructure should be enhanced along these links;

ix. ensure transport infrastructure required to support this site is in place and supported by a Transport Assessment;

x. the cumulative effects of development on transport infrastructure must be assessed and solutions sought in line with the policies in this plan, with particular regard to the cumulative effects of the delivery of this Strategic Site;

xi. ensure that benefits for biodiversity are captured from the development of this site in order to contribute to urban quality and green space;

xii. the development will work with and respect the topography of the site and avoid any excessive remodelling of land;

xiii. surface water must be managed sustainably and is not connected to the foul/combined water sewer; and

xiv. Ensure appropriate waste water treatment infrastructure is in place to support development.

This Strategic site will be required to meet the short term housing requirement (delivery within year 0-5 after Local Plan adoption).

Planning permission will not be granted for any scheme which would restrict the delivery the entire Strategic Site, or the achievement of the development principles.

Development Type - This Strategic Site is capable of accommodating between 77-129 dwellings at a minimum density of between 30-50 dwellings per hectare.

Design and the Environment - The part of this site which is to the rear of Auxerre Avenue rises steeply from north to south. The design should carefully consider the exposure of the highest parts of this site and seek the retention of some mature trees as visual screening. The retention of mature trees and hedgerows on and adjacent to the site will also be encouraged as far as possible.

Accessibility - Proposals will be required to maximise opportunities for access on foot, by bicycle and by public transport and improvements to existing infrastructure will be sought, It is essential that any scheme on this site creates a safe and attractive pedestrian route to link Woodrow North

and the linear Park; this should be alongside the vehicular access route. Woodrow District Centre provides for the local community's day-to-day needs and it is therefore important that provision is made for a pedestrian link to the District Centre from the development. Consideration should be given to increasing pedestrian access to surrounding bus stops in particular connecting Studley Road.

Transport infrastructure - With regard to assessing the transport infrastructure required to support proposed development, the full Strategic Site's impact must be considered at the first stage of delivery. Evidence prepared in support of a planning application must be to the satisfaction of the Borough Council and Worcestershire County Council (WCC) Highways Department.

Water Management and Waste Water Infrastructure - surface water must be managed sustainably and not be connected to the foul/combined water sewers, the additional foul only flows generated from this development is not envisaged to have any capacity issues (subject to hydraulic modelling). Any foul waste water infrastructure required in order to support the delivery of this site must be implemented at the first phase of development of this Strategic Site. There are several public sewers crossing this site which may need to be diverted/relocated as part of any redevelopment.

Monitoring and Implementation

The delivery of this plan is considered to be an iterative process and the Council aims to constantly strive for improvement. The Council will monitor and consider best practice advice to see if there are any lessons that can be learnt.

Given the length of the planning period, it is inevitable that some aspects of this plan will become outdated. In addition, there are likely to be considerable changes in economic conditions, public opinion and political and government priorities. Other wider issues such as energy supply, climate change, technology development and flood risk are also likely to change over the plan period. Therefore it is important to carry out regular monitoring to identify where elements of the plan need reviewing, or where some of the Plans policies may need to be reviewed if they are no longer achieving what they were intended to achieve.

In order to successfully achieve this, the Council produces a Monitoring Report on an annual basis. This is a publicly available report, setting out the extent to which policies in the Local Plan are being implemented, and assesses whether the implementation of these policies is having the intended effect. The indicators to measure are informed by the Sustainability Appraisal Framework indicators and the monitoring indicators related to the Infrastructure Delivery Plan (Appendix 4)

In addition to the Monitoring Report the Council is also committed to undertake monitoring on the following matters:

i. Sustainability Appraisal with an update of the baseline information about the condition of the Borough, measured against key issues;
ii. Housing, with annual updates of the five year land supply to make sure housing delivery comes forward as anticipated;
iii. Employment Land with updates to employment land supply information; and
iv. Retail with updates of vacant uses as part of a wider Town Centre health check and supply of Town Centre sites;

This wider monitoring assists in identifying wider contextual issues which may result in the need to amend policies or in some instances may lead to the need for new policies.

Each year the plan will be evaluated and if a partial or total review is necessary, it will be undertaken. Where it is necessary, some of the policies in this Local Plan have a trigger or threshold for when the Council would need to look at revisions if the actual policy proposals either under provide or overachieves significantly.

Appendix 4, the Infrastructure Delivery Plan Summary Table contains more information on the implementation of each of the Local Plans policies, including infrastructure related to Strategic Sites.

Appendix 1: Glossary and Abbreviations

Adoption	The final confirmation of a Local Plan as a statutory document by the Local Planning Authority
Affordable Housing	The Government's definition of Affordable Housing includes social rented and intermediate housing, provided to specified eligible households who are unable to buy or rent housing on the open market.
Annual Monitoring Report (AMR)	An monitoring report completed at least annually to assess the implementation of the Local Plan's policies.
Areas of Development Restraint (ADR)	An area of land safeguarded for consideration for possible long-term development needs. These areas were excluded from the Green Belt in previous Local Plans.
Biodiversity	The whole variety of life encompassing all genetic, species and ecosystem variations.
Building Research Establishments Environmental Assessment Method (BREEAM)	BREEAM is the world's most widely used environmental assessment method for buildings. BREEAM assesses buildings against a set criteria and provides an overall score which will fall within a band providing either a; PASS, GOOD, VERY GOOD, EXCELLENT or OUTSTANDING rating.
Brownfield	See Previously Developed Land.
Building for Life	The national standard for well-designed homes and neighbourhoods. The 12 questions are used to assess the quality of new housing schemes.
Carbon neutral	Achieving net zero carbon emissions by balancing carbon released with an equivalent amount. It can refer to the practice of balancing carbon dioxide released into the atmosphere from burning fossil fuels, with renewable energy that creates a similar amount of useful energy, so that the carbon emissions are compensated.
Census	An official count of the population. Demographic information is also usually collected.
Change of use (COU)	More correctly referred to as a 'material change of use'. A change in the use of land or buildings that is of significance for planning purposes, often requiring planning permission.
Climate change	An increase in the mean annual surface temperature of the earth's atmosphere, due to increases in atmospheric concentrations of greenhouse gases (GHGs) such as Carbon Dioxide (CO2), Methane (CH4) and Nitrous Oxide (N2O).
Climate-resilient	To ensure development fully mitigates against the effects of climate change and minimises the potential impacts of climate change now and in the future.
Code for Sustainable Homes (CSH / CFSH)	The Governments standard designed to improve the overall sustainability of new homes by setting a single framework.
Comparison goods	Those goods that are required on an infrequent basis by individuals and households such as clothing and footwear, furniture and furnishings and household equipment (excluding non-durable household goods), medical and pharmaceutical products, therapeutic appliances and equipment, educational and recreation equipment and accessories, books, newspaper and magazines, goods for personal care and goods not elsewhere classified.
Conservation Area	A specifically defined and protected environmental area chosen because of its special architectural or historic interest. They are designated by Local Planning Authorities.
Convenience goods	Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.
Demand Management	Measures that are implemented to ease the demand for water.
Density	Density is a measure of the number of dwellings on a site or in an area, normally expressed as a number of 'dwellings per hectare'.

Development	The Town and Country Planning Act 1990 defines 'development' as 'the carrying out of building, engineering, mining or other operations in, on, over or under land or the making of any material change in the use of any building or other land'. Unless a particular activity is exempt by statute, the carrying out of any form of development requires planning permission. Additionally, there are specific exclusions from, and inclusions within, the definition.
Development Plan	Documents which outline Local Planning Authorities' policies and proposals for the development and use of land within their areas. Decisions on planning applications should be made in accordance with the Development Plan unless material considerations indicate otherwise.
District Centre	There are three distinctive levels of shopping facilities in Redditch: the Town Centre, District Centre and Local Parades. District Centres are the secondary level of shopping, meeting daily needs for basic items. With relation to the types of shopping facilities they provide, District Centres in Redditch are equivalent to the definition of 'Local Centres'. Typically, District Centres in the Borough accommodate a newsagent, a general grocery store, a sub-post office and occasionally a pharmacy, a hairdresser and other small shops of a local nature.
Employment Land Review (ELR)	Assesses the suitability of sites for employment development, safeguards the best sites in the face of competition from other higher value uses and helps identify those which are no longer suitable for other uses.
Evidence Base	A collection of research projects or studies that are undertaken to look at specific factors or areas that may influence the future development of Redditch Borough. It allows a thorough understanding of local needs, opportunities and constraints to direct decisions and policies and can be made up of the views of stakeholders and background facts about the area.
Examination in Public (EiP)	A procedure that tests the soundness of the Local Plan. A Local Plan is considered sound if it has been produced based on good evidence and prepared in accordance with legal duties and procedures including those outlined in the SCI. Whether or not there are comments in support of, or opposed to, policies produced, this examination will consider all policies. An Inspector presides over the examination and issues a report of recommendations to the Council so that the Plan can be adopted.
Green Belt	A specifically defined area where development is controlled to prevent settlements merging and to keep land open. Guidance on Green Belt policy is contained within the National Planning Policy Framework.
Green Infrastructure	The physical environment within and between our cities, towns and villages. It is a network of multi-functional open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside. It comprises all environmental resources, and thus a green infrastructure approach also contributes towards sustainable resource management.
Green Space	Open, undeveloped land with natural vegetation.
Greenfield Sites	Undeveloped or vacant land not included in the definition of 'previously developed land'.
Greenways	Greenways are safe, quiet routes through parks, green spaces and lightly trafficked streets.
Greywater Recycling	The process of reusing water within the home and within offices
Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin
Habitat	The natural environment of an organism.
Hectare (Ha)	A unit of surface, or land, measure equal to 10,000 square metres or 2.471 acres.

Historic Environment Assessment (HEA)	Provides an integrated historic environment evidence base to support policy and Green Infrastructure documents. It combines county landscape character mapping with Historic Environment Record data and an outline Historic Landscape Character assessment. The assessment produced 20 distinctive Historic Environment Character Zones, which are supported by character statements assessing historic environment survival, potential, documentation, diversity, group value, sensitivity and amenity potential for each zone.
Housing Needs Assessment (HNA	An assessment of housing needs in the local area. This assessment plays a crucial role in underpinning the planning policies relating to affordable housing. In addition, the information on local needs is required to determine the location of such housing. This is now superseded by the SHMA (See later Glossary entry).
Infrastructure	The basic facilities, services, and installations needed for the functioning of a community or society, such as transportation and communications systems, water and power lines, and public institutions including schools, post offices and prisons.
Intermediate housing	Housing at prices and rents above those of social rent, but below market price or rents.
Landscape Character Assessment (LCA)	The description and classification of areas where distinctive features occur in repeated patterns. It seeks to describe what makes one area different from another, avoiding personal preferences or judgemental values.
Lifetime Homes Standards	A form of design which provides accessible and adaptable accommodation for everyone.
Local Development Document (LDD)	These are the documents contained within the LDF. It can be Local Plans, Development Plan Documents, Supplementary Planning Documents, Statement of Community Involvement, Sustainability Appraisal and Strategic Environmental Assessment.
Local Development Framework (LDF)	The Local Development Framework is the collection of *local development documents* produced by the local planning authority which collectively delivers the spatial planning strategy for its area.
Local Development Scheme (LDS)	Sets out the programme for developing the Local Plan and other Local Development Documents.
Local Distinctiveness	The features of an area and its communities which contribute to its special character and sense of place.
Local List	A list of buildings and structures that have a special architectural or historic local importance.
Local Planning Authority (LPA)	The Local Authority or Council that is empowered by law, to exercise planning functions. This is normally the local Borough or District Council, but in National Parks and some other areas there is a different arrangement.
Local Nature Reserve (LNR)	An area of publicly owned land which is conserved and managed for its wildlife interest. Bylaws can be applied to prevent disturbance.
Local Needs	The anticipated requirements (e.g. for housing) generated by local growth or other trends. This specifically excludes demands generated by inward migration.
Market housing	Private housing for rent or for sale, where the price is set on the open market.
Mixed Use Development	Developments that include a combination of land uses which may include housing, employment, leisure, community facilities and retail.
Mitigation	To lessen the force or intensity or to make less severe.
Natural Environment	Trees, wildlife corridors, rivers, sites of national, regional or local importance and other sites of biodiversity importance.
National Planning Policy Framework (NPPF)	The National Planning Policy Framework set out the Government's planning policies for England and how these are expected to be applied.
New Town	Free-standing new settlement designated and planned under the New Towns Act 1946 and subsequent legislation.

Nottingham Declaration	The Nottingham Declaration is a public commitment by council leaders and chief executives to tackle the causes and effects of a changing climate in their councils. Launched in October 2000 in Nottingham.
Open Countryside	Countryside outside Settlements, undeveloped apart from isolated buildings, farmsteads, and hamlets. Not built-up.
Open Space	Open Space ranges from developed parks and recreation facilities, to undeveloped hillsides. It comes in a variety of sizes, shapes and types and performs different functions, benefits and purposes. It may remain in a pristine state or could include land that is actively farmed.
Orientation	The location in the environment of a person or object in relation to true North, or other specific place or object.
Planning Obligations	Agreements between developers and the Council to properly accommodate or mitigate proposed development. They are often sought at the time of the determination of a planning application to provide community and/or infrastructural benefits. They are usually secured via a legal agreement.
Previously Developed Land (PDL)	Land which is, or was, occupied by a permanent structure (excluding agricultural or forestry buildings, land in built up areas such as private residential gardens, parks recreation grounds and allotments), and associated fixed surface infrastructure.
Policies Map	A map which identifies the location of any geographically specific policies and proposals or designations of land.
Quiet Lanes	A Countryside Agency initiative for minor rural roads or networks of minor rural roads with low traffic volumes which are appropriate for shared use by walkers, cyclists, horse riders and other vehicles. The aim of Quiet Lanes is to maintain the character of minor rural roads by seeking to contain rising traffic growth in rural areas
Rainwater Harvesting	The method of collecting rainwater for its re-use.
Regional Spatial Strategy (RSS)	This was the Government's Planning for the administrative regions. Before the coalition Government announced the abolition of all RSSs, it identified the scale and distribution of new development in the region as well as other policies. Until it is formally revoked, due later in 2013, the current RSS is the Regional Spatial Strategy for the West Midlands (2008).
Renewable Energy	Sources of energy which are reusable and sustainable such as wind, water, sun, wave, refuse and geothermal energy. These sources do not produce the harmful emissions often associated with fossil fuels. They are energy forms that occur naturally and repeatedly in the environment and are thus more environmentally-friendly.
Rural Area	The area outside the urban, developed parts of Redditch town.
Safer Routes to School	An initiative that is run by Sustrans which encourages children to walk and cycle to school through a range of practical and educational measures. The scheme also seeks to improve key routes to schools for pedestrians and cyclists to break the vicious circle of people using cars to take children to school.
Secured by Design	The UK Police flagship initiative supporting the principles of "designing out crime" by use of effective crime prevention and security standards.

Sequential Test	A Sequential Test must be applied to planning applications for main town centre uses that are not in an existing centre and which are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered.
Site of Special Scientific Interest (SSSI)	Specifically defined areas where protection is afforded to sites of national wildlife or geological interest. Natural England is responsible for identifying and protecting approximately 4,100 SSSIs in England.
Secretary of State (SoS)	A cabinet member in charge of a government department. E.g. the Department of Communities and Local Government
Soundness	Soundness means founded on a robust and credible evidence base and the most appropriate strategy when considered against the reasonable alternatives. For something to be sound is must also be positively prepared, justified, effective and consistent with national policy.
Spatial planning	Planning that is not solely related to land use as it brings together other policies and programmes for the development and use of land. It is a tool to deliver and provide a geographical expression to the economic, social, cultural and environmental sustainability policies of society. It is a proactive, positive approach to managing development and the future distribution of activities, people and spaces on various scales.
Special Wildlife Sites (SWS)	Areas of particular special wildlife importance, outside that of legally designated areas.
Statement of Community Involvement (SCI)	A 'process' document that sets out the Council's proposals for involving the local community in the preparation of planning policy and deliberation of planning applications.
Strategic Environmental Assessment (SEA)	A strategic environment assessment is a generic term used to describe environmental assessment as applied to policies, plans and programmes. The European SEA directive (2001/42/EC) requires a formal environmental assessment of certain plans and programmes, including those in the field of planning and land use.
Strategic Flood Risk Assessment (SFRA)	A study to examine flood risk issues on a sub-regional scale, typically for a river catchment or local authority area during the preparation of a development plan
Strategic Housing Land Availability Assessment (SHLAA)	Assessment of the likely level of housing that could be provided if unimplemented planning permissions and other appropriate sites were brought forward for development.
Strategic Housing Market Assessment (SHMA)	An assessment of housing needs in the local area. This assessment should identify the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period, addressing the need for all types of housing.
Sustainable Drainage Systems (SUDS)	A sequence of management practices and control structures, often referred to as SUDS, designed to drain surface water in a more sustainable manner. Typically, these techniques are used to attenuate rates of run-off from development sites.
Supplementary Planning Document / Supplementary Planning Guidance (SPD / SPG)	Elaborates upon the policy and proposals in Development Plan Documents, but do not have the same status as DPDs.
Sustainable Community Strategy (SCS)	Sets out the key themes which Redditch Borough Partnership and its partner organisations will concentrate on to improve the environmental, economic and social well being of Redditch Borough and contribute to sustainable development in the next ten to fifteen years.
Sustainability Appraisal and Strategic Environmental Assessment (SA and SEA)	Sustainability Appraisal (SA) is carried out for all DPDs and SPDs. It is a formal, systematic process with the purpose of assessing the likely social, environmental and economic impacts of implementing the proposed plans and programmes. A Strategic Environmental Assessment (SEA) must also

	be carried out as requested by the European legislation (Directive 2001/42/EC) to assess the likely effects of the plan or programme on the environment.
Sustainable Rural Settlement	Village/settlement which is capable of meeting its own economic and social needs whilst maintaining the quality of the environment. Astwood Bank is Redditch Borough's only Sustainable Rural Settlement.
Town Centre	The primary focus for major shopping needs in Redditch. The Town Centre provides a broad range of facilities and services which fulfil a function as a focus for community and for public transport
Transport	The movement of goods and people, incorporating movement by means of walking, cycling, public transport and the private car. This also incorporates the use of footpaths, cycleways and bridleways for recreational purposes
Transport Assessment (TA)	A comprehensive and systematic process that sets out transport issues relating to a proposed development
Travel Plan (TP)	A package of measures which aim to monitor and reduce motor car reliance along given routes or destinations through initiatives such as car sharing, promoting the use of public transport and encouraging walking and cycling. They analyse the key transport challenges and opportunities.
Travelling showpeople	Members of a community that consists of self- employed business people who travel the country, often with their families, holding fairs.
Viability	To be capable of existing/surviving successfully. The term is often used with reference to whether town centres are able to exist as viable retail areas.
Vitality	Used to describe the liveliness of an area, which may be measured by particular local features, the general environment or the quality of life for local residents.
Water Cycle Strategy (WCS)	Provides a plan and programme of water services infrastructure implementation.
Wildlife Corridors	Includes countryside features such as hedgerows and watercourses which act as links or stepping stones from one habitat to another. PPS9 (Nature conservation) refers to the importance of countryside features which act as wildlife corridors between habitats, and to the value of these links in maintaining the range and diversity of flora and fauna.
West Midlands Regional Spatial Strategy (WMRSS)	See definition of RSS

Appendix 2: Schedule of Housing Sites

Policy 4 (Housing Provision) explains how Redditch Borough Council will meet its housing needs of around 6380 dwellings between 1 April 2011 and 31 March 2030.

This appendix provides more detailed information on the component parts of the housing target. Additional monitoring information is available from the Development Plans Team. Monitoring information and the Strategic Housing Land Availability Assessment (SHLAA) are updated annually on 1 April.

i. Sites allocated for housing development in the Borough of Redditch in order to meet the Strategic Housing Target for the period 2011-2030

No.	Site Name	Capacity for completions on or after 1.4.2011	Completions 1.4.2011 - 31.3.2012	Brownfield/ Greenfield	Area (Ha)
124	Brush Factory, Evesham Road	4	0	B	0.09
135	RO 144 – 162 Easemore Road	19	0	B	0.42
143	Adj. Castleditch Lane/ Pheasant Lane	16	0	G	0.52
147	Windsor Road Gas Works	37	31	B	5.68
153	Prospect Hill	71	0	B	1.43
155	Former Claybrook First School	36	0	B	0.74
156	Land at Millfields and the Fire Station	35	0	B+G	1.36
157	Former Ipsley School playing field	31	0	G	0.93
158	South of scout hut, Oakenshaw Road	32	0	G	1.02
200	Land at Wirehill Drive	15	0	G	0.47
201	The Hills, Tanhouse Lane	14	14	B	0.57
202	Dorothy Terry House	41	0	B	0.41
203	Former Dingleside Middle School	220	0	B/G	3.95
204	Former Marlfield Farm First School	79	0	B/G	1.41
205	Mayfields Works, The Mayfields	23	0	B	0.19
206	Church Hill District Centre	57	0	B	2.25

207	Matchborough District Centre	17	0	B	0.92
208	Widney House, Bromsgrove Road	58	0	B+G	2.24
209	Loxley Close	10	0	B	0.31
210	RO Alexandra Hospital	145	0	G	7.74
211	A435 ADR	184	0	G	10.25
212	Brockhill East	1025	0	G	23.40
213	Webheath	600	0	G	47.71
214	St Stephen's School playing field	22	0	G	0.96
215	Birchfield Road	22	0	G	0.86
216	Former Hewell Road swimming baths	14	0	B	0.56
217	Sandycroft, West Avenue	10	0	B	0.35
	Total	**2837 dwellings**	**45 dwellings**		

Small Site Completions 1.4.2011 – 31.3.2012

Completions between 1.4.2011 and 31.3.2012 on sites where capacity at 1.4.2011 was less than 10 dwellings.

Small Site Completions 1.4.2011 - 31.3.2012 = 18 dwellings

Small Site Commitments at 1.4.2012

These are small sites (less than 10 dwellings) with planning permission outstanding at 1.4.2012 and SHLAA sites (less than 10 dwellings)

Small Site Commitments at 1.4.2012 = 91 dwellings

Borough of Redditch Commitments to Meet the Strategic Housing Requirement At 1.4.2012

Large Site Completions = 45

Large Site Commitments = 2792

Small Site Completions = 18

Small Site Commitments = 91

TOTAL = 2946 dwellings

Outstanding Strategic Housing Target at 1.4.2012

6380 dwelling target	minus	2946 commitments	=	3434 below strategic target

(i) Additional land beyond the Borough of Redditch in order to meet the Strategic Housing Target for the period 2011-2030. (Land within Bromsgrove District)

Site No.	Site Name/ Address	B/G*	Capacity on or after1.4.2011	Completions up to 31.3.2012 (Ha)
RG1	Land at Foxlydiate	G	2800	0
RG2	Land at Brockhill East	G	600	0
	Sub Total		**3400**	**0**

* Brownfield/Greenfield

Appendix 3: Schedule of Employment Sites

Policy 22 (Employment Land Provision) explains how Redditch Borough Council will meet its employment needs of around 55 hectares between 1 April 2011 and 31 March 2030.

This appendix provides more detailed information on the component parts of the employment target. Additional monitoring information is available from the Development Plans Team. Monitoring information and the Employment Land Review (ELR) are updated annually on 1 April.

i. Sites allocated for employment development in the Borough of Redditch in order to meet the Strategic Employment Target for the period 2011-2030

Site No.	Site Name/ Address	B/G*	Site Area (Ha)Capacity on or after1.4.2011	Completions up to 31.3.2012 (Ha)
IN15	Woolaston Road, Park Farm	G	0.40	0
IN19	Studley Road (Aeroquip)	B	1.44	0
IN20	Old Forge Drive (BACO)	G	1.32	0
IN34	Merse Road, North Moons Moat	G	0.65	0
IN37	Bartleet Road, Washford	G	0.62	0
IN38	Adj. 47/52 Heming Road, Washford	G	0.22	0
IN52	Shawbank Road, Lakeside	G	1.03	0
IN54	Palmers Road, Moons Moat (E)	G	0.29	0
IN58	Crossgate Road, Park Farm (N)	G	1.10	0
IN59	Adj. Greenlands Business Centre, Park Farm (N)	G	0.38	0
IN67	Brockhill East (west of railway)	G	6.60	0
IN69	Land rear of Alexandra Hospital	G	2.00	0
IN80	Land at Winyates Way/ Moons Moat Drive	G	0.64	0
IN81	Brockhill East (Weights Lane, east of railway)	G	1.85	0
IN82	A435 ADR (area 3)	G	7.78	0
IN83	Land at Kingham Close/ Far Moor Lane	G	0.19	0
IN84	Land off Pipers Road	G	0.19	0
IN85	Land fronting Matchborough Way	G	0.60	0
	Sub Total		**27.30 Ha**	**0 Ha**

ii. Additional vacant land which counts towards the Borough's employment land allocation in order to meet the Strategic Employment Target for the period 2011-2030. (Land within Bromsgrove and Stratford-on-Avon Districts)

Site No.	Site Name/ Address	B/G*	Site Area (Ha) Capacity on or after1.4.2011	Completions up to 31.3.2012 (Ha)
	Land at Ravensbank (BDC)	G	5.32	0
	Ravensbank ADR (BDC)	G	10.00	0
	Land at Gorcott (SoADC)	G	7.47	0
	Winyates Green Triangle (SoADC)	G	4.50	0
	Sub Total		**27.29 Ha**	**0 Ha**

iii. Windfall sites for inclusion as a result of windfall contribution criteria

Site No.	Site Name/ Address	B/G*	Site Area (Ha) Capacity on or after1.4.2011	Completions up to 31.3.2012 (Ha)
08/392	7 Howard Road, Park Farm North (16.2.12)	B	0.06	0
10/267	9 Brook Street (29.12.13)	B	0.009	0
11/024	49 Arthur Street (27.3.14)	B	0.04	0.04
11/061	Hill Top, Webheath (5.4.14)	B	0.005	0
11/241	7 Dunlop Road, Hunt End (27.10.14)	B	0.024	0
12/005	Hewell Road COU from A1 to B8 (23.2.16)	B	0.022	0
12/020	18 Broadground Road, Lakeside (5.3.15)	B	0.016	0
	Sub Total		**0.176 Ha**	**0.04 Ha**
	TOTAL		**54.77 Ha**	**0.04 Ha**

* Brownfield/Greenfield

Appendix 4: Infrastructure Delivery Plan Summary Table

Infrastructure provision and contributions triggered by the Local Plan No.4 and its requirements and developments are included within the Infrastructure Delivery Plan (IDP). The IDP Summary Table below gives a broad indication of what infrastructure is required, where, when, how much it will cost, who is responsible for delivery and how it will be funded during the plan period. A background report called the IDP Report accompanies this summary table.

Throughout the Local Plan No.4 preparation process the IDP has been informed by discussions that have taken place with key infrastructure delivery agencies. The IDP will be a live document continuously updated through the plan period to reflect new requirements when they are known and also to identify when infrastructure needs have been met.

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
Policy 1 PINS Model Policy	Redditch Borough Council	n/a	n/a	n/a	n/a	n/a	n/a
Sustainable places to live to meet our needs							
Policy 2 Settlement Hierarchy	Redditch Borough Council All Developers Worcestershire Country Council	Settlement Hierarchy and Accessibility Study (2008)	See Settlement Hierarchy and Accessibility Study for Astwood Bank and Feckenham existing provision Other existing provision within Redditch contained throughout the IDP	None	None	Delivery of appropriate development and infrastructure for settlements to maintain their role in the hierarchy (L)	Number of planning applications approved for residential conversion or change of use to residential in the rural area No. of affordable housing units provided Number of planning applications in the rural area (re-use or conversion) for economic development purposes (for example proposals for A1, B1, B2, B8 and D2 uses)

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
							District Centre uses (annual update) Presence of an up to date (at least every ten years) Conservation Area Appraisals and Management Plan
Policy 3 Development Strategy	Redditch Borough Council All Developers	Strategic Housing Market Assessment (2012) Redditch Borough Council RONA (2012) Strategic Housing Land Availability Assessment (2012) NPPF RSS Evidence	Specific infrastructure related to Local Plan policies impact on provision contained throughout the IDP	Specific gaps in provision or infrastructure requirements are contained throughout the IDP	None	Delivery to maintain a five year housing land supply (M)	Annual housing completions by size, type and tenure Analysis of Housing Land Supply trajectory SHLAA analysis will identify sites which aren't going to deliver in time-frame anticipated. Flexibility should exist within SLHAA to move other sites forward in delivery time frame if their progress can be secured Amount of floorspace developed for employment by type B1a, B1b, B1c, B2, B8 Amount of B uses lost to non-commercial and non-residential development Amount of

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
							employment land lost to residential development
Policy 4 Housing Provision	Borough Council All developers Homes and Communities Agency	Strategic Housing Market Assessment (2012) Strategic Housing Land Availability Assessment (2012) Redditch Borough Council Older Persons Housing Strategy	Housing completions from 1st April 2011 – 31st March 2012 = 63 162 registered residential homes, 60 registered nursing homes, 1 registered adult place scheme (shared lives), 62 registered home care agencies, 6 registered nursing agencies in Worcestershire[1]. 2,928 residential home places and 2,483 nursing home places[2]. (N&I) Redditch residential short-term places = 4	Housing remaining requirement from 1st April 2012 = 6317	N/A	Economic climate may cause some sites to stall or push back start dates (H)	Annual housing completions by size, type and tenure SHLAA analysis will identify sites which aren't going to deliver in time-frame anticipated. Flexibility should exist within SLHAA to move other sites forward in delivery time frame if their progress can be secured
Policy 5 Effective and efficient use of land	Redditch Borough Council All developers	None	N/A	N/A	N/A	Site constraints can affect the ability to meet density requirements (M) Land contamination may mean PDL cannot be fully utilised (L)	Percentage of completions of new residential development on Previously Developed Land Densities of residential developments Amount of employment

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
							development on Previously Developed Land
Policy 6 Affordable Housing	Redditch Borough Council RSL's All developers	Strategic Housing Market Assessment (2012) Strategic Housing Land Availability Assessment (2012) Affordable Housing Viability Assessment (2012)	Affordable Housing Delivery Completions 1st April 2011 – 31st March 2012 = 7 Affordable Housing Delivery Commitments 1st April 2011 – 31st March 2012= 249	Net Affordable Housing Requirement - by Tenure (Annual - next 5 Years) = Social Rented = Redditch 405 (supply) 100 (net need total) 60% (net need %); Intermediate = 20 (supply) 67 (net need total) 40% (net need %). Total 168 Per annum	Delivery to be required with any relevant planning applications Substantial funding will come forward through S106 agreements, ensuring that the pressure new development places on infrastructure is mitigated	Amount of affordable housing required could affect the viability and deliverability of residential development (L)	Affordable housing completions by size, type and tenure No. of residential applications where viability negotiations have taken place
Policy 7 Gypsies, Travellers and Travelling Showpeople	Redditch Borough Council Worcestershire County Council	Gypsies and Travellers Accommodation Assessment (200 8) Strategic Housing Market Assessment (2012)	GTAA (2008) identifies 3 showpeople sites in the Borough.	Redditch Borough permanent pitches requirements = 0 Redditch Borough temporary stopping places requirements = 18 Redditch Borough showpeoples yards = 14	No known deficiencies in infrastructure at existing sites.	If provision is not made, the needs of gypsies and travellers is not met and there is likely to lead to unauthorised encampments (M)	Delivery of required temporary stopping places and showpeoples yards Number of enforcement cases regarding unauthorised encampments
Policy 8 Green Belt	Redditch Borough Council	None	N/A	N/A	N/A	Development may be restricted to the point where targets are not met (L)	Amount of Green Belt land lost to development Number/percentage of developments refused for Green Belt reasons
Policy 9 Open Countryside	Redditch Borough Council	None	N/A	N/A	N/A	Development may be restricted to the point where targets are not met (L)	Amount of Open Countryside land lost to development
Policy 10	Redditch Borough Council	None	N/A	N/A	N/A	Development may be	Number of

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
Agricultural Workers Dwellings						restricted to the point where targets are not met (L)	applications approved/ refused for agricultural workers dwellings
Creating and sustaining a green environment							
Policy 11 Green Infrastructure	Redditch Borough Council Worcestershire County Council All developers	Redditch Borough Council Green Infrastructure Strategy (2013) Worcestershire GI Strategy (2012) Public Open Space Standards in the Borough (2009)	Information in Green Infrastructure Strategy	The key issue is the need for ongoing maintenance of and qualitative improvements to these existing assets as well as the adequate provision of multifunctional open spaces in new developments that link to the existing GI network Infrastructure requirements necessary to maintain and provide for improvements to the GI network will also help to meet other infrastructure delivery requirements, such as improvements to pedestrian and cycleway, sports centres and sports pitches and parks, open spaces and play areas.	Information in Green Infrastructure Strategy Open space provision delivered through planning applications	Information in Green Infrastructure Strategy	Number of planning applications refused/ amended/ conditioned because of potential adverse impact on natural environment features or wildlife Amount of SSSI, SWS and LNR designation lost (Hectares) Change in the condition of areas of biodiversity importance Number of developments where existing wildlife corridors are protected or new ones created to link habitats within a site or link to habitats outside the development
Policy 12 Open Space Provision	Redditch Borough Council Developers RSL's	Open Space Needs Assessment (2009) Redditch Playing Pitch Strategy (2011-2016) Redditch Borough Council allotment Report	There are 288 formally designated open spaces within the Borough. The Borough has an informal unrestricted open space standard of 5.9ha/1000 population 21 mini football pitches	Abbey Ward, Church Hill, Crabbs Cross, Greenlands, Lodge Park, Matchborough and Winyates have a deficit of unrestricted open space set against the Borough standard. Football pitches -	Developer contributions through CIL/S106 and direct provision in relation to specific planning applications.	Lack of open space can reduce opportunities for recreation, nature conservation and CO2 absorption (L)	Changes in levels of open space in each ward Changes in supply of sports pitches

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
			4 junior rugby pitches 4 youth football pitches 9 senior rugby pitches 33 senior football pitches 3 cricket pitches 3 Artificial Grass Pitches 16 Multi Use Games Areas 2 bowling greens 22 tennis courts Redditch Borough allotment sites = 14 Redditch Borough allotment plots = 790 Redditch Borough allotment coverage = 15 hectares Allotment provision 1st April 2011-31st March 2012 = community allotment 1,260 sq m, 22 plots	oversupply of 13 senior pitches and 5 mini soccer pitches, undersupply of 9 junior football pitches. Provision of piped water to 3 allotment sites: Beoley Road, Sandpitts and Church Hill. Infrastructure and access enhancements to Sandpitts and Sillins Avenue allotments	RBC allotment budget (very small)		
Policy 13 Primarily Open Space	Redditch Borough Council	None	N/A	N/A	N/A	Protecting open space could result in increased densities of development elsewhere. (L) Lack of open space can reduce opportunities for recreation, nature conservation and CO2 absorption (L)	Changes in levels of primarily open space in each ward
Policy 14	Redditch Borough Council	None	N/A	N/A	N/A	Protecting open space	Changes in levels of

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
Protection of Incidental Open Space						could result in increased densities of development elsewhere. (L) Lack of open space can reduce opportunities for recreation, nature conservation and CO2 absorption (L)	incidental open space in each ward
Policy 15 Climate Change	Redditch Borough Council All developers	Water Cycle Strategy (2012)	N/A	None	None	The increasing requirements to meet zero carbon standards, Code for Sustainable Homes, BREEAM, etc. could have an impact on the financial viability of development. This could then impact on the level of other developer contributions (M)	Borough-wide CO_2 emissions by sector Number of homes meeting the Code for Sustainable Homes (Level 3) standards Number of homes meeting the Code for Sustainable Homes (Levels 5 and 6) standards Number or percentage of new development incorporating on-site renewable energy generation
Policy 16 Natural Environment	Redditch Borough Council All developers Worcestershire County Council	Green Infrastructure Strategy (2013) Worcestershire GI Strategy (2012) Worcestershire Biodiversity Action Plan Worcestershire Landscape Character Assessment (2011)	6 Sites of Special Scientific Interest 24 Special Wildlife Sites 5 Local Nature Reserves	3 SSSIs (Dagnell End Meadow, Ipsley Alders Marsh & Wylde Moor, Feckenham) are in 'Unfavourable recovering' condition	Unknown funding	Potential impacts on designated sites could impact on the amount of development delivered and design standards achieved (L)	Number of planning applications refused/ amended/ conditioned because of potential adverse impact on natural environment features or wildlife Amount of SSSI, SWS and LNR designation lost (Hectares)

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
		Herefordshire and Worcestershire Air Quality Strategy (2009)					Change in the condition of areas of biodiversity importance Number of developments where existing wildlife corridors are protected or new ones created to link habitats within a site or link to habitats outside the development Achievement of BAP Targets
Policy 17 Flood Risk	Redditch Borough Council All Developers Worcestershire County Council Severn Trent Water LTD Environment Agency	Strategic Flood Risk Assessment Level 1 (2009) Strategic Flood Risk Assessment Level 2 (2012) Water Cycle Strategy (2012)	Existing flood defences at the Red Ditch – several culverts, a pond located north of Windsor Road is likely to provide some attenuation and storage. Existing flood defences at the River Arrow – informal earth embankment at Papermill Farm	Exact functioning and capacity of the defences of the Red Ditch are unknown. The earth embankment defence on the River Arrow at Papermill Farm is assessed as fair/poor condition; further assessment recommended.	Upgrade of flood defences as part of new developments	If defences are not maintained or are not adequate to deal with increased river flow this could result in flooding to properties, roads etc (H)	Number of planning permissions granted contrary to the advice of the Environment Agency on either flood risk or water quality grounds Number of new allocated developments located in the floodplain Number/percentage of new (residential and commercial) development in flood zone 3 and flood zone 2 Number of applications approved in areas prone to non-fluvial

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
							flooding
Policy 18 Sustainable Water Management	Redditch Borough Council All Developers Worcestershire County Council Severn Trent Water LTD Environment Agency	Outline Water Cycle Strategy (2012) Strategic Flood Risk Assessment Level 1 Strategic Flood Risk Assessment Level 2 (2012)	The WCS has identified limited capacity in the waste water treatment network	Upgrades to new/upgraded sewerage pumping stations Local upsizing of sewers to provide additional capacity New gravity sewers to enable new development to discharge to a point on the existing system that has adequate spare capacity (e.g. Webheath to Priestbridge STW) Online balancing tanks on existing sewers to provide storage during times of heavy rain Offline balancing tanks on existing sewers to provide storage during times of heavy rain Connection downstream of known flooding areas Reduction of stormwater drainage through SUDs stormwater separation at large sites and separate stormwater networks for the upper parts of the combined sewer networks Reduction of sewer flow through provision of low flow toilet systems for all new developments Implementation of water efficiency measures	Approximately £2.5 million for gravity sewer solutions Upgrades and connections funded as part of new development Severn Trent Water funding for system upgrades to support growth	If the waste water treatment network is not upgraded as required to support new development at the appropriate time, delivery of development will be delayed. (L)	Percentage of new developments incorporating SUDS Number of planning permissions granted contrary to the advice of the Environment Agency on either flood risk or water quality grounds
Policy 19	Worcestershire County	Choose How You	Redditch has a dense	Deteriorating perceived	Choose How	Each scheme triggers a	No. of

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
Sustainable Travel and Accessibility	Council including Choose How You Move Team Other stakeholders All developers Network Rail Redditch Town Centre Partnership	Move 2: Redditch background evidence Worcestershire Local Transport Plan No.3 WCC Redditch Development Sites – Highway Impact and Accessibility Modelling Report and Accessibility Study (2011)	network of segregated highways, busways and surfaced walk & cycle paths, with underpasses and over bridges, linking all areas of the former new town with each other. There is a railway station and a bus interchange located in the Town Centre.	(and to a lesser extent) actual safety concerns with using parts of Redditch's transport networks A number of roundabouts in the south of the town cause peak time congestion, causing rat-running and deterioration of access. This is evidenced by congestion monitoring data, which shows significant congestion in the Evesham Road area of south west Redditch. The highway network dominates the town, causing a significant severance effect. The Town Centre, located in the north of the town, is surrounded by a 'concrete collar' inner ring road, which constrains the retail and commerce area, and making access by sustainable modes less attractive. A busway loops around the east of the town, with a high frequency service. However similar infrastructure is not provided in the west of the town, and a number of sub-standard junctions cause significant peak time congestion. The quality of bus services in the west is poorer, leaving these residential areas with limited access to key employment, health, retail	You Move Scheme total package funding of £3.5 million and runs until 2015. The LTP.3 identified schemes each have separate funding mechanisms, however the majority of schemes outline that delivery will be funded through a combination of bodies including Department for Transport (DfT), developers, other private operators and RBC amongst others. Timescales for each of these schemes vary. Delivery of site specific related infrastructure will be funded by the developer as part of the development costs. Some of the costs may need to be pooled through CIL. Timescales	different level of risk. Details of Risk associated with each scheme can be located in the Choose How You Move Package information and Local Transport Plan Redditch Package information.	developments incorporating sustainable modes of travel No. of new developments achieving standards set out in Worcestershire Local Transport Plan Best Practice Guides Amount of cycleways in Redditch (including national and local cycle paths) Level of Public Transport usage in the Borough Delivery of coach parking bay(s) in the Borough Percentage of households without a car/van Percentage of households with 2 or more cars/vans Methods of travel to work (Employed aged 16-74 living in the Borough)

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
				and leisure facilities. 60% of people who live in Redditch, work in Redditch. The town is only 4 miles across, with favourable topography and a well-developed infrastructure in place, so there is scope to encourage and sustain a modal shift to sustainable modes. Inner Ring Road Scheme - This proposed scheme would involve changes to the functionality of the Redditch Inner Ring Road, as identified in the Redditch Town Centre Strategy. The scheme would need to be integrated with the other Redditch schemes to optimise the potential benefits. Bordesley Bypass Scheme - This proposed scheme would involve the construction of a bypass around the hamlet of Bordesley, from south of Alvechurch to Redditch, completing the all-purpose dual carriageway road (A441) between Redditch and M42 Junction 2. Windsor Rd/ Middlehouse Lane, Junction Improvement Scheme - maintenance and upgrading of a busy junction to improve its efficiency, including a MOVA	for delivery of this infrastructure are unknown. The Network Rail Enhancements will be funded by Network Rail. This infrastructure is due to be delivered by the end of 2014.		

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
				intelligent traffic signal control system to improve capacity. Bromsgrove Rd/ Plymouth Rd Junction Improvement Scheme - maintenance and upgrading of this busy junction to improve its efficiency. It is proposed that a MOVA intelligent traffic signal control system would be installed to improve capacity at this junction. Evesham Road Corridor Maintenance and Improvement Scheme - comprehensive corridor-length programme of improvements on a critical route. Includes major junction enhancements (in particular, at the Ran Tan roundabout), street furniture (including signage, lines and lighting) decluttering, replacement and enhancement. Town Centre Interchange Enhancement Scheme – will significantly enhance the quality of facilities for passengers and operators at Rail/Bus Stations, including interchange link between them, signage and passenger information. Would need to be integrated with the other Redditch schemes to optimise the benefits.			

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
				Town Centre Public Realm Enhancement Scheme - will enhance Redditch Town Centre public realm. Would be integrated with the inner ring road scheme, rail/bus interchange enhancements, secure cycle parking improvements and smarter choices programme. Secure Cycle Parking (Radstation) Scheme - Secure indoor cycle parking facilities in Redditch Town Centre. Subway Enhancement Scheme - Would involve improved pedestrian/cycle signage (and routes where justified) with associated public realm enhancements (such as lighting, tiling, surface improvements and landscaping). Minor Transport Improvements Scheme – Complementary transport improvements to enhance safety, accessibility, information and travel choice. Would need to be integrated with other schemes. The WCC Redditch Development Sites – Highway Impact and Accessibility Modelling Report and Accessibility Study (2011) sets out the specific infrastructure improvements that are			

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
				necessary for each development site in the Borough for example public transport improvements. It also sets out the junctions that need further assessment and may require infrastructure upgrades. Network Rail has identified the Redditch Branch Enhancement Scheme which proposes an increases rail connection in Redditch from two trains per hour to three.			
Policy 20 Transport Requirements for New Development	Redditch Borough Council Worcestershire County Council All developers	National Requirements Worcestershire County Council adopted Standards Redditch Borough Council Local Validation Checklist	N/A	N/A	N/A	Cumulative transport requirements may affect the viability and deliverability of development (L)	Percentage of housing developments within 250m of a means of public transport (e.g. railway station, bus stop) Number of planning applications improving walking, cycling and access to Public Transport Number and percentage of applications permitted which extend/improve walking routes
Policy 21 Alexandra Hospital Public Transport Interchange	Redditch Borough Council Worcestershire County Council Landowners	Local Transport Plan No. 3	Public Transport does currently serve the hospital in this location. However, the bus network in the west and south of the Borough suffers from poor	Alexandra Hospital Bus Interchange Scheme - A multi-modal interchange (including improved waiting facilities and information systems for taxi/community	Potential funding sources include LTP, NHS or Major Scheme (DfT)	There are risks associated with stakeholders, funding and developer	Level of public transport provision to the Alexandra Hospital

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
			punctuality and reliability, particularly at peak times as a result of congestion. This has led to reductions in bus access to the Alexandra Hospital and the "failure" of the western orbital bus service, despite identification of significant demand to travel. This is leading to greater use of the car, exacerbating congestion and associated economic issues.	transport/bus users and operators and car pick up and drop off facilities) at Redditch Alexandra Hospital. Would ensure that ambulances would be able to avoid congestion en route to and from the hospital.		support (M)	
Creating a Borough where businesses can thrive							
Policy 22 Employment Land Provision	Redditch Borough Council	Redditch Borough Council Employment Land Review (2013) Redditch Borough Council RONA (2012)	Completions from 1st April 2011 to 31st March 2012 = 0.04Ha	Requirements from adoption of Local Plan No.4 (April 1st 2011 to 31st March 2030) = 55Ha Delivery of necessary infrastructure related to individual developments through S.106 See separate Strategic Site delivery requirements	Delivery of necessary infrastructure related to individual developments through Section 106 or on-site delivery	Economic climate may cause some developments to stall or push back investment in sites available for development (H)	Amount of floorspace developed for employment by type B1a, B1b, B1c, B2, B8 ELR analysis will identify sites which aren't being delivered and offer a mechanism to promote development opportunities
Policy 23 Development Within Primarily Employment Areas	Redditch Borough Council Worcestershire County Council	Redditch Borough Council Employment Land Review (2013) Worcestershire Waste Core Strategy (2012) Joint Municipal Waste Management Strategy (2004-2034)	One household recycling centre is located at Crossgates Road (provided by WCC and operated by Severn Waste Services on its behalf) and a number of small recycling centres (19) located throughout the Borough. The Worcestershire Waste Core Strategy states that that new facilities will be	15Ha of waste managements related facilities	Delivery through planning applications	Economic climate may cause some developments to stall or delay investment in sites available for development (H) Suitable site(s) may not be found for waste facilities required (M)	Amount of floorspace developed for employment by type B1a, B1b, B1c, B2, B8 Amount of waste facility provision

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
			required to serve the population, communities and support the local economy with a focus in and around the current distribution of population and employment, with a focus in and around Worcester, Redditch and Kidderminster. The exact location of future facilities is not yet known however it is considered that available employment land would be a suitable for future waste facilities. The Government has set all authorities challenging statutory targets for recycling and composting; in 2003/4 a rate of 14% in Herefordshire and 20% in Worcestershire were the set targets. By 2005/6 these rates must increase to 21% and 30%. Within these overall totals, there are individual targets for each waste collection authority, ranging from 10% to 16% in 2003/4 and from 18% to 24% in 2005/6.				
Policy 24 Development outside of Primarily Employment Areas	Redditch Borough Council Developers	None	N/A	N/A	N/A	Policy requirements may restrict development because of viability (L)	Amount of floorspace developed for employment by type B1a, B1b, B1c, B2, B8
Policy 25 Office Development	Redditch Borough Council/North Worcs EDR All developers	WMRSS Regional Centres Study (2006) Redditch Borough	ELR update indicates a need for 5.3Ha (14,460 sqm floorspace) of B1 provision p to 2030	Some of the existing office stock within the Town Centre is not fit for purpose	Delivery of necessary infrastructure related to	Economic climate may cause some developments to stall or push back investment in	Amount of B1 floorspace developed

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
		Council Employment Land Review (ELR) 2012 Redditch Borough Council Retail and Office Needs Assessments partial updates (2012)	RONA indicates that 26% of Town Centre office stock is currently vacant		individual developments through Section 106	sites available for development (H)	Amount of B1 floorspace lost to COU ELR analysis will identify sites which aren't being delivered and offer a mechanism to promote development opportunities
Policy 26 Rural Economic Development	Redditch Borough Council All Developers	Redditch Historic Environment Assessment (2011)	N/A	N/A	N/A	Rural economy could be stifled (M)	Number of planning applications in the rural area (re-use or conversion) for economic development purposes (for example proposals for A1, B1, B2, B8 and D2 uses) Number of planning applications approved for residential conversion or change of use to residential in the rural area
Policy 27 Supporting Education, Training and Skills	Redditch Borough Council / NWEDR Developers of major applications	ONS (2012) Redditch Business Leaders Group (Jan 2012)	Redditch unemployment rate = 4.5% (ONS, May 2012); Compared to County = 3.8%; England and Wales = 5.4%	Redditch youth unemployment rates are more than double the average for Worcestershire and England. Worcestershire youth unemployment (18-24) worse than national average. In June 2012 6.2% aged 18-24 were unemployed compared to	S106 contributions and direct provision from developers.	Requirements could make development unviable or result in reduced developer contributions for other infrastructure (M)	Number of Apprentices created from major planning applications

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
				6% nationally. Greenlands Ward in Redditch was 13.9%			
Policy 28 Broadband and Telecommunications	Redditch Borough Council All developers of greenfield sites for broadband provision Worcestershire County Council	Worcestershire Local Broadband Plan: Connecting Worcestershire (2011)	Details of current exchange locations are within the Background IDP Report.	Within Worcestershire there are aims to have 100% coverage with an agreed acceptable level of broadband by 2015. An 'acceptable' level is considered to be speeds of 2Mbps or more Generally Redditch has good provision, but the Brockhill area and the rural area South West of the Town including Feckenham is in need of improvement.	Worcestershire has been allocated funding of £3,350,000 from BDUK. This allocation is based on the cost of implementing superfast and standard broadband in the area, taking potential private sector investment into consideration. 'White Areas' are areas with poor broadband provision and are eligible for State support to receive quality broadband. The funding allocation from BDUK could fund further upgrades to the rural areas of Redditch with limited service. Estimated cost for improvements in Worcestershire	High speed broadband Providers not able to/not prepared to deliver services to rural areas (M)	Broadband coverage - Borough Wide. Percentage/number of properties with Superfast Broadband and percentage/number of properties with Broadband speeds of 2mbps

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
					is between £15 and £20 million. There have been no figures released for individual authorities, however the local authority contribution is under discussion		
Improving the vitality and viability of Redditch Town Centre and District Centres							
Policy 28 Town Centre and Retail Hierarchy	Redditch Borough Council Redditch Town Centre Partnership North Worcs EDR Kingfisher Shopping Centre	Redditch Borough Council RONA (2012) Redditch Borough Council Retail Needs Assessment (2008) Redditch Town Centre Strategy (2009)	n/a	See individual Strategic Site infrastructure delivery requirements Delivery of requirements to deliver comparison floorspace in accordance with the retail hierarchy Delivery of requirements for vibrant mix of uses and reuse and redevelopment Evening economy Small specialist shops Regular outdoor market	Delivery of requirements for realising the vision for the town centre through relevant planning applications Section 106 External funding sources TCP	Economic Climate (H) Limited funding for independent business start ups including retail and restaurants etc. (M) Decline in regular outdoor market (M) Inner ring road scheme funding (H) Town Centre interchange scheme funding (M) Town Centre public realm enhancement scheme funding (H	Monitoring of the maintenance of the role of town centres and District centres Amount of completed office development in the Town Centre Amount of completed retail development in the Town Centre Amount of completed leisure development in the Town Centre District Centre uses (annual update)
Policy 29 Regeneration for the Town Centre	Redditch Borough Council Redditch Town Centre Partnership Homes and Communities Agency Worcestershire Healthcare	Redditch Borough Council RONA (2012) Redditch Borough Council Retail Needs Assessment (2008) Redditch Town Centre Strategy	n/a	Ringway Public spaces Car parking Improve café and restaurant offer	Delivery of requirements for realising the vision for the town centre through relevant planning applications	Economic Climate (H) Limited funding for independent business start ups including retail and restaurants etc. (M)	Amount of completed office development in the Town Centre Amount of completed retail development in the Town Centre

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
	Trust Kingfisher Shopping Centre Worcestershire County Council Land Owners Delivery of this site may require collaboration with private companies/ investors	(2009) Church Road Feasibility Study (2013)		Church green enhancements Train station Rejuvenation of silver street/royal square Lighting Safety and security Public art Town centre living	Section 106 External funding sources TCP		Amount of completed leisure development in the Town Centre Amount of completed residential development in the Town Centrete
Edward Street Site	Redditch Borough Council Redditch Town Centre Partnership Worcestershire County Council Land Owner Network Rail Delivery of this site may require collaboration with private companies/ investors	Redditch Borough Council RONA (2012) Redditch Borough Council Retail Needs Assessment (2008) Redditch Town Centre Strategy (2009) Church Road Feasibility Study (2013) Edward Street SPD	n/a	Enhance linkages to Unicorn Hill and Church Green Area	Delivery of requirements for realising the vision for the town centre through relevant planning applications Section 106 External funding sources	Economic Climate stalling developers coming forward (H)	Completions of site
Church Rd	Redditch Borough Council Redditch Town Centre Partnership Homes and Communities Agency Worcestershire Healthcare Trust Kingfisher Shopping	Redditch Borough Council RONA (2012) Redditch Borough Council Retail Needs Assessment (2008) Redditch Town Centre Strategy (2009) Church Road	n/a	Maximise opportunities for access on foot, by bicycle and public transports and improvements to existing infrastructure. Enhanced linkages to Church Green Area	Delivery of requirements for realising the vision for the town centre through relevant planning applications Section 106 External funding	Multiple landowners may be difficult to assemble (H)	Completions of site

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
	Centre Worcestershire County Council Delivery of this site may require collaboration with private companies/ investors	Feasibility Study (2013) Church Road SPD			sources		
Policy 30 Retail Core	Redditch Borough Council Redditch Town Centre Partnership Kingfisher Shopping Centre	Redditch Borough Council RONA (2012) Redditch Borough Council Retail Needs Assessment (2008) Redditch Town Centre Strategy (2009)	n/a	none	Delivery of requirements for the retail core through relevant planning applications	Exceptions to this policy both past and present may undermine the retail core. (H)	Number of applications approved for COU from A1 to A2, A3, A4 or A5 uses
Policy 31 Use of Upper Floors	Redditch Borough Council Redditch Town Centre Partnership (Town Centre only) Kingfisher Shopping Centre (Town Centre only)	Redditch Borough Council RONA (2012) Redditch Borough Council Retail Needs Assessment (2008)	n/a	none	Delivery of requirements for the town centre and district centres through relevant planning applications	none	Planning applications approved, by type for development/COU of upper floors
Policy 32 District Centre Redevelopment	Redditch Borough Council All developers	Matchborough/ Winyates/Woodrow development brief	n/a	Replacement retail for daily needs, consistent with the scale and function of each centre Replacement community services and facilities, consistent with the scale and function of each centre Improved transport accessibility by walking and cycling to surrounding districts[e5]	Delivery of requirements for the district centres through relevant planning applications	Economic Climate may stall developers coming forward (H) Public opposition (M)	Completions
Policy 33 Health of	Redditch Borough Council	Redditch Borough Council RONA (2012)	n/a	None	Delivery of requirements	None	District Centre uses (annual update)

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
District Centres	All developers	Redditch Borough Council Retail Needs Assessment (2008) Scoping Report annual monitoring			through planning applications		Number of planning applications approved for A5 uses
↘ Protecting and enhancing Redditch's Historic Environment							
Policy 35 Historic Environment	Redditch Borough Council English Heritage All developers	Historic Environment Record Redditch Historic Environment Assessment (2010) Heritage at Risk Register	2 Conservation Areas 161 Statutory Listed Buildings, 8 Scheduled Ancient Monuments. More than 500 other heritage assets currently recorded	None	**N/A**	Heritage assets may deteriorate to the point they are 'at risk' (M)	Heritage at Risk in Redditch Borough Number of planning applications refused/ amended/ conditioned because of adverse impacts on heritage and historic assets
Policy 36 Listed Buildings and Structures	Redditch Borough Council English Heritage All developers	Historic Environment Record Heritage at Risk Register	**For data on listed buildings see IDP entry for Policy 35 Historic Environment**	**None**	**n/a**	Potential issues with historic buildings and structures (issues which are not present in other buildings) could lead to too many vacant buildings (M) and deterioration of buildings (M)	Vacant or redundant listed buildings
Policy 37 Conservation Areas	Redditch Borough Council English Heritage All developers	Historic Environment Record Church Green Conservation Area Appraisal and Management Plan Feckenham Conservation Area Appraisal and Management Plan	For data on conservation areas see IDP entry for Policy 35 Historic Environment	**None**	**N/A**	Potential issues with historic buildings and conservations areas (issues which are not present in other areas) could lead to too many vacant buildings (M) and deterioration of buildings/areas (M)	Presence of an up to date (at least every ten years) Conservation Area Appraisals and Management Plan
Policy 38 Locally Listed Heritage Assets	Redditch Borough Council English Heritage All developers	Schedule of Buildings of Local Interest (2009)	For data on locally listed heritage assets see IDP entry for Policy 35 Historic Environment	None	N/A	Potential issues with historic buildings and structures (issues which are not present in other buildings) could lead deterioration of buildings	Vacant or redundant locally listed buildings Heritage at Risk in Redditch Borough

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						and their subsequent removal from the Local List (M) Locally Listed buildings are at risk of demolition as they do not receive the same protection as statutorily listed buildings (H)	Review of Local List mechanism
Creating safe and attractive places to live and work							
Policy 39 Built Environment	Redditch Borough Council All developers	None	N/A	N/A	N/A	Economic climate may cause some developers to argue they need to sacrifice sustainable and innovative design to ensure viability (H)	N/A
Policy 40 High Quality and Safe Design	Redditch Borough Council All developers	None	N/A	N/A	**N/A**	Economic climate may cause some developers to argue they need to sacrifice good design to ensure viability (H)	Number and percentage of applications permitted which incorporate Secured by Design Number and percentage of applications for residential development permitted which incorporate the principles of Building for Life 12
Policy 41 Shopfronts and Shopfront security	Redditch Borough Council All developers	None	N/A	N/A	N/A	Policy requirements may not be met if the costs associated are prohibitive (L)	Number of applications permitting new installation of roller shutters in Town Centre, District Centre and Local Parades of Shops In accordance with

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
							Designing for Community Safety SPD?
Policy 42 Advertisements	Redditch Borough Council All developers	None	N/A	N/A	N/A	Changes in Advertisement legislation may mean policy becomes obsolete (M)	N/A
Promoting Redditch's community well-being							
Policy 43 Leisure , Tourism and Abbey Stadium	Redditch Borough Council All developers	Redditch Borough Council Retail and Leisure Needs Assessment (2008) Redditch Borough Council RONA (2012)	Although there is no scheme for culture or arts provision at the moment, the Borough does have a reasonable range of leisure facilities including: - 7 screen cinema - 2 Council owned leisure centres and4 private health and fitness centres - A boxing academy - One bingo hall	None	N/A	Economic climate may affect the viability or operation of existing leisure facilities and limit opportunities for expansion (M)	Number of new Tourism and Leisure developments in the Town Centre Number of new Tourism and Leisure developments in sustainable and accessible locations
Policy 44 Health Facilities	Redditch Borough Council Worcestershire Primary Care Trust / Bromsgrove & Redditch Clinical Commissioning Group Worcestershire Acute Hospitals Trust Worcestershire County Council	Health profile for Redditch 2012 Local Plan No.4 Health Impact Assessment (2013) Planning for Infrastructure in Worcestershire: Needs & Issues (2012)	1 acute hospital – Alexandra Hospital Primary care facilities (GPs, dentists, etc) across the Borough.	New Clinical Commissioning Groups will be reviewing health care facilities. Increased provision will need to be made to meet in line with population growth to meet standards: 1 GP per 1,500 people 1 Dentist per 2,000 people	Not available	Health facilities may not be delivered at the appropriate time to support new communities (M)	Loss of healthcare land or buildings to other uses Number of planning applications for new/improved health facilities
Policy 45 Cemeteries	Redditch Borough Council	Redditch Borough Council Report – Redditch Crematorium Demographics, 2008	Existing Cemeteries at Bordesley Lane (4 years plot availability in 2010) and Plymouth Road (closed to new burials) & Edgioake Lane, Astwood Bank (25 years plot availability in 2010) (outside Borough boundary, but RBC	Cemetery site of at least 1.7Ha is required	Costs for a new cemetery based on a 3ha site: EA consent – up to £6,000; Survey (ground water and environmental) up to £3,000; Boreholes up to	Site constraints and land availability within the Borough could result in a suitable site not being identified (H)	Number of sites identified for cemetery facilities

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
			managed) Crematorium Provision - Based on demographics the average annual cremations are currently 1200 due to a fall in first 10 years, but this will start to rise. There are a number of other risks that should be taken into account, e.g. new crematoriums being sited locally, improved competition, pricing etc. Crematorium is operating at around 45% capacity Average annual burials: Approximately 50 new graves 50 reopen graves 100 cremated remains graves If Redditch has 120-150 burials per annum, then a 1 ha site should last 15 years		£6,000; Borehole Monitoring up to £3,000; Ecology surveys – up to £20,000; Design fees and costs – 4% of build cost; Build cost - £550,000 to £800,000 Short term delivery required within five years from adoption		
↘ Strategic Sites							
Policy 46 Brockhill East	RPS Planning and Development representing Miller Strategic Land, Persimmon South Midlands and Southern & Regional Developments Delivery of this site may also require collaboration with other private companies/ investors Network Rail	NPPF RBC Strategic Housing Market Area Assessment Redditch Borough Council Employment Land Review Redditch Borough Council RONA Redditch Borough	The site is adjacent to the existing Brockhill development, which will integrate with the new strategic site development.	There is an Education provision gap in Redditch, this development will need to contribute towards rectifying. There is retail provision gap in north Redditch; this development will need to contribute towards rectifying. An appropriate location will need to be sought that links to the school provision with	Substantial funding will come forward through S106 agreements, ensuring that the pressure new development places on infrastructure are mitigated against	Multiple landowners. (L) Railway crossing access must be delivered by Network Rail. (L) Delivery of Bordesley Bypass (H)	Residential completions on site by size, type and tenure Amount of floorspace developed for employment by type B1a, B1b, B1c, B2, B8 Amount of community facilities

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
	Redditch Borough Council Worcestershire County Council	Council Retail Needs Assessment		adequate parking spaces and is fit for purpose. There is a social infrastructure provision gap in Redditch; this development will need to contribute towards rectifying. Highways Infrastructure is required as part of this development in particular a link road from Brockhill Drive (B4184) to Weights Lane and the provision of public transport, the details of which are to be indentified in future transport assessment, this includes impacts on Dagnell End Junctions and Riverside roundabout There is a waste water infrastructure provision gap in this area which this development will need to contribute towards rectifying. In particular, local upsizing of sewerage systems is needed for wastewater collection. Green infrastructure improvements may include - Community woodlands, - Open space - Enhancements to footpaths. - Green corridors - shared community junior playing pitch space and changing rooms. - Natural play items such as NEAPS, LEAPS.			floorspace completed by type

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
				- Red Ditch corridor enhancements and maintenance. Crossing of the railway track to access A441 and improve other access to other parts of the existing Brockhill estate			
Policy 47 Land rear of the Alexandra Hospital	SoS for Health and Worcestershire Acute PCT Redditch Borough Council Worcestershire County Council Stakeholders	NPPF RBC Strategic Housing Market Area Assessment Redditch Borough Council Employment Land Review Redditch Borough Council RONA Redditch Borough Council Retail Needs Assessment Land to the Rear of the Alexandra Hospital SPD	Nine Days Lane currently terminates at the logical entrance to the Strategic Site; this road would need to facilitate access into the site.	Appropriate Infrastructure is required to support 5000sqm of B1 offices development and 145 dwellings. There is a waste water infrastructure provision gap in this area which this development will need to contribute towards rectifying. The Public Transport Interchange has been identified in the WCC Local Transport Plan No.3 as an identified infrastructure need. This delivery of this interchange could be assisted through the delivery of this Strategic Site.	Substantial funding will come forward through S106 agreements, ensuring that the pressure new development places on infrastructure is mitigated against	Multiple landowners but all with willingness to develop (M)	Residential completions on site by size, type and tenure Amount of floorspace developed for employment by type B1a, B1b, B1c, B2, B8
Policy 48 Webheath Strategic Site	Barton Willmore on behalf of Barratt Homes and Taylor Wimpey Redditch Borough Council Worcestershire County Council Stakeholders	NPPF RBC Strategic Housing Market Area Assessment	The site adjoins the Redditch urban area however there is limited infrastructure provision to serve the site	A community facility is needed in the Webheath area which will need to be delivered as part of this strategic site. There is a waste water infrastructure provision gap in this area which this development will need to contribute towards rectifying. In particular, local	Substantial funding will come forward through S106 agreements, ensuring that the pressure new development places on infrastructure are mitigated	Due to land ownership issues the delivery of the second phase of this site is a risk. (H)	Residential completions on site by size, type and tenure

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
				upsizing of sewerage systems is needed for wastewater collection and the creation of a gravity sewer solution to Priestbridge will be required to be connected in the future in associated with development across the Borough boundary Highways Infrastructure is required as part of this development in particularly infrastructure which facilitates access to the strategic road network and ensuring the provision of public transport. This can be considered alongside adjacent development across the Borough boundary.	against. The first phase of this site can come forward immediately. Due to landownership issues the second phase of this site is likely to come forward later in the plan period		
Policy 49 Woodrow Strategic Site	Developers Redditch Borough Council Worcestershire County Council Stakeholders	NPPF RBC Strategic Housing Market Area Assessment Auxerre Avenue SPD	Outline Planning Permission for 220 units approved	Enhanced pedestrian links should be created to Studley Road Maximise opportunities for access on foot, by bicycle and public transports and improvements to existing infrastructure Linkages to District Centre and parkland Provide and enhance open space in line with the provisions of the Open Space Provision SPD	Substantial funding will come forward through S106 agreements, ensuring that the pressure new development places on infrastructure are mitigated against	No additional risks other than those normally associated with the development industry	Residential completions on site by size, type and tenure
Policy - Cross Boundary	Developers Stakeholders	NPPF Strategic Housing Market Assessment	See Redditch IDP	There is an Education provision gap in Redditch, this cross boundary development will need to	Substantial funding will come forward through S106	Due to multiple land ownership issues there could a risk to delivery of these sites (H)	Residential completions on site by size, type and tenure

Project/site/ Policy in Local Plan No.4	Lead Agency	Evidence base	Existing provision	Gap in provision / Physical Infrastructure requirements	Funding mechanism, Timescales & total costs	Risks (High/Medium/Low)	Monitoring indicators
	Bromsgrove District Council Redditch Borough Council Worcestershire County Council	(2012)		contribute towards rectifying this alongside other sites within Redditch There is retail provision gap in north Redditch. This development need to contribute towards rectifying this alongside other sites within Redditch. There is a need to provide local retail and community facilities in Western Redditch. This development need to contribute towards rectifying this alongside other sites within western Redditch There is a waste water infrastructure provision gap in these areas which these developments will need to contribute towards rectifying either through local upsizing of sewers or through connection to a gravity sewerage solution in western Redditch	agreements, ensuring that the pressure new development places on infrastructure are mitigated against Timescales for the implementation of a gravity sewer solution to Priestbridge will need to be phased with the development on the Western side of Redditch		Amount of community facilities floorspace completed by type