



# Infrastructure Delivery Plan

## Bromsgrove District Plan

Live Document

February 2014



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## **Introduction**

### **What is the Infrastructure Delivery Plan?**

The Infrastructure Delivery Plan (IDP) is a key component of the evidence base to support the Bromsgrove District Plan. The IDP provides a baseline of the existing infrastructure capacity and needs in the District and highlights the infrastructure requirements to support the predicted growth set out in the Bromsgrove District Plan.

This version of the IDP provides a snapshot at the time of the Submission of the Bromsgrove District Plan. Over the plan period, new funding opportunities will arise and, equally, infrastructure priorities may change. This version of the IDP has been reviewed following comments received at the publication of the BDP Proposed Submission stage and the Infrastructure Schedule expanded at the Submission stage of the District Plan. It will then be reviewed on an annual basis subsequent to Adoption.

### **Methodology**

The IDP has been carried out in-house by the Strategic Planning team at Bromsgrove District Council. Part of the information gathering was carried out jointly with Redditch Borough Council (RBC) due, in part, to the need to gather information on the infrastructure requirements of the Redditch cross boundary development and also in an effort to maximise efficiencies both for the two councils and for the stakeholders. In relation to transport, the impacts of proposed development across both authority's networks could not be separated, so this element of the IDP has been completed jointly - demonstrating still further both authorities commitment to the Duty to co-operate.

During the course of the preparation of the IDP advice was taken from 'A steps approach to infrastructure planning and delivery' published by the Planning Advisory Service.

In the initial stages of preparation of the IDP a desktop study was carried out, analysing existing strategies/plans and responses to the previous consultation phases. All of the relevant stakeholders were then contacted to identify existing infrastructure capacity and needs, and any programs of work to address those needs.

The next stage has been to discuss the specific impacts of the proposed sites with infrastructure providers as well as reviewing the development plans and IDPs of neighbouring authorities to assess cumulative impacts of projected growth.

The final stage for this version of the IDP has been to outline, as far as is feasible, an infrastructure schedule (see Appendix B) which identifies the infrastructure required to deliver The Plan. It has not been possible to detail infrastructure required for the later stages of the Plan due to the uncertainty over the scale and location of Green Belt release that may be required to meet unmet housing needs of the District and the Conurbation. More certainty is therefore possible in the earlier years regarding infrastructure required for allocated sites. It is envisaged that the IDP will eventually prioritise infrastructure that is essential, necessary and desirable to support overall growth and benefit local communities over the plan period as defined below.

Although the IDP seeks to identify the key infrastructure items which are

required to meet the growth objectives set out in the Bromsgrove District Plan, it does not capture every project being planned by each Council service or external service provider. The IDP forms part of the proportionate evidence base in support of the BDP in accordance with paragraph 158 of the National Planning Policy Framework (NPPF).

It is recognized that there are other plans and strategies that exist, providing more detail on what, how and when services are to be delivered. The IDP draws heavily on those plans and strategies in order to complete this IDP. The IDP process has involved consultation and involvement from a wide range of officers within the Council, Worcestershire County Council as well as with key stakeholders, infrastructure providers and partners across the Local Strategic Partnership and beyond.

In summary the IDP process includes a number of key stages:

- The identification of relevant service providers for each infrastructure type
- The identification of plans and strategies for those service areas, and a review of existing planned capital and infrastructure investment, as detailed in various plans and strategies for each infrastructure category.
- Liaison with the service providers to identify the infrastructure requirements related to the Bromsgrove District Plan development proposals, including opportunities to deliver new infrastructure or opportunities for expanding existing provision, including locations, phasing and costing where known.
- Identifying the delivery mechanisms for infrastructure proposals and
- assessing the potential risks to successful delivery.
- Preparation of a draft IDP and re-consultation with the service providers on its content.
- Identification of mechanisms for regular monitoring of infrastructure delivery, and periodic review of the IDP.

### **Why Infrastructure Planning?**

Deliverability is one of the criteria for judging the soundness of a Development Plan Document at the Examination in Public; the IDP is therefore a key part of the Bromsgrove District Plan's evidence base. The National Planning Policy Framework published in March 2012 reiterates that the planning system has a key role in the effective delivery of the strategic objectives outlined in the Local Plan, which includes the provision of infrastructure. It states that "Local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands".

The IDP can also be used as part of the evidence base in preparing a Community Infrastructure Levy (CIL) Charging Schedule. CIL is a potential levy on new development, the revenue from which "can be used to fund a wide range of infrastructure that is needed as a result of development." Worcestershire County Council in conjunction with all the Worcestershire Districts commissioned a viability study to determine realistic CIL rates across the County. Individual District are progressing Draft Charging CIL Schedules at different rates in line with progression of their respective Local Plans.

In conclusion, well-informed and co-ordinated infrastructure planning plays a key role in ensuring competitiveness, unlocking growth and providing value for investment from local to national scales.

### **Aims of the Infrastructure Delivery Plan**

- Assess the baseline infrastructure capacity and needs in the District and identify the lead organisations to deliver and manage infrastructure
- Identify the infrastructure needs and costs arising as a result of development put forward in the Bromsgrove District Plan where feasible
- Align the implementation of the IDP with the aims and objectives of other local strategies
- Provide evidence to prove the effective delivery of the Bromsgrove District Plan and pass the test of soundness at EiP
- Provide evidence for an aggregate funding gap over the plan period and a basis to carry out viability analysis for a CIL charging schedule
- Be a 'live' document that is updated over the Bromsgrove District Plan period

### **What is Infrastructure?**

In the context of the IDP it is important to clearly identify what infrastructure is needed to deliver the development set out within the Bromsgrove District Plan (BDP) and by exclusion, what is not. This IDP therefore considers infrastructure requirements within the following service headings:

1. Physical Infrastructure
  - A. Transport
  - B. Utilities
    - i. Power
      - i.i Gas
      - i.ii Electricity
    - ii. Telecommunications and Broadband
  - C. Water
    - i. Waste Water
    - ii. Water Supply
    - iii. Flood Risk
  - D. Waste management
2. Social Infrastructure
  - A. Education
  - B. Health
  - C. Emergency Services including police, fire and ambulance
  - D. Leisure facilities
    - i. Built leisure, play areas, pitches and public art
    - ii. Community centres
  - E. Libraries
  - F. Cemeteries
  - G. Social Care
3. Green Infrastructure

### **Delivery Mechanisms**

New developments will be expected to meet their own infrastructure needs, from on-site provision of utilities, to a new road junction, to access a development site. Where new development puts pressure on social or green infrastructure, or creates a need

e.g. for new community facilities or open space, provision will also have to be made for these.

In the current economic climate, it is recognised that there are financing constraints on developers. However, innovative solutions which incorporate good management strategies and better use of existing resources are necessary to ensure the required infrastructure is there to support growth and benefit the local communities affected by development.

The statutory agencies are also responsible for meeting their statutory obligations and responding to growth.

Therefore BDC's role in facilitating and securing the delivery of the infrastructure identified in the IDP will vary for different infrastructure types. These roles include:

- the delivery of the infrastructure through its spatial policies – e.g. by allocating sites for infrastructure in later DPDs or by drafting criteria based policies to support infrastructure provision
- through the Strategic Planning and Development Management process, the local authority will have a crucial role to play in setting the level of and securing developer contributions to deliver the necessary infrastructure to support development.
- the direct funding of the infrastructure
- indirect funding of infrastructure through enabling private sector
- investment, including through negotiating to secure planning obligations
- indirect funding through influencing third party public sector investment
- indirect influence on statutory service provided by Worcestershire County Council which impacts on its spatial policies (such as schools, adult and children's services, libraries, waste and transport).

This is the first District-wide infrastructure capacity study undertaken by the Council, and there has been differing levels of response from infrastructure providers. Engagement is on-going and further work needs to be carried out, to ensure that providers are better able to predict their requirements and work in partnership to address those needs. **Prioritisation**

It is also recognised that different agencies work to different timescales and that budgeting priorities may be commercially sensitive. Hence there exists a greater degree of detail and certainty about the infrastructure provision in the earlier stages of the District Plan. Any planned schemes for the later stages in the plan period will be included in later revisions of the IDP.

It is considered that whereas some infrastructure types such as essential utility infrastructure, schools etc are critical to ensuring that sufficient services are available to meet the needs of existing and future residents, there are other infrastructure categories that are more directly related to quality of life and biodiversity enhancement objectives.

BDC recognises that whilst it may wish to secure the delivery of all infrastructure items, prioritisation may be required particularly at the development control stage on applications for development proposed in the Bromsgrove District Plan to reflect development viability, availability of public sector funding sources and service priorities at that time.

## Risks

In light of this, it is anticipated that the IDP will subsequently adopt a categorisation for each infrastructure item, to reflect its importance to the delivery of the Bromsgrove District Plan in terms of the level of risk it poses to the Bromsgrove District Plan. The categories used are:

Risk to the Bromsgrove District Plan	Definition
<b>Critical</b>	The identified infrastructure is <b>critical</b> , without which development cannot commence. <i>E.g. some transport/utility infrastructure</i>
<b>Necessary</b>	The identified infrastructure is <b>necessary</b> to support new development, but the precise timing and phasing is less critical and development may be able to commence ahead of its provision. <i>E.g. schools/primary health care</i>
<b>Preferred</b>	The delivery of the identified infrastructure is <b>preferred</b> in order to build sustainable communities. Timing and phasing is not critical over the plan period. <i>E.g. libraries, green infrastructure, youth provision.</i>

The IDP will also include an assessment of the likely risk of infrastructure items not proceeding, linked where appropriate to a commentary on any contingencies that may be required. The definitions of risk used in the IDP will be:

Risk of not proceeding	Definition
<b>High</b>	Either/or: Infrastructure requirements are identified but there is no clear mechanism at present to secure funding. Planning and/or other consents are required to secure delivery. The likelihood of consents being granted is uncertain.
<b>Medium</b>	Infrastructure requirements are identified and there is a clear mechanism identified to secure funding. Planning /and or other consents may be required to secure delivery. There is a strong likelihood that consents would be granted.
<b>Low</b>	Infrastructure requirements are identified, costs are known and funding is secured or a robust mechanism identified to secure funding. No other planning or consents are required, and/or there is a statutory duty to provide the required infrastructure in

	step with development.
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### **Funding**

There are two main sources of funding:

1) Contributions from developers to deliver the required infrastructure to support development.

The Council has historically been successful in securing Section 106 contributions to ensure site specific provision on a case by case basis. In future the Council will review the potential role of the Community Infrastructure Levy in funding infrastructure. The introduction of CIL would be to bridge an aggregate funding gap and provide local infrastructure to those communities most affected by development; it would not replace existing funding streams.

2) Public sector funding from national, regional, strategic and local grants as well as the normal capital and revenue funding streams for public service and statutory infrastructure providers.

Examples are:

- HCA funding through National Affordable Homes Programme
- Local Sustainable Transport Fund - from DfT
- Growing Places Fund – from CLG
- Regional Growth Fund – from CLG for LEPs
- European Regional Development Fund – managed by CLG
- Broadband Delivery UK - from Central Government
- Council Tax – managed by LPA
- New Homes Bonus – managed by LPA

### **Moving forward**

This IDP has been compiled following on going engagement with infrastructure providers; they are also informed by the findings of technical assessments.

Providers were most recently been engaged in November 2013, when comments were invited on the draft IDP and updated infrastructure information was requested based on the proposals in the Proposed Submission versions of the Bromsgrove District Plan and Borough of Redditch Local Plan No.4. As this report shows, it has not been possible to identify all infrastructure requirements for all infrastructure types in all locations at this time for a variety of reasons detailed under 'limitations of the Study' below. Engagement with providers will therefore continue and this report will be updated at appropriate times to reflect new information becoming available. .

### **Monitoring**

BDC already undertakes regular monitoring in the form of its Annual Monitoring Report (AMR), housing and employment land monitoring and the Town Centre Health Check.

However it is considered that the most appropriate mechanism for ensuring that the IDP is regularly monitored will be to incorporate this into the AMR process. The AMR would then include a separate section specifically on the IDP, reviewing the progress made against the IDP Delivery Schedules and identifying whether this gives rise to concerns such that a more formal periodic review of the IDP is necessary. It will be important to ensure that there is liaison with the service providers as part of the monitoring process each year. AMRs are published on BDC's website, ensuring that the information on infrastructure delivery progress is publicly available.



### **Limitations of the Study**

A number of infrastructure service providers plan on different time cycles, others, such as some of the utility providers, tend to react when proposals are at the planning application stage and others are reluctant to divulge information considered to be commercially sensitive. Also some providers are currently carrying out their own assessments. This has obvious limitations in terms of planning ahead within the BDP timeframe of 2030. Emphasis has therefore been placed on ensuring a detailed understanding of infrastructure requirements for early phases of Plan delivery and the further work needed to inform requirements for later phases.

Engaging some providers was sometimes problematic; others were unable to provide the detail of information required for the IDP and this is noted within the relevant sections of the document.

### **Local context**

The development proposals in BDC's Bromsgrove District Plan relating to the District's needs are heavily influenced by the existing settlement pattern within Bromsgrove District, identifying sustainable locations for the level of required growth through the identification of a hierarchy of centres. There is an urban focus and a particular emphasis on Bromsgrove being the only town within the District. Existing infrastructure provision within Bromsgrove District is to a great extent related to the settlement pattern and population centres that already exist. Infrastructure and services are concentrated more within the larger urban areas, with lower levels of accessibility within the large rural parts of the remainder of the District. This infrastructure pattern is not likely to change significantly over the lifetime of the Bromsgrove District Plan, indeed the concentration of services in a smaller number of larger facilities could be expected to continue given the budgetary pressures that the current economic recession is exerting.

## **BACKGROUND CONTEXT**

### **Overview of Bromsgrove**

Bromsgrove District is situated in north Worcestershire approximately 15 miles (24 km) north of Worcester City and 15 miles south of Birmingham City Centre. It covers approximately 21700 hectares (53621.86 acres). It contains one main town, Bromsgrove Town and a number of other settlements which vary in size and character. 91% of the District is Green Belt and this designation covers around 20000 hectares of land. Many of the settlements in the District are of a rural nature and in some cases these settlements can be relatively isolated.

The M5 runs north to south through the District and the M42 east/ west. The M5 and M42 connect to the M6 to the north of Birmingham and the M40 providing access eastwards and to London. The District also benefits from train and bus connections into Birmingham City centre, Worcester City and the wider region.

Bromsgrove is home to approximately 94300 people and provides 33700 jobs. Its good transport links and attractive built and natural environment have meant that the District is an attractive place to live and the demand for property has had a significant impact on property prices leading to problems with affordability. Although the District's population earns higher salaries than the national average, generally they earn them in employment locations outside the District leading to high levels of car ownership and outward commuting.

The District operates at three spatial levels, working with partner authorities in the West Midlands Metropolitan area, nearby authorities in the recently formed Greater Birmingham and Solihull Local Enterprise Partnership (LEP), and those in the Worcestershire sub-region and Worcestershire LEP.

### **Projected growth in the District**

The key to Bromsgrove's attractiveness as a place to live, work and invest in, is its high quality built and natural environment. The Bromsgrove District Plan therefore aims to strike a balance between setting the planning context to provide sustainable economic growth, whilst protecting and enhancing the District's local distinctiveness.

### **Housing growth**

A Strategic Housing Market Assessment (SHMA) was completed in 2012 covering the whole of Worcestershire with the intention of updating this work annually. Following the preliminary hearings for the South Worcestershire Development Plan in October 2013 it was decided that further work was required on this Assessment and this was carried out in February/March 2014. The requirement for 7000 dwellings for Bromsgrove's housing needs up to 2030 remains unchanged as a result of this further work. The Council has also assessed housing land supply through detailed sites assessment and the Strategic Housing Land Availability Assessment (SHLAA). It is considered that approximately 4,240 additional dwellings can be delivered up to 2023 whilst avoiding development in the Green Belt. This can be delivered through sites with planning permission, suitable deliverable sites identified by the SHLAA, sites proposed for allocation by BDP 5 of the Bromsgrove District Plan and unidentified windfall sites.

All of the above sources of housing land supply and the housing trajectory are provided within the Strategic Housing Land Availability Assessment, and will be kept under review.

The overall approach initially to the distribution of development for Bromsgrove's needs will be four-fold:

- Development of previously developed land or buildings within existing settlement boundaries which are not in the Green Belt
- Expansion sites around Bromsgrove Town
- Development sites in large settlements
- Rural exception schemes in small settlements where it is of an appropriate scale and supported by robust evidence proving a local need

### *Cross Boundary issues*

#### **Birmingham**

Birmingham City Councils SHMA estimates a housing requirement of c 80000 net new dwellings in the period up to 2031. The Birmingham Development Plan proposes that 51100 net new dwellings should be provided within Birmingham, this includes some Green Belt release. This leaves a shortfall of approximately 29000 dwellings to be accommodated outside of the City's boundaries. In order to attempt to resolve this issue the Greater Birmingham and Solihull LEP (GBSLEP) has commissioned the Strategic Housing Needs Study which is due to be completed in March 2014.

#### **Redditch**

Redditch Borough does not have sufficient suitable land to accommodate its housing requirements up to 2030 and has worked with BDC to identify sustainable locations adjacent to Redditch to provide for this growth. All of the land adjacent to Redditch within Bromsgrove is designated Green Belt but nevertheless BDC agreed

to work with Redditch under the Duty to Co-operate to resolve this issue. The IDP for each Council is therefore intertwined and a consistent approach has been employed as far as possible for the sake of clarity. A joint policy regarding the cross boundary site allocations was devised by both authorities entitled RCBD1. This appears as a policy in the BDP and as an appendix in the Redditch Local Plan as the land is largely within Bromsgrove District. The original version of the IDP did not include all of the infrastructure requirements for the cross boundary sites as it was considered more appropriate to include this information in the Redditch IDP since the provision relates to the needs of Redditch. However since the IDP should demonstrate delivery of policies and the policy RCBD1 appears in the Bromsgrove Plan it has been decided to include an appendix also in the Bromsgrove IDP which refers to the cross boundary sites. The treatment of infrastructure in relation to the cross boundary sites is therefore included in the main body of the Bromsgrove IDP and as an appendix in the Redditch IDP apart from the transport infrastructure which is a joint section in both IDP's, the reasons for which are explained elsewhere.

### **Economic Growth**

At 1st April 2013 a total of 24.86ha of land was available for employment use within Bromsgrove District Council. There are currently 6.74ha of employment land with valid planning permission and 13.12ha remaining on sites that were allocated by the Bromsgrove District Local Plan. The remaining amount of employment land is in the form of 5ha at the proposed town expansion site at Perryfields Road in Bromsgrove, which forms part of the emerging District Plan. This particular location forms part of a much larger urban expansion of Bromsgrove Town, which will also include residential and community facilities.

Since 2011 (the beginning of the plan period) there have been 3.65ha of completed development, which combined with the land not yet completed, equates to 28.52ha against the District Plan employment target of 28ha for Bromsgrove District between 2011 and 2030.

Overall, there is reasonable quantity of existing employment land supply within the District as a whole when compared against forecast minimum requirements using small area forecasting techniques. The supply of land likely to be available for offices and warehousing appears more restricted by comparison to manufacturing (which, as a sector, is predicted to decline slightly in the amount of land it occupies over the study period).

It is important to plan for new manufacturing development even though as a sector it is forecast to decline. There will still continue to be requirements for new manufacturing development and decline will also likely vary across the study area. It will still be necessary to maintain an appropriate supply of land to accommodate change in industrial requirements and new development.

The continued availability of sites with good access to the motorway network will likely continue to be an important element of the employment portfolio to accommodate the forecast growth in the warehousing and distribution sector over the plan period. Similarly, ensuring an adequate supply of land for new office development, including within central urban areas, will be necessary to cater for growth in this sector.

In 2010/11 Bromsgrove became part of both the Worcestershire Local Enterprise Partnership (WLEP) and the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP)

Worcestershire Local Enterprise Partnership (WLEP) is led by the private sector in Worcestershire working in partnership with the public sector. It is tasked with driving economic development and enterprise across Worcestershire and providing the strategic leadership required to stimulate local economic growth. WLEP was approved as a standalone LEP in December 2010 by the Departments of Business Innovation and Skills (BIS) and Communities and Local Government (CLG). Business investment, job creation and a dynamic economy are part of the vision unveiled by WLEP in July 2011.

To date there has not been any overall spatial expression by the LEP of its policy for the whole area. However, the Worcestershire Local Investment Plan (see above) can be found on the LEP website.

Greater Birmingham and Solihull LEP was set up in October 2010 to help strengthen local economies, encourage economic development and enterprise and improve skills across the region.

The Partnership was initially formed between Birmingham and Solihull, with East Staffordshire, Lichfield and Tamworth, and was subsequently joined by Bromsgrove, Cannock Chase and, more recently, Redditch and Wyre Forest. The Partnership is now one of the largest in the country encompassing a population of over two million people and 840,000 jobs.

The intention is that this LEP should increase economic output (GVA) in the area by £8.25 billion by 2020; create 100,000 private sector jobs by 2020; stimulate growth in the business stock and business profitability; boost indigenous and inward investment; become global leaders in key sectors including automotive assembly, low carbon R&D, business and professional services, clinical trials, creative and digital sectors and increase the proportion of adults with appropriate qualifications to meet employment needs.

The GBSLEP consulted on a Spatial Plan for Recovery and Growth in September 2013 and this was prepared alongside the Strategy for Growth which underpins specific LEP bids.

### **Green Infrastructure**

Green Infrastructure should be a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering those ecosystems services and quality of life benefits required by the communities it serves and needed to underpin sustainability.

Its design and management should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types. It has an increasingly vital role in alleviating the impacts of climate change and contributing to the adaptation imperative to respond to changes in climate, for people and the natural world. GI assets include all green spaces and links at all scales in urban, suburban and rural areas:

#### **Natural / semi-natural green space**

Designated sites for biodiversity and geodiversity – SSSIs, LNRs, LWS, LGS, Other nature reserves

(Worcestershire Wildlife Trust, Forestry Commission, Woodland Trust)

Priority habitats – S41 of NERC Act, UKBAP and LBAP

Quarries

Flood plain

### **Designed landscapes**

Parks and gardens – urban parks, country parks and formal gardens

Amenity spaces – informal recreation spaces, green spaces in and around housing, domestic gardens, and village greens

Outdoor recreational facilities – sports pitches, golf courses, school and other institutional playing fields/pitches, canals and other outdoor sports areas

Productive landscapes – allotments, community gardens, city (urban) farms, and orchards

Historic environment

Cemeteries and churchyards

Urban forest – including street trees

Living roofs and sustainable urban drainage systems (SuDS)

### **Green links**

Long distance paths, rights of way and bridleways

Cycle routes

Watercourses and canals

Disused railway lines

Other transport links – motorways, road verges, railway lines, green bridges

One of the key qualities of Green Infrastructure is its ‘multi-functionality’. In an economic climate of competing interests in land and the need to maintain Green Belt boundaries, provide habitat for biodiversity, encourage agricultural diversity, adapt to climate change and flood risk, provide sport and recreation grounds, and preserve and enhance our historic assets, our green spaces need to fulfill a variety of purposes and serve a variety of needs.

The Council has produced a Green Infrastructure Baseline Study as part of the evidence base for the Bromsgrove District Plan and has been working with our partners in the Worcestershire Green Infrastructure Partnership to prepare a Concept Plan for our main strategic site at Perryfields (BROM 2). Worcestershire Green Infrastructure Strategy 2013-2018 and four GI Framework documents have been produced by the Worcestershire GI Partnership and have been endorsed by its members.

The Natural Environment White Paper (2011) calls for ‘more, bigger, better, joined’ sites with more green space provision, more accessible to different users, more joined up, better quality and serving a variety of functions. The Government, as announced in the White Paper, has established a new voluntary approach to biodiversity offsetting. Worcestershire is one of the complementary pilot areas, where developers will have the option of using the offsetting approach to make good any harm to wildlife and habitats caused by development, creating new quality habitats or making existing nature sites bigger and better for wildlife. The pilot runs for two years from April 2012.

### **Worcestershire Infrastructure Strategy**

Both Bromsgrove District Council in the production of its IDP to accompany the District Plan and Worcestershire County Council in its work on the County-wide Infrastructure Strategy have aligned their information gathering wherever possible.

The Bromsgrove District Plan IDP is a District level Plan directly related to the strategic site delivery and infrastructure requirements arising as a result of the Plan

whereas the County-wide Strategy provides a strategic framework for co-ordinating and concentrating partner investment across the County to meet strategic needs. In 2008 Worcestershire County Council commissioned Baker Associates to identify the infrastructure requirements arising from the development targets set out in the Regional Spatial Strategy (RSS) Phase Two Preferred Option report. The study identified the existing capacity of the infrastructure and then assessed the impacts of additional development on the requirement for infrastructure. The study also sought to provide an indicative cost for additional infrastructure required as a result of development and to identify funding mechanisms and responsibility for delivery. The Baker Study, based on RSS targets, found that within Worcestershire the total cost of infrastructure required would be in the region of £819.33 million.

The County Council's Infrastructure Strategy is a stakeholder led document called Planning for Infrastructure in Worcestershire. This is a more strategic level county-wide document which is being prepared and the Bromsgrove District level IDP should be read in conjunction with this, as much of the information is complementary. Worcestershire County Council's Strategic Planning Team consulted stakeholders on four research papers:

- Infrastructure Needs and Issues
- Prioritisation
- Funding and Delivery Mechanisms
- Viability Assumptions

These four reports provide the background evidence to underpin the development of the strategy and have been subject to a 'critical friend' review by Hewdon Consulting and Colin Buchanan. They have committed to update these reports to assist District and Borough Councils with their evidence gathering for their IDP's.

The County Infrastructure Strategy aims to:

- Be an informal Infrastructure Strategy as advocated by the NPPF
- Drive their Corporate Plan and influence partners, including statutory planning
- Cover only the strategic issues that require collaboration to enable the delivery of sustainable development
- Help district councils and partners to plan for the infrastructure needed
- Give confidence to house builders and businesses investing in Worcestershire
- Ensure the wider social and place shaping context is reflected in plans

A Strategic Options Paper to inform the preparation of strategy was also published in June 2012 for consultation. This demonstrated strong support for a strategic approach to planning for infrastructure across Worcestershire but also raised concerns about conflicting priorities and delivery timescales. Also, as a result of the consultation, the scope of the Infrastructure Strategy changed. The Strategy now focuses only on those infrastructure themes which provide the greatest challenge to delivery of economic growth and which have the maximum impact on performance of Worcestershire's economy. The Strategy identifies gaps and explores opportunities for the efficient delivery of infrastructure to support the delivery of the primary economic growth areas in Worcestershire, as identified by the Worcestershire Place Shaping Group.

## **Community Infrastructure Levy (Amendment) Regulations**

The latest amendments to the CIL regulations came into force on the 24th February 2014.

These regulations introduce:

- Limitation on pooling of s 106 obligations delayed until April 2015
- new mandatory exemptions for self-build housing, and for residential annexes and extensions
- a change to allow charging authorities to set differential rates by the size of development (i.e. floorspace, units)
- the option for charging authorities to accept payments in kind through the provision of infrastructure either on-site or off-site for the whole or part of the levy payable on a development
- a new 'vacancy test' - buildings must have been in use for six continuous months out of the last three years for the levy to apply only to the net addition of floorspace (previously a building to be in continuous lawful use for at least six of the previous 12 months)
- a requirement on the charging authority to strike an appropriate balance between the desirability of funding infrastructure from the levy and the potential effects of the levy on the economic viability of development across the area. Previously the authority only had to 'aim to strike the appropriate balance'
- provisions for phasing of levy payments to all types of planning permission to deal fairly with more complex developments.

In determining the size of its total or aggregate infrastructure funding gap, the charging authority should consider known and expected infrastructure costs and the other sources of possible funding available to meet those costs. The focus should be on providing evidence of an aggregate funding gap that demonstrates the need to levy the Community Infrastructure.

The Community Infrastructure Levy Regulations provides for charging authorities to set out a list of those projects or types of infrastructure that it intends to fund through the levy. This list should be based on the draft list that the charging authority prepared for the examination of their draft charging schedule. The IDP will identify where infrastructure needs funding, which will in turn inform the CIL preparation.

### **Planning Advisory Service**

Infrastructure planning advice is provided by the Planning Advisory Service and an important point to make is that an Infrastructure Delivery Plan is not something that planners can do in isolation. It is important to draw on and influence the investment strategies and infrastructure programmes within the local authority and within other organisations responsible for infrastructure in its area.

“To achieve an integrated approach, authorities need to work with local investors from the public, private, voluntary and community sectors. From the public sector this includes service providers within local authorities such as children’s services, highways, housing, waste collection and disposal and regeneration. Externally, it includes health providers, the police, fire and rescue, courts and government departments. In the private sector, investment operates at all scales and some are essential services for any thriving community, such as leisure facilities and early years childcare provision. The voluntary and community sector also invest in infrastructure through sports and social clubs, hospices and through delivery of services.”

## **Conclusions**

It is considered that the methodology that the has adopted reflects the Governments' (and other ) guidance and is proportionate to the scale and infrastructure development identified as necessary to support the development strategy set out within the BDP.

The detailed Infrastructure Topic Schedules set out in Appendix A identify the existing plans and strategies already in place to facilitate and secure the delivery of necessary infrastructure in Bromsgrove District. They also identify the requirements arising from the Bromsgrove District Plan development proposals.

The detailed Infrastructure Delivery Schedules in Appendix B identify the individual items of infrastructure that will underpin the implementation of the Bromsgrove District Plan. The schedules identify responsibilities, timescales and funding for individual items of infrastructure.

It will be essential that the IDP is regularly monitored, in close consultation with service providers, to ensure that any implications for the IDP arising from changes in funding or service delivery methods are identified at an early stage and, where appropriate, action taken.

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## APPENDIX A

### INFRASTRUCTURE TOPIC SCHEDULES

#### 1) Physical Infrastructure

#### TRANSPORT

Road Network	
<b>RESPONSIBLE DELIVERY BODIES</b>	Worcestershire County Council Highways Agency
<b>STRATEGIES, PLANS, PROGRAMMES AND REPORTS</b>	Worcestershire Local Transport Plan 3 (LTP3) 2011-2026 Bromsgrove Development Plan- Transport network Analysis and Mitigation Report May 2013 Local Air Quality Reports
<b>EXISTING PROVISION</b>	<p><b>Strategic Road Network(SRN)</b></p> <p>The M5 runs north to south through the District and the M42 east/ west. The M5 and M42 connect to the M6 to the north of Birmingham and the M40 providing access eastwards and to London.</p> <p>The Highways Agency are responsible for the following key route sections and junctions:</p> <p>The M5 motorway and junctions 4, 4a and 5.</p> <p>The M42 and junctions 1,2 and 3.</p> <p><b>M5 junction 4</b></p> <p>Was recently improved in 2010 to accommodate additional traffic volumes and reduce delays. It is also subject to further improvements associated with the pinch Point Programme which are expected to take place in the next 2 years.</p> <p><b>M5 Junction 4A</b></p> <p>This merge/diverge section are subject to some sporadic delays in peak hours. Generally the junction operates within capacity with limited delay.</p> <p><b>M5 Junction 5</b></p> <p>This junction was recently modified to improve traffic flow on the A38 through the provision of an additional lane within the junction and a merge section on the route in the direction of Droitwich. It generally operates within capacity for much of the day and congestion has been reduced during the peak periods.</p> <p><b>M42 junction 1</b></p> <p>This junction has recently had the signal optimization upgraded primarily to reduce delays experienced on the A38 approaches. The installation will ensure that movement can be maximized without leading to unacceptable queuing on the M42 off slip.</p> <p><b>M42 junction2</b></p> <p>This junction provides access to the local Motorway Service area at Hopwood. There are no reported capacity issues at this junction at peak times</p> <p><b>M42 junction3</b></p> <p>This junction currently operates well throughout much of the day with minimal queuing and delay in peak periods.</p> <p><b>Local Road Network</b></p> <p>Local highway networks of strategic importance is referred to as the Primary Route Network(PRN)</p> <p>The local road network comprises the A38, A491, A448, the A456</p>

	<p>and A435 as well as numerous B and C Roads. Worcestershire County Council, as the Local Highway Authority, is responsible for public transport, highways and traffic management and the maintenance of public footpaths. Bromsgrove District Council acts as agent for the County Council within the urban cordon of Bromsgrove town and is responsible for the provision of public car parks and as the Local Planning Authority, for ensuring that planning proposals are compatible with transport policy.</p> <p>Four Air Quality Management Areas (AQMA) have now been declared in the District namely at Redditch Road, Stoke Heath; Kidderminster Road, Hagley; Lickey End, adjacent to Junction 1 of the M42 and Worcester Road, near Bromsgrove Town Centre.</p>
<p><b>PLANNED PROVISION</b></p>	<p>The Highways Agency is currently considering introducing Managed Motorway (MM) techniques to improve the route between junction 4a and 6 on the M5. An assessment of the benefits for the future operation of junctions 4, 4a and 5 is to be carried out. Improvements to junction 4 of the M5, and junctions 1, 2 and 3 of the M42 will be required in the future but the details of required works are not yet defined.</p> <p>The Worcestershire LTP3, sets out transport policies and strategies for Worcestershire from 2011 to 2026.</p> <p>Availability of public funding is expected to be limited, especially in the first five years of the Worcestershire LTP3. As such, the principal priority of Worcestershire County Council will be to ensure that best use is being made of existing transport infrastructure, by focusing on maintenance and enhancement schemes where a robust business case and funding can be identified. In each case, Worcestershire County Council will focus on those schemes which can be proven to deliver benefits in excess of their costs to the Worcestershire economy, environment and quality of life.</p> <p>To bring about improvements in Bromsgrove a package of measures has been put forward which comprises the Eastern Bypass improvement scheme, Town Centre public realm enhancement scheme, traffic and parking management study and minor transport improvements.</p> <p>Specific road improvement schemes include;</p> <p><b>A448 Bromsgrove to Redditch (inter-urban corridor maintenance and Improvement Scheme)</b>  This proposed scheme would involve a comprehensive corridor-length programme of improvements to transport infrastructure on this critical inter-urban route. This scheme will include junction enhancements, street furniture (including signage, lines and lighting) decluttering, replacement and enhancement.</p> <p><b>A441 Redditch to Hopwood</b>  This proposed scheme would involve a comprehensive corridor-length programme of improvements to transport infrastructure on this critical inter-urban route. This scheme will include junction and pavement enhancements, street furniture</p>

	<p>(including signage, lines and lighting) decluttering, replacement and enhancement.</p> <p>Funding will come forward through S106 agreements, ensuring that the pressure new development places on the highway infrastructure is mitigated.</p> <p><b>Hagley AQMA remediation Scheme (LTP3)</b>  This proposed scheme could involve changing the way traffic flows through the village of Hagley using a variety of measures, to manage traffic flow and mitigate the designated Air Quality Management Area (AQMA).</p> <p>In addition, highway works and improvements will be undertaken as Section 278 works by developers. S278 agreements are used to secure improvements, with a significant number achieved to the benefit of the wider community.</p>
<p><b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b></p>	<p>Improvements to the highway network will be crucial in facilitating the development included in the Bromsgrove District Plan, particularly the strategic sites. These will take place alongside the promotion of sustainable means of travel, minimising congestion and emissions. This will support the economy of Bromsgrove whilst also protecting quality of life and air quality and improving accessibility and road safety.</p> <p>Further detailed road schemes have been included in the Bromsgrove Development Plan- Transport network Analysis and Mitigation Report May 2013 which supports the development of the IDP. These schemes are detailed in appendix B.</p> <p>The Highways Agency has advised that they have performed assessments of the impact of the planned growth on the SRN to 2031. The analysis indicates that beyond 2022 there are limited options for further physical improvement on the SRN to accommodate the forecast additional traffic. From this point capacity constraints on the adjoining local highways network will restrict the ability of such improvements to have any real benefit.</p> <p>The HA and WCC are committed to working together to establish the most appropriate response to this in order to ensure that the overall growth requirements for the District are not compromised. However at this stage the means of delivering growth beyond 2022 has not been fully identified and there is no provision for this in the IDP to date.</p>
<p><b>ROLE OF THE BROMSGROVE DISTRICT PLAN</b></p>	<p>Bromsgrove District Plan Policy BDP5 A focuses development on the main urban area where the extent and capacity of supporting infrastructure, services and facilities is greatest to facilitate walking, cycling and the use of public transport in order to reduce car dependence and increasing congestion on the road network.</p> <p>This fundamental philosophy of sustainable development is central to the Bromsgrove District Plan and is supported by policies which identify the need to build a network of sustainable and accessible future communities and to minimize congestion, reduce the need to travel, improve safety and enhance connectivity. BDP 12 Sustainable Communities encourages the provision of sustainable communities</p>

	<p>that meet the needs of present and future residents in terms of service provision, whilst BDP 16 Sustainable Transport seeks to ensure sustainable transport opportunities are maximized and BDP 6 Infrastructure Contributions seeks to ensure that an appropriate level of developer contributions are made towards required infrastructure provision to mitigate against the impact of development. This policy also refers to the establishment of CIL.</p> <p>The strategic transport measures are in addition to the local access (highway, walk, cycle and PT) requirements for individual developments which are considered within the more detailed Development Control process at both the pre-application and planning application stage.</p>
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<b>Rail Network</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	Worcestershire County Council Network Rail Centro London Midland
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	Worcestershire Local Transport Plan 3 (LTP3) 2011-2026 Network Rail CP4 Delivery Programme Centro Draft Rail Development Plan
<b>EXISTING PROVISION</b>	<p>Bromsgrove is served by the Birmingham to Worcester railway line operated by London Midland which bisects the District roughly N/E to S/W and 5 railway stations. Bromsgrove railway station serves the town of Bromsgrove. It is located at the foot of the two-mile Lickey Incline which ascends towards Barnt Green station. At Barnt Green a spur of this line runs to Redditch where it terminates.</p> <p>The District is also served by 3 other local stations namely Alvechurch, Hagley, Wythall. Hagley station is located on the Birmingham to Worcester line operated by Chiltern Railways and it also provides access to London Marylebone and Kidderminster. Wythall station is located on the Birmingham to Stratford line.</p>
<b>PLANNED PROVISION</b>	<p>The proposed scheme for the development of the new station for Bromsgrove would involve its relocation to the south of the existing site. This scheme would include the provision of a purpose built interchange building, new platforms, bus, taxi and community transport interchange facilities, up to 350 car parking spaces and would be fully accessible in compliance with the Disability Discrimination Act. The provision of longer and more platforms will allow longer trains to call at the station (capacity is currently severely constrained) and is also an essential precursor to the extension of the Cross-City Line South to Bromsgrove.(LTP3). Planning permission for the new station was secured in September 2013.</p> <p>Network Rail is due to extend the overhead power lines to Bromsgrove in early 2015 when London Midland is expected to extend the Cross City services to Bromsgrove.</p> <p>Alvechurch Station Enhancement Scheme (LTP3) This proposed scheme would involve the resurfacing of the car park facility at Alvechurch Station, including the provision of secure cycle</p>

	<p>and motorcycle parking.</p> <p>Transforming Rail Travel agreement between Centro and London Midland to improve stations for passengers will bring improvements to Alvechurch station including installation of automated ticket vending machines for the first time</p> <p>Barnt Green to Redditch Enhancement Scheme (LTP3) This proposed scheme involves the development of a passing loop and associated signaling improvements to enhance capacity on the line, enabling increased rail services between Redditch and West Midlands destinations.</p> <p>Hagley Station Improvement (LTP3) This proposed scheme would involve improvements to the passenger facilities and information at Hagley Station, including the provision of Disabled Discrimination Act compliant access to the Birmingham-bound platform, new passenger shelters, refurbishment of existing station buildings and facilities and further real time information display boards.</p> <p>Wythall Station Improvements (LTP3) This proposed scheme would involve the refurbishment of station buildings and station facilities, together with the provision of a small car park at the Station site.</p>
<p><b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b></p>	<p>Infrastructure to support and increase rail travel should be facilitated across the District through Bromsgrove District Plan policies. Improved rail facilities will help to address the key transport challenges such as encouraging a modal shift to the use of public transport. In particular for the rail lines in Bromsgrove these are: to maintain high quality radial connectivity to Birmingham and Worcestershire and to reduce the impact of the transport system on the environment. The new Bromsgrove station will also safeguard opportunities for increased movement of freight by rail.</p> <p>Infrastructure schemes to support rail travel will focus on improving customer facilities at stations, the accessibility of stations and the quality of the interchange (level of parking for cars and cycles, links with buses, taxis, etc.). Improvement schemes will be funded in a range of ways including the Local Transport Plan, developer contributions, grants from DfT funding, and partnership funding (Centro / Network Rail). Schemes will be identified through existing study work, liaison and planning with WCC, Network Rail, and working with local groups and stakeholders such as Parish Councils, Rail User groups etc. They will also be identified as new development is proposed and delivered.</p>
<p><b>ROLE OF THE BROMSGROVE DISTRICT PLAN</b></p>	<p>Policy BDP 5 focuses development on the main urban areas where the extent and capacity of supporting infrastructure, services and facilities is greatest to facilitate to public transport.</p> <p>This fundamental philosophy of sustainable development is central to the Bromsgrove District Plan and is supported by policies which identify the need to build a network of sustainable and accessible future communities and to minimize congestion, reduce the need to travel, improve safety and enhance connectivity. BDP 12 Sustainable Communities encourages the provision of sustainable communities that meet the needs of present and future residents in terms of</p>

	<p>service provision, whilst BDP 16 Sustainable Transport seeks to encourage a modal shift to the use of more sustainable modes of transport and reduce the need to travel and BDP 6 Infrastructure Contributions seeks to ensure that an appropriate level of developer contributions are made towards required infrastructure provision to mitigate against the impact of development. BDP 22 Climate Change policy encourages sustainable mode of transport and development in a sustainable location as it can help mitigate causes of climate change.</p>
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<b>Public Transport</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	<p>Worcestershire County Council            Bus operators (First, MRD Ltd, Clearway of Catshill, Cofton Coaches, Euro liners, First Midland, Johnsons (Henley) Ltd and Hansons (Wordsley) Ltd)            Long distance coach travel operators (National Express)            Voluntary/ community transport (BURT and WVRS)</p>
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	<p>LTP3            Integrated Passenger Transport Policy            Smarter Choices Policy</p>
<b>EXISTING PROVISION</b>	<p>The main centre of Bromsgrove has a refurbished bus station. The area is served by a bus network of prime, core and tributary routes, supported by voluntary/ community transport linking rural areas of Bromsgrove.</p> <p>In Worcestershire, the bus fleet is highly variable in terms of age, capacity, quality and levels of comfort provided. All buses in Worcestershire at the time of writing are fuelled with either diesel or petrol. The majority of buses are single-deck vehicles, with the newest vehicles operating in the main, but not exclusively, on the high frequency (most profitable) routes. On more marginal routes, the rolling stock is generally either older bus or coach stock which has 'retired' from more intensive use on urban or interurban routes. The newer vehicles tend to have low-floor capability and are designed to maximise passenger comfort.</p> <p>The existing passenger transport service provision is clustered along the main interurban routes and the main urban radial corridors.</p>
<b>PLANNED PROVISION</b>	<p>The LTP3 provides the vision and strategic context for transport in Worcestershire and sets out the transport planning policy framework for the next fifteen years (2011-2026) for major transport projects and enables bidding to take place for additional Government funding. It will help to secure funds from development and ensure these are properly used to improve the efficiency of transport networks.</p> <p>Availability of public funding is expected to be limited, especially in the first five years of the Worcestershire LTP3. As such, the principal priority of Worcestershire County Council will be to ensure that best use is being made of existing transport infrastructure, by focussing on maintenance and enhancement schemes where a robust business case and funding can be identified. In each case, Worcestershire County Council will focus on those schemes which can be proven to deliver benefits in excess of their costs to the Worcestershire economy, environment and quality of life. In North East Worcestershire, the main challenges will be:</p> <ul style="list-style-type: none"> <li>To enable and promote growth</li> <li>To relieve congestion</li> </ul>

	<p>To enhance transport network reliability and resilience Bromsgrove Urban and Rural Transport (BURT) is run via a Service Level Agreement (SLA) between BDC and WRVS - this was originally a 3 year SLA. A 3 year SLA has been re-negotiated, with break clauses every 12 months.</p> <p>Currently it costs approximately £40k per year (revenue) but may decrease with new SLA.</p>
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	<p>The reliability of the urban bus and inter-urban bus and scheduled coach network in Worcestershire must be improved if it is to provide the quality of service, travel choice and the realistic choice of mode for journeys to/from/within congested areas required to support the economy and environment of the county. Badly parked vehicles, areas of congestion and wider congestion all act to reduce passenger transport's efficiency and quality of service.</p> <p>Addressing this problem requires a partnership approach involving, infrastructure providers, private sector bus and coach operators, procurers of subsidised bus services and on-street parking enforcement authorities. WCC have resolved to work with passenger transport operators, infrastructure providers, land use planners, Districts, private sector businesses and developers to deliver more reliable bus and coach services.</p> <p>In the Town Centre it is proposed that improved bus linkages will be made between the railway station, residential areas and the town centre.</p>
<b>ROLE OF THE BROMSGROVE DISTRICT PLAN</b>	<p>Policy BDP 5 focuses development on the main urban areas where the extent and capacity of supporting infrastructure, services and facilities is greatest to facilitate to public transport.</p> <p>This fundamental philosophy of sustainable development is central to the Bromsgrove District Plan and is supported by policies which identify the need to build a network of sustainable and accessible future communities and to minimize congestion, reduce the need to travel, improve safety and enhance connectivity. BDP 12 Sustainable Communities encourages the provision of sustainable communities that meet the needs of present and future residents in terms of service provision, whilst BDP 16 Sustainable Transport seeks to encourage a modal shift to the use of more sustainable modes of transport and reduce the need to travel and BDP6 Infrastructure Contributions seeks to ensure that an appropriate level of developer contributions are made towards required infrastructure provision to mitigate against the impact of development.</p> <p>BDP17 Town Centre Regeneration states that significant improvements in public transport, will be encouraged particularly to bus services in order to provide an integrated and regular bus service which will connect new and existing residential areas to the railway station, with the Town Centre acting as the focal transport hub.</p>

<b>Cycling and Walking Infrastructure</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	<p>Worcestershire County Council  Bromsgrove District Council  Sustrans</p>
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	<p>LTP3:  Cycling Policy  Walking and Public Realm Policy</p>

	<p>Worcestershire Countryside Access and Recreation Strategy 2009-2019  Rights of Way Improvement Plan for Worcestershire  Bromsgrove Community Plan 2003-2013  Sports Development Strategy BDC  Sanders Park Management Plan  Townscape Heritage Initiative</p>
<p><b>EXISTING PROVISION</b></p>	<p>Bromsgrove District journeys to work flows are biased toward the West Midlands Conurbation and Worcester City. The travel distances involved mean that walking and cycling are unlikely to be viable main modes of transport which is reflected in the low walking and cycling mode share (at 8%).</p> <p>However, improved walking and cycling access to and facilities at key interchanges such as rail stations will allow walking and cycling methods to be used for at least part of the journey to work, with consequent local benefits in terms of congestion and the environment.</p> <p>Worcestershire has made significant progress towards encouraging walking, through infrastructure enhancements and improved information. As part of the Worcester 'Choose how you move' project, Worcestershire County Council has developed a walking and cycling map for Bromsgrove and has installed a number of directional signs, which indicate both walk times and distances to key trip attractors.</p> <p>Bromsgrove has a complex network of public rights of way comprising footpaths, bridleways, byways open to all traffic and restricted byways.</p> <p>BDC has developed a Walking to Health initiative which involves supporting local people to lead various walks within the Bromsgrove District with a view to encouraging people, especially those who have suffered heart or stroke problems, to live a healthier lifestyle. A full programme of such walks is available and also a series of self lead walks with supporting leaflets has been developed.</p> <p>There is also the Royal Hunters Circular Walk which comprises 3 walks; the Hedgelayers Walk, the Chartist Walk and the Foresters Walk where ancient woodlands, local legends, flower rich meadows and nature reserves, can be explored among the rolling hills of North Worcestershire. This walk has previously benefitted from funding for enhancement works (via Countryside Agency, now Natural England and BDC)</p> <p>The quality of the public realm, particularly in towns, is vital if we are to be successful in creating environments that people want to live and work in. It represents an important element of the county's network of green infrastructure.</p> <p>The location of new developments is an essential determinant of whether future residents and visitors will choose to walk to access the site. In particular, ensuring that new developments are well connected to existing pedestrian networks and any proposed public realm is in keeping with both existing and future environments. Sustrans National Route 5 of the National Cycle Network is a long distance route which connects Reading and Holyhead and runs through Bromsgrove.</p>



<p><b>PLANNED PROVISION</b></p>	<p>To bring about improvements in Bromsgrove a package of measures has been put forward as part of LTP3 which includes a Town Centre public realm enhancement scheme.</p> <p>Bromsgrove District Council in partnership with Worcestershire County Council has recently been awarded Heritage Lottery Funding to operate a Townscape Heritage Initiative in Bromsgrove town centre. A Townscape Heritage Initiative (THI) is a national funding scheme intended to regenerate historic towns and cities and in Bromsgrove it will help create an attractive and sustainable town centre in conjunction with the Council's wider town centre regeneration programme.</p> <p>It will be important that any new development recognises the importance of Bromsgrove's complex network of footpaths, rights of way, bridleways etc and takes the opportunity to enhance it wherever possible.</p> <p>The Monarch's Way is a historic, long distance footpath and together with the Sustrans National Cycle route Number 5, is located close to proposed development sites. Therefore the opportunities presented by both of these assets should be carefully integrated into the Green Infrastructure network. These assets relate to the BROM2 Perryfields Town Expansion site. A GI Concept Plan has been prepared for this site and it is envisaged these assets will be taken into account as part of this plan.</p>
<p><b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b></p>	<p>Infrastructure to support walking and cycling will need to be implemented across the District to ensure that new development is delivered in a sustainable way.</p> <p>Worcestershire's Cycling Policy provides the strategic framework for the development of measures which will help to improve the safety and efficiency of the existing transport network and encourage use of sustainable transport modes where these can offer a viable alternative to the car. The purpose of the Worcestershire Walking &amp; Public Realm Policy is to set out the processes and approach required to establish the suitable walking network and facilities which will address the needs of both current and potential future users in Worcestershire and deliver the transport objectives of the Government and Worcestershire County Council. Throughout the Bromsgrove District Plan period, infrastructure schemes that support walking and cycling (and therefore the delivery of a more sustainable community) will be delivered, including: new, extended and improved footways and cycleways; surfacing improvements; dropped kerbs; new road crossing facilities; new and improved signage. These schemes will be funded in a range of ways including LTP3, developer contributions and grants from programmes run by bodies such as the DfT, Sustrans, etc.</p>
<p><b>ROLE OF THE BROMSGROVE DISTRICT PLAN</b></p>	<p>The encouragement of walking and cycling is a central theme of the Bromsgrove District Plan due in part to the health and environmental benefits of walking and cycling and also as such modes also offer an extensive, adaptable and permeable network of routes for example BDP 16 Sustainable Transport states that all major developments will incorporate proposals to increase the scope for walking and cycling in a safe environment and BDP 23 Health and Well Being states that the</p>

	Council will support opportunities for healthy and active lifestyles through providing high-quality walking and cycling routes
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## UTILITY SERVICES

Power (Gas)	
<b>RESPONSIBLE DELIVERY BODIES</b>	National Grid Gas Private developers
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	Gas Act 1986 Forecast Year 10 models National Grid Gas Annual Delivery Plan
<b>EXISTING PROVISION</b>	National Grid Gas operates the national gas transmission network in England, and most of the distribution network in Worcestershire.
<b>PLANNED PROVISION</b>	There are no foreseen problems with gas supply over the next 20 years, but growth in the larger settlements (for e.g. Bromsgrove and Redditch) will require network reinforcement to meet future development growth.
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	Analysis of proposed development sites has been carried out by National Grid gas on low pressure on Forecast Year 10 models and no real issues relating to infrastructure or capacity were found (9.7.13) Further investigation would be required when firm connection requests are received for the sites in question.
<b>ROLE OF THE BDP</b>	BDP 3 Future Housing and Employment Development sets out future levels of growth in the District and BDP 5 identifies site allocations.

Power (Electricity)	
<b>RESPONSIBLE DELIVERY BODIES</b>	National Grid Western Power Distribution Private developers
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	Electricity Act 1989 (as amended)('the Act'). "Statement of methodology and charges for connection to western power distribution (west midlands) plc's electricity distribution system" August 2013
<b>EXISTING PROVISION</b>	National Grid owns and operates the major (high-voltage) electricity generation and transmission system in the UK. Within Worcestershire, the smaller-scale local transmission network (11 and 32kV) is the responsibility of Western Power Distribution. There are no conventional large-scale power stations in the county, but power is generated from landfill gas at the Sandy Lane, Waresley, and Hill & Moor landfill sites. The proposal to develop an Energy from Waste facility at Hartlebury in Worcestershire has also now been approved. It is estimated that this facility would deliver 13.5 MW of electricity to the grid which would otherwise have been generated by the combustion of fossil fuels. A small number of wind turbines and a growing number of micro-renewable installations also contribute to electricity generation, but the vast majority of Worcestershire's electricity is supplied from outside the county.
<b>PLANNED PROVISION</b>	Some parts of the 66kV electricity network in north Worcestershire are ageing and will require replacement over the next 5-10 years. Rural areas are typically served by long 11kV overhead lines, and

	have a low capacity from the substation. Local knowledge provides information on known 'weak' networks that are acting as constraints to existing businesses and future economic growth. A lack of clear direction in terms of commitments to development could act as a disincentive to distributors to provide a supply in any instance in which there is no proven end-user demand, such as an allocation of land for development in advance of a developer commitment.
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	Analysis of strategic sites has been carried out. This has examined whether there is sufficient capacity at the nearest primary sub-station requirements for additional sub-stations and whether any 11kV circuit reinforcement works are required. Further detailed assessment will be required before confirmation of actual works required on a site by site basis. No major issues have been identified.
<b>ROLE OF THE BDP</b>	BDP 3 Future Housing and Employment Development sets out future levels of growth in the District and BDP 5 identifies site allocations.

<b>Telecommunications and Broadband</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	British Telecommunications/ Openreach Virgin Media Mobile Operators Association
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	BDUK (Government) MOA Annual Rollout Plans (October) The Digital Agenda for Europe
<b>EXISTING PROVISION</b>	<p>BT has 7 exchanges located in Belbroughton, Bromsgrove, Hagley, Hillside (Barnt Green), Romsley, Rubery and Wythall. All BT local network infrastructure is available to all retail service providers in the UK which will ensure for end users a choice of service provider (Talk-Talk, Sky, O2, BT Retail, Plusnet etc.)</p> <p>All exchanges have broadband technology (adsl1) delivering up to 8Mbps from the exchange.</p> <p>All exchanges bar Belbroughton and Romsley have exchange based technology (adsl2+) delivering up to 20Mbps from the exchange.</p> <p>By Spring 2014, BT will have completed its commercial roll out of fibre broadband which delivers a download speed of up to 80Mbps and an upload speed of up to 20Mbps from the green roadside cabinet. Exchanges to benefit from this programme are Bromsgrove, Hagley, Hillside and Rubery.</p> <p>A significant area of the District has already been supplied with next generation broadband access by the private sector. Both BT and Virgin Media have made significant investment already.</p> <p><b>Virgin Media-</b> would be able to provide telephone, Cable TV and up to 100Mb broadband to the following developments (subject to survey) Perryfields 1300 homes, Whitford Road 500 homes, Norton Farm 318 homes, Hagley 301 homes.</p> <p>Unable to serve the following developments due to site proximity to the Virgin Media core network, Catshill, Barnt Green, Wagon Works</p>

	<p>and Alvechurch.</p> <p><b>MOA-</b></p> <p>Not possible for any operator to give a clear indication of what their infrastructure requirements are likely to be in 5, 10, 15 or 20 years time. The technology is continually evolving and ways of improving quality of coverage and/or network capacity may change in the future.</p>
<b>PLANNED PROVISION</b>	<p>In August 2013, Worcestershire County council signed a £20m contract with BT under the governments BDUK scheme to bring superfast broadband speeds (24Mbps and above download speeds) to around 90% of the county. A basic 2Mbps will be made available to all properties in the county under the same contract. The project will be completed by 2016 and will address broadband provision to existing properties, business and residential.</p> <p>Provision of broadband to new developments will be the responsibility of the developer, working with the local authority and the industry to ensure that future proof, open access networks (to ensure choice of service provider to the end user, consumer or business) are planned into any new residential or commercial development. The network and services offered over it should be capable of compliance with the Digital Agenda for Europe, a flagship initiative of the Europe 2020 strategy for a smart, sustainable and inclusive economy which states that by 2020, all Europeans should have access to internet of above 30 Megabits per second (Mbps) and 50% or more of European households have subscriptions above 100Mbps.”</p> <p><b>MOA</b></p> <p>Each October the operators submit Annual Rollout Plans to all local planning authorities within the UK. The plans provide details of all existing base stations within the authority’s area and an indication of those additional sites each operator anticipates requiring over the coming twelve months.</p>
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	<p>Improved provision of broadband coverage/speeds in more rural parts of the District will help support local businesses (new and existing), encourage homeworking and hence reduce unsustainable travel.</p>
<b>ROLE OF THE BDP</b>	<p>Relevant BDP policies include BDP 12 Sustainable Communities, BDP 13 New Employment Development, BDP 14 Designated Employment BDP 15 Rural Renaissance and BDP 16 Sustainable Transport,</p>

<b>Waste water</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	EA STWL
<b>STRATEGIES,</b>	The European Water Framework Directive (WFD) came into force in

<b>PLANS AND PROGRAMMES</b>	December 2000 Outline Water Cycle Study
<b>EXISTING PROVISION</b>	<p>The main STWs are at Fringe Green and Alvechurch. Smaller works are at Stoke Prior and Belbroughton. Some waste is treated beyond the border at Roundhill, Lower Gornal, Minworth, or Spernal.</p> <p>NB None of the proposed development sites are within South Staffs Water area of supply. The nearest site is the one in Hagley (300+ houses) which although not far from the 24" main from Hagley pumping station (owned by SSW) is not in their area of supply. SSW do not supply any of the proposed sites, both in terms of potable or waste water.</p>
<b>PLANNED PROVISION</b>	<p>The EA have raised concerns that the Redditch Cross boundary sites, namely Sites 1 and 2 at Policy RCBD1 of the BDP, are not included within the Council's Outline Water Cycle Study (WCS). (This was due to timing issues as the sites were identified after this study was complete). The EA has highlighted the need for phasing of development due to capacity at Sewage Treatment Works.</p> <p>A notional sewer capacity assessment for the Redditch Cross boundary sites, namely Sites 1 and 2 at Policy RCBD1 of the BDP has been carried out subsequently by Severn Trent Water (STWL). Although Priest Bridge STW was considered as a potentially more sustainable way of drainage by STWL, there are environmental capacity concerns with Priest Bridge STW.</p> <p>STWL have confirmed that Redditch Spernal STW has adequate headroom to accept all additional foul flows and the EA confirmed that no further work would be required on the environmental capacity associated with the proposed growth.</p> <p>In relation to the Town Expansion Sites the Outline WCS (OWCS) identifies that at Fringe Green STW, the flow from the proposed development is assessed as exceeding the consented flow for the works. The new development would require an increase of about 7.3% in the consented dry weather flow. A revised consent to discharge this flow would need to be obtained from the Environment Agency who would need to assess whether the increase in flow would require tighter limits on concentrations in order to maintain compliance with the WFD objectives and standards.</p> <p>The OWCS identifies there is reasonable spare capacity at Bromsgrove (Fringe Green)STW.</p>
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	<p>It was identified in the Water Cycle Study that proposed development would lead to Bromsgrove Works exceeding the consented flow for the works. Therefore a revised consent to discharge the flow would need to be obtained from EA. As STWL will need the certainty of development before additional capacity is provided, developers of major sites are required in the Water Management Policy to engage with STWL at the earliest opportunity to ensure that sufficient capacity of the sewerage system is available to accommodate the development.</p> <p>Belbroughton Sewage Treatment Works (STWs) was identified as having minimal or negligible spare treatment capacity whilst Alvechurch, Bromsgrove and Stoke Prior STWs are identified as having reasonable spare treatment capacity. Where additional developments fall within the catchment of these four works upgrades to the relevant Works will be required. However,</p>

	<p>Severn Trent Water Limited (STWL) has indicated that none has any constraints (including land) preventing expansion. STWL also confirmed that where assessments indicate capacity improvements are required, they will be planned in line with development phasing where possible. As applications for revised consents (i.e. hydraulic capacity) from the Environment Agency can take up to three years and it takes time to expand the STWs (i.e. treatment capacity), to avoid any delay to development, applicants are expected to contact STWL as early as possible and this is built into policy.</p>
<b>ROLE OF THE BDP</b>	<p>BDP 23 Water Management requires all major developments to engage with Severn Trent Water at the earliest opportunity to ensure that sufficient capacity of the sewerage system (i.e. wastewater collection and treatment) is available to accommodate development. BDP5A requires developers to engage with STWL and EA.</p>

<b>Water supply</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	<p>EA STWL</p>
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	<p>The European Water Framework Directive (WFD) came into force in December 2000 STWL Water Resources Plan (for the next 25 years) Outline Water Cycle Study EA Severn River Basin Management Plan</p>
<b>EXISTING PROVISION</b>	<p>Severn Trent Water Limited (STWL) provides the clean potable water to Bromsgrove. NB Whilst South Staffs Water authority covers part of the District, none of the proposed development sites are within SSW area of supply. The nearest site is the one in Hagley (300+ houses) which although not far from the 24" main from Hagley pumping station (owned by SSW) is not in SSW area of supply. The main water supply resource within the area is the Sherwood Sandstone Aquifer, located under the northwest and central area of the District. This groundwater resource is vulnerable to over-abstraction and pollution.</p> <p>The catchment abstraction management strategy (CAMS) for the Worcestershire Middle Severn Area (in which Redditch and Bromsgrove are both located) identifies that the main issue regarding water resources in this area is the historic over-abstraction of groundwater for public water supply and its accompanying environmental impact.</p> <p>It should be noted that the Sherwood Sandstone Groundwater Body is at a poor quantitative status under the WFD due to over-abstraction.</p> <p>BROM 1,2 and 3 have a sensitive hydrogeological setting . They fall within Source Protection Zones 1, 2 and 3 and there are qualitative and quantitative issues associated with the groundwater body and receiving river water body (the Battlefield Brook). BROM3 also has historic landfill. The chemical and quantitative status of the groundwater body is poor. The chemical status of the waterbodies are</p>

	<p>poor under the Water Framework Directive (WFD) and the aquifer below the site is over abstracted which is causing low flows in the Battlefield Brook.</p> <p>Site 1 (Foxlydiat) cross boundary site has a sensitive hydrogeological setting and the aquifer below the site is overabstracted. There are Source Protection Zones 1, 2 and 3 located on the site and the historic landfill presents a potential source of contamination.</p>
<b>PLANNED PROVISION</b>	<p>STWL-Currently carrying out feasibility studies on the development sites and so far no problems have arisen at the initial stages for the smaller development sites.</p> <p>The larger developments sites will require further detailed work but no major capacity/supply issues will delay the proposed developments from going ahead have been identified.</p> <p>As part of the ongoing investigations into water supply proposals it is essential for STWL to demonstrate that supply to the developments proposed by the BDP can be achieved without further deterioration of WFD objectives.</p> <p>In relation to BROM1,2 and 3 development and surface water drainage will need to be carefully located and designed to avoid pollution risks to controlled waters and address the environmental impact associated with over abstraction. For example, to achieve the water quality objective of the WFD, SuDS on the sites may need to provide multiple levels of treatment. To address the quantitative issues with the waterbodies SuDS should be designed so to maximise recharge to the aquifer and support water levels in the Battlefield Brook. The development principles in the blue infrastructure section of the Perryfields GI Concept Plan are also applicable to BROM3.</p> <p>In relation to Site 1 Foxlydiat development and surface water drainage will need to be carefully located and designed to avoid pollution risks to controlled waters and maximise recharge to the underlying aquifer. For example, to achieve the water quality objective of the WFD, SuDS on the site may need to provide multiple levels of treatment to avoid pollution risks. To address the quantitative issues with the groundwater body SuDS should be designed so to maximise recharge to the aquifer.</p>
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	<p>Careful design and layout will be needed at the detailed planning stages to overcome issues in relation to source protection zones. More emphasis on sustainable water management can have a positive impact on water quality and water supply and demand balance in the county. It will play an increasing role in recharging both groundwater and watercourses, providing opportunity for infiltration of surface water into soil, to replenish groundwater and help to maintain base flows in rivers.</p>
<b>ROLE OF THE BDP</b>	<p>BDP 23 Water Management emphasises the importance of the use of SuDS in new development. This is also emphasised in both BDP 5 A and RCBD1.</p>

**Flood risk**

<b>RESPONSIBLE DELIVERY BODIES</b>	<p>EA The Environment Agency (EA) has permissive powers to maintain watercourses and flood defences.</p> <p>North Worcestershire Water Management is responsible for managing flood risk from Ordinary Watercourses Canal and River Trust</p> <p>STWL</p> <p>WCC Lead Local Flood Authority</p> <p>SAB</p>
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	<p>Floods and Water Management Act (2010)</p> <p>River Severn Catchment Flood Management Plan sets out the EA's long-term investment strategy to meet the challenge over the next 25 years. The EA takes a strategic approach to flood risk management, assessing and managing it on a 'whole catchment' basis. The role of CFMP's is to establish flood risk management policies which will deliver sustainable flood risk management for the long term. This approach is taken so that the right investment decisions are made for the future and to help prepare ourselves effectively for the impact of climate change. We will use CFMP's to help us target our limited resources where the risks are greatest.</p> <p>CFMPs help us to understand the scale and extent of flooding now and in the future, and set policies for managing flood risk within the catchment.</p> <p>BDC has carried out a level 1 and a level 2 Strategic Flood Risk Assessment (SFRA)</p>
<b>EXISTING PROVISION</b>	<p>The Level 1 SFRA indicated that only the flood defences on the Sugar Brook in Bromsgrove would require additional analysis, relating to Development Site E8 and potentially the Policy Reference development sites located in proximity to the flood defences.</p> <p>The level 2 SFRA states that No other flood defences are located in proximity to the development sites and there is no identified flooding associated with Sugar Brook in the Environment Agency's Flood Maps.</p>
<b>PLANNED PROVISION</b>	<p>The level 2 SFRA states that wherever possible, the construction of new defences to enable development should be avoided. In exceptional circumstances, defences may be allowed where it can be demonstrated that there are no other alternatives, but these must be in line with the requirements of NPPF.</p> <p>Worcestershire County Council is the Lead Local Flood Authority(LLFA) for Worcestershire. This role currently relates to ordinary watercourses, surface water and groundwater flooding (fluvial flooding from main rivers is still currently the responsibility of the Environment Agency).</p> <p>The cost implications for both the LLFA and the developer are currently unclear and further advice awaited from Defra.</p> <p>With regards to the flood risks Severn Trent Water will support the use of SuDS to manage surface water flood risk. This will be paid for before by the developer and will be adopted by the Lead Local Flood Authority/SABs.</p> <p>Further strategic work is required on the flood risk associated with the town centre sites TC9 Mill Lane and TC10 Worcester Road</p>



	Employment Area, which are identified as long term development opportunities (i.e. post 2030) in BDP17. Hydraulic modelling will be required for TC1 Historic Market Site.
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	The 2007 floods cost Worcestershire over £150 million, and affected both households and businesses. Flood risk within the District is mainly associated with flash flooding of ordinary watercourses as a result of rapid rainfall runoff. In addition to the increase in flow, the localised flooding is exacerbated by the lack of maintenance of the watercourses, infilling of the watercourses due to development and culvert collapse along the ordinary watercourse channels resulting in blockages and thus a decreased channel capacity. The most appropriate flood alleviation measures vary depending on the source of flooding. Generally speaking, the Council expects improved flood storage and flood flow routes to be achieved through opening up culverted watercourse and measures that work with the natural processes.
<b>ROLE OF THE BDP</b>	BDP17 Town Centre Regeneration policy requires hydraulic modelling in the site specific FRA for TC1 Historic Market Site to ensure development would be safe in flood risk terms. BDP22 Climate change states that where developments and infrastructure are brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures. BDP 23 Water management policy requires developments to set aside land for Sustainable Drainage Systems (SuDS) and follow the SuDS management train concept. This includes maximising opportunities for restoring watercourses, deculverting, delivering multiple benefits in line with BDC21 Green Infrastructure and ensuring that an appropriate buffer zone is provided between the watercourse and any development.

<b>Waste management</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	WCC BDC
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	Worcestershire Waste Core Strategy (adopted 2012) The Joint Municipal Waste Management Strategy for Herefordshire and Worcestershire, 2004-2034 European Waste Framework Directive
<b>EXISTING PROVISION</b>	Worcestershire County Council has a responsibility for the provision of waste management facilities for local authority collected waste (LACW – previously known as municipal waste). Most other waste management capacity is provided by the private sector. The European Waste Framework Directive requires the management of waste in accordance with the waste hierarchy. This means reducing waste produced and recycle as much of the waste that is produced as possible. Where waste cannot be recycled, value should be recovered through other means such as energy recovery and waste should only be disposed of where recovery is not possible. At present recycling capacity in the County is much lower than need. The Council has a duty to prepare a plan which addresses these issues and has done so in the form of the Waste Core Strategy which was adopted in 2012.
<b>PLANNED</b>	In order to develop sufficient capacity to manage LACW in the period

<b>PROVISION</b>	<p>to 2023, the proposal to develop an Energy from Waste facility at Hartlebury in Worcestershire has now been approved. This facility would manage LACW from the counties of Herefordshire and Worcestershire. Although Members of Worcestershire County Council Planning and Regulatory Committee were minded to approve planning permission for this facility, the application was 'called in' by the Secretary of State for his own determination. A Public Inquiry into the 'called in' planning application was held in November 2011 and in July Eric Pickles MP said the waste facility can be built. The facility will provide capacity for the treatment of 200,000 tonnes per annum of residual LACW. It might also manage some Commercial and Industrial Waste. It is being funded by a Private Finance Initiative after the company signed a 25-year contract with WCC.</p> <p>The adopted Waste Core Strategy aims to reduce the amount of waste being disposed of and landfilled and anticipates that existing landfill and disposal capacity in Worcestershire will be sufficient to meet need during the lifetime of the strategy.</p> <p>However there will, for the foreseeable future, be a proportion of waste which, due to its nature, cannot be managed through any other means. No capacity gap has been identified for the landfill or disposal of waste.</p>
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	<p>If the predicted level of housing is built and the waste arisings envisaged occur then the combined transfer station and Household Recycling Centre facility in Crossgates Road, (also receives Bromsgrove's waste) Redditch will not be able to cope with the additional waste from 2023 onwards. Changes required post 2023, could potentially be built into any new contractual arrangements.</p> <p>Commingled recyclable waste is sorted at a site in Norton (EnviroSort) nr Worcester (Jct 7 of M5) which has some spare capacity as it is currently running at approximately 75% of its annual throughput tonnage.</p>
<b>ROLE OF THE BDP</b>	<p>BDP 22 states that the construction and design of developments as well as future occupants of the developments will follow the energy, waste management hierarchies and other relevant guidance. Where relevant, developments must comply with the Worcestershire Waste Core Strategy.</p>

## 2) Social Infrastructure

### EDUCATION

#### Pre- School Education

<b>RESPONSIBLE DELIVERY BODIES</b>	WCC Children's Services Private sector
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	Sure Start Children's Centres can provide early learning and full daycare for children under five. There are 5 Sure Start Children's Centres in the Bromsgrove district.
<b>EXISTING</b>	There are 103 registered childminders in the District, 26 day

<b>PROVISION</b>	nurseries, 30 playgroups and one private creche.
<b>PLANNED PROVISION</b>	WCC has a responsibility to provide pre-school education but relies on private sector for this and helps to facilitate it. There are currently no concerns over provision. WCC keeps details of all childcare available to families across Worcestershire, including registered childminders. The County Council endeavour to contact each childcare provider every 3 months to ask them to update their current childcare vacancy details. The maximum number of vacancies is used to show firstly whether or not they have any vacancies and secondly the maximum number available either per day or per week.
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	Existing school infrastructure needs to be sufficient to cope with the proposed increases in population. It is anticipated that the market will respond to demand.
<b>ROLE OF THE BDP</b>	There is a need for local authorities to take account of demographic projection and to work with partners to ensure adequate provision of pre-school facilities. The BDP will ensure that new development within the District is supported by adequate education provision. Policy BDP12 Sustainable Communities seeks to ensure that new development contributes to the provision of sustainable and inclusive communities to meet long term needs and BDP6 Infrastructure Contributions states that development proposals will be required to provide or contribute to the provision of facilities, infrastructure and services and other forms of environmental and social requirements that are necessary to make a scheme acceptable in planning terms.

#### **First, Middle and High School Education**

<b>RESPONSIBLE DELIVERY BODIES</b>	WCC Children's Services Schools
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	Worcestershire County Council (WCC) has a statutory duty to ensure there are sufficient school places for all children of statutory school age living in Worcestershire and whose parents/carers apply for a place at a state funded school.
<b>EXISTING PROVISION</b>	There are currently 39 first, middle, primary, secondary, high and special schools in the district. In addition there is one private school. Each school has its own sport and play provision on site, and facilities vary widely from single court gymnasiums to 4 court sports halls, multi-use games areas and Astroturf pitches.  Each year pupil numbers are forecast and demand is matched to the current supply of school places. This can lead to a school being asked to increase or decrease its published admission number. An increase can only be implemented if there is sufficient capacity at the school to take extra pupils. Where ever possible, additional pupils are accommodated within existing schools. If capacity prevents this, then extensions and alterations are favoured over new-build schools.
<b>PLANNED PROVISION</b>	Although a number of schools have or will shortly be transferring to become academies it is not expected that this will have any adverse impact on the ability of WCC to manage school places across the

	<p>County. Despite their more autonomous status, academies still form part of the provision of 'basic need' for school places which must be satisfied by WCC.</p> <p>WCC Children's Services met with headteachers from the Bromsgrove pyramid of schools in September 2013 to discuss immediate pressures and options for provision of additional school places. Consultation took place in late 2013 and early 2014 on provision of a number of additional school places. This was in response to rising pupil numbers which is partly due to housing growth but more specifically is part of the general trend for a rising birth rate in urban areas and some shifts in parental preferences. This may result in a need to be slightly more cautious about what capacity currently exists to meet the first phases of growth. Results of further consultation awaited.</p>
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	<p>WCC Education department have commented that there are no showstoppers in terms of education provision. They will continue to seek education contributions from developers via S106 or CIL contributions and will monitor pupil numbers on an on-going basis to ensure that there are sufficient school places.</p> <p>Currently there are spaces in Bromsgrove town to accommodate at least the first phases of growth. In particular there are spaces in Catshill First School and also at Catshill Middle School. These schools are in close proximity to the largest expansion site (BROM 2) and WCC will seek contributions from this development to the financial investment required. For the other main allocations the numbers of pre-school children coming through will be monitored and opportunities to expand schools as and when necessary will be sought. WCC do not anticipate that any entirely new schools will be required.</p>
<b>ROLE OF THE BDP</b>	<p>There is a need for local authorities to take account of demographic projection and to work with partners to ensure adequate provision of educational facilities.</p> <p>The BDP will need to ensure that new development within the District is supported by adequate education provision. Policy BDP12 Sustainable Communities seeks to ensure that new development contributes to the provision of sustainable and inclusive communities to meet long term needs and BDP6 Infrastructure Contributions states that development proposals will be required to provide or contribute to the provision of infrastructure required to make a scheme acceptable in planning terms</p>

#### Further and Higher Education

<b>RESPONSIBLE DELIVERY BODIES</b>	North East Worcestershire College Bournville College
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	The NEW College Mission Statement is: "To realise the potential of all learners by providing high quality staff and learning environments that enable learners to enjoy their learning and achieve and progress, benefitting themselves and others in their communities and/or workplaces."
<b>EXISTING PROVISION</b>	<b>North East Worcestershire College (NEW College)</b> is a general further education college with campuses at Slideslow Drive in Bromsgrove and Peakman Street, Albert Street and Fishing Line

	<p>Road in Redditch. The College also offers outreach courses in community and employer premises across Worcestershire. Enrolment is open to anyone aged 16 and over and during the year 2009 -2010 there were around 3000 full-time and 6000 part-time students enrolled at the College. In addition to full and part-time courses the College offers Apprenticeship training in subjects that include Accounting, Business Administration, Child-Care, Construction Trades, Engineering, Hairdressing, Health and Social Care and Motor Vehicle Engineering.</p> <p>Over a ten year period investments totalling £40m have been made in upgrading existing buildings and substantial new build projects in both Redditch and Bromsgrove. The College is noted for its development of innovative projects with private and public sector partners including Artrix the Bromsgrove Arts Centre and a Harley Davidson European Training Centre that provides training for Harley-Davidson technicians from the UK, Europe and the Middle East. The College has been designated as an LSIS 'Beacon' college.</p> <p>A £3.5m arts and technology block opened at the Bromsgrove campus in 2011 and included a media and music centre with its own recording and TV studios to be used by both school leavers and adult part-time students.</p> <p>In 2011 Bournville College occupied its new purpose-built campus in Longbridge with a capacity for 15,000 students 4.2 acres of grounds on the site of the former MG Rover car factory that closed in 2005. Whilst not in Bromsgrove District it is adjacent to the border and is incorporated with the Longbridge Area Action Plan jointly prepared by Birmingham City Council and BDC. The AAP which stated that the College would be developed on a collaborative basis between Bournville College and North East Worcestershire College, and serve a wide catchment of students across South Birmingham and North Worcestershire.</p> <p>The college delivers:  Education and learning for 16-18 year olds including A Levels, BTECs, NVQs, Apprenticeships and bespoke qualifications;  Facilities for adult vocational skills and local workforce development;  An integrated business school;  Specialist facilities for automotive and construction skills;  Library and open learning facilities  Sports hall and recreational facilities. An important feature of the college is its 'open doors' approach to learning where opportunities and facilities (including library and recreational facilities) are accessible to the general public. Therefore Bromsgrove students, residents and businesses will benefit from the close proximity of the new college.</p>
<p><b>PLANNED PROVISION</b></p>	<p>Considerable expansion and updating of accommodation has taken place over the last five years at NEW college. Accommodation and resources for learning are attractive, modern and mostly of a high standard. Group sizes in a few areas, however, are too large for the available space. Plans are in hand to increase space substantially to resolve this concern. A carefully considered strategy for sustainability is in place to reduce carbon whenever possible.</p>

<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	Existing educational infrastructure needs to be sufficient to cope with the proposed increases in population due to the level of housing growth that is required to deliver the BDP. Linked to this is the growth in existing and new employment and the need to ensure the District has an appropriately trained and skilled workforce.
<b>ROLE OF THE BDP</b>	There is a need for local authorities to take account of demographic projection and to work with partners to ensure adequate provision of educational facilities. The BDP will work towards ensuring that new development within the District is supported by adequate education provision. Policy BDP12 Sustainable Communities seeks to ensure that new development contributes to the provision of sustainable and inclusive communities to meet long term needs and BDP6 Infrastructure Contributions states that development proposals will be required to provide or contribute to the provision of infrastructure required to make a scheme acceptable in planning terms

## HEALTH

<b>Health</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	Worcestershire NHS and Care Trust Worcestershire Acute Hospitals NHS Trust Ambulance Service
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	Both the Acute Hospital Trust (WAHT) and the Worcestershire Health and Care Trust (WHCT) are in the process of developing new estates strategies as a result of the changing needs of the population and a need to make efficiency savings. The WHCT has a clear vision for the future, developing a hub and spoke model to ensure that they operate from high quality, fit-for-purpose buildings located in the right place. Future service delivery within the WAHT will be determined by the outcome of the ongoing countywide "Future of Acute Hospital Services in Worcestershire." project (initially known as the Joint Services Review ) which is considering the best way to deliver these hospital services in the future in the light of competing demand for resources and skill shortages in key areas and the ultimate public consultation process for which will be led by the Clinical Commissioning Groups, or CCGs, probably now in the early part of 2014. The detailed estate strategy for the WAHT will be dependent on the outcome of this process.
<b>EXISTING PROVISION</b>	The Worcestershire Acute Hospitals NHS Trust (WHAT) provides hospital-based services from three main sites: Worcestershire Royal Hospital The Alexandra Hospital (Redditch) Kidderminster Hospital and Treatment Centre  The Alexandra Hospital in Redditch also serves the needs of Bromsgrove residents.  The Worcestershire Health and Care Trust (WHCT) manage the Community Health Care Estate, operating 150 buildings spread across more than 120 sites. The estate includes 5 community hospitals with around 60-70 satellite clinics. The community hospitals act as hubs for the clinics and The Princess of Wales hospital is located in Bromsgrove.

	<p>NHS England have confirmed that “the District (Bromsgrove and Redditch) currently has 26 surgeries (including branch surgeries) of varying age, size and configuration, and therefore their capacity to meet healthcare needs also varies. The surgeries are also located on very different sites and therefore their ability to expand or adapt to increase capacity also varies between surgeries. Some of the existing surgeries are in areas where demand for healthcare is high due to the characteristics of the area or the nature of the local population; other surgeries are better placed to cater for the needs of their area. The picture of existing surgery provision and the demands placed upon it is therefore complex, and capital for investment in improvements within the wider NHS system is inadequate.</p> <p>However, NHS England, NHS Property Services and the Redditch &amp; Bromsgrove Clinical Commissioning Group (CCG) have commenced a review of its existing estate as part of preparing a long term primary care strategy for the District. This will establish the following:</p> <ul style="list-style-type: none"> <li>• the current position in terms of existing surgery capacity and its ability to meet the healthcare needs of the current population;</li> <li>• the scope for future improvements/extensions or rationalisation of surgeries; and,</li> <li>• the nature and cost of proposed changes to surgery provision to meet existing and expected future primary healthcare needs over the next 15 years.</li> </ul> <p>This will be informed by the work undertaken by Public Health in terms of the specific health needs of different areas of the District, as well as the proposals within the Revised Development Strategy referred to below.</p> <p>There are a number of underpinning principles that will guide the review of the NHS estate:</p> <ul style="list-style-type: none"> <li>• the need to see more care provided to people closer to home and in the most appropriate setting, in particular the movement to less care in hospital settings and more in community settings;</li> <li>• the development and use of new technology to enable more self-care;</li> <li>• the flexible use of health care estate to provide not just core contractual services but an enhanced and extended range of care; and,</li> <li>• sustainable and flexible approaches to the development of healthcare estate, which may impact on the size and scale of buildings required, including the use of multi-function buildings.”</li> </ul>
<p><b>PLANNED PROVISION</b></p>	<p>The long-term WHCT plan for Worcestershire is to develop an estates strategy to rationalise their estate. A number of unsustainable buildings and facilities have been identified that are too costly to run. It is likely that there will be an overall reduction in the number of facilities held (currently 5 community hospitals and 60-70 satellite clinics (GPs and Health Centres), as rationalisation of their estate and disposing of surplus assets, as well as providing care in different ways (e.g. in the home or through co-location with other services).</p>

	<p>Unlikely to involve closing locations, rather reducing the number of facilities in each location.</p> <p>With regard to Acute healthcare services currently provided at the Alexandra Hospital site, as part of the countrywide review above, consideration of the on-going viability of maternity and 24 hour A&amp; E is taking place to ensure that such services can be provided on a safe and sustainable basis for patients with appropriate clinical staffing, given modern models of medical staffing, medical rotas and ways of working.</p>
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	<p>Based on 4,000 to 7,000 new homes over the next 20 years WHCT do not consider that there would be any issues with provision that would affect development coming forward. More likely, the distribution of development will affect their decision on which facilities to keep and which to dispose of.</p>
<b>ROLE OF THE BDP</b>	<p>Services provided by the WAHT are funded via the commissioners ie Clinical Commissioning Groups (CCGs) and the payment by results mechanism. Therefore any projected increased health demand as a result of population and development growth will need to be discussed with the Clinical Commissioning Groups (CCGs) who would be required to fund such services and the associated capital and health infrastructure requirements. However the healthcare sector may have to look to developer contributions to support the provision of additional health provision whenever major housing developments are undertaken as per other public sector services.</p>

<b>Emergency Services</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	<p>West Mercia Police (WMP) Hereford and Worcester Fire Service (HWFRS) West Midlands Ambulance Service NHS Trust</p>
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	<p>'Strategic Infrastructure Assessment' (SIA)</p>
<b>EXISTING PROVISION</b>	<p>There are 4 police stations in the District at Bromsgrove, Hagley, Rubery and Wythall. There are also local policing teams, made up of local policing officers, community support officers and special constables, that work with the community to improve the neighbourhood. There are 9 local policing teams in Bromsgrove district.</p> <p>Due to the size of the Bromsgrove district, Bromsgrove Fire Station is only responsible for the Bromsgrove town centre, Catshill, Rubery, Stoke Prior and smaller settlements in between. Other settlements within the District are covered by fire stations in neighbouring districts. For example, fire stations in Kidderminster are responsible for incidents in Hagley or Clent. Fire stations in Redditch are responsible for incidents in Alvechurch and Wythall.</p> <p>The Bromsgrove fire station and police stations are proposed to relocate to the site adjacent to a new site on School Drive, Bromsgrove (as detailed below).</p> <p>From the response time perspective, location of new development is</p>



	<p>preferred to be near to the location of the future station.</p> <p>Additionally there is an ambulance station and police post based in Barnsley Hall Drive close to junction 1 of the M42; A police post at Buntsford Gate, Buntsford Drive; Frankley Police Post at Frankley Motorway Services on the M5 on Liley lane.</p>
<p><b>PLANNED PROVISION</b></p>	<p>West Midlands Police and HWFRS are in the process of providing a new joint police and fire station in Bromsgrove. This project has planning consent and is due to complete in 2013. The new station will cost around £10m which will be met from prudential borrowing between WMP and HWFRS.</p> <p>West Mercia Police (WMP) are required to reduce their annual spend by approximately £30m per year by April 2015. This is required as a result of the Government's Comprehensive Spending Review (CSR 1) announced in 2010, which covered four financial years up to 2014/15. At the time of writing, WMP are in year 3 of this cycle with the next financial year (2014/15) being the final year. It should also be noted that the Council Tax precept for policing has been frozen for 2013/14. Key to meeting the tough financial challenge has been the establishment of a 'Strategic Alliance' with Warwickshire Police. This involves both Forces sharing assets as much as possible, to ensure that services can be delivered in the most effective way.</p> <p>Hereford &amp; Worcester Fire and Rescue Service (HWFRS) are facing a period of significant uncertainty over future funding. Although grant reductions for 2013-14 and 2014-15 are now known, accurate information about future years is not available. In addition, the actual practical impacts of the major reforms to the Business Rates and Council Tax benefits are yet to be realised. In preparing the medium term financial plan, the Fire and Rescue Authority has taken into consideration the best available information, and anticipates the need to save an additional £4m by 2016-17, over and above the £2.3m savings identified since 2010-11. The achievement of these savings will demand radical changes, and the Authority is, therefore, reviewing how it needs to adapt services, priorities and ways of working in order to sustain its standards of service delivery and performance improvement for the future. Further work on financial planning and identifying savings is on-going.</p> <p>The result of the above is that WMP and HWFRS have no resources at all to enable the provision of the additional infrastructure that will be required to address the demands arising as a result of the future development and population growth proposed for Bromsgrove District and Redditch Borough.</p> <p>WMAS - During the past 12 months there has been a shift in the strategic delivery of ambulance/pre hospital medical care across the West Midlands Ambulance Service area.</p> <p>This entails the closure of old and decaying estate and moving the majority of resources into ambulance "hubs" but with the provision of tactically placed response points and CAS points within the "old" station areas.</p> <p>Locations are based on historical ambulance activity which could</p>

	<p>obviously shift in the event of proposed development. There are current proposals that could see services at the Alexandra Hospital downgraded or removed altogether. This could also require a change in pre hospital care and an increase in WMAS demand within the area.</p>
<p><b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b></p>	<p>WMP Wherever new development is placed, it will naturally attract people to live and work. This in turn creates both perpetrators and victims of crime. As a result, additional demands are made on police resources to ensure the new communities are safe. In order to meet this extra demand a significant increase in the level of additional financial resourcing is required, both capital and financial. This manifests itself in a variety of forms (depending on the nature and scale of the proposed development), including:</p> <ul style="list-style-type: none"> <li>▪ The capital costs of acquiring land, buildings and facilities for providing additional permanent policing services;</li> <li>▪ Extension of existing police stations;</li> <li>▪ Replace temporary with permanent accommodation</li> <li>▪ Provision of new vehicles and other resources to police new developments</li> <li>▪ Extension of existing communication infrastructure; and</li> </ul>

	<ul style="list-style-type: none"> <li>Implementation of crime reduction measures in line with 'secured by design' principles.</li> </ul> <p>WMAS Important considerations: Road capacity: increased housing and business expansion could cause extra traffic congestion and delay response to calls .</p> <p>Increase in population could lead to relative increase in demand.</p> <p>Modifications to the services at the acute hospital which could lead to increased demand for WMAS services.</p> <p>Change in activity areas could make locations of existing response points highly challenged.</p>
<b>ROLE OF THE BDP</b>	BDP 19 High Quality design states that the Council will deliver high quality people focused space through ensuring developments meet the 'Secured by Design' standard. BDP6 Infrastructure Contributions will ensure appropriate contributions are sought. BDP 16 Sustainable Transport seeks to ensure an efficient and accessible highways network is maintained.

#### **D. Leisure Services**

##### **Indoor facilities**

<b>RESPONSIBLE DELIVERY BODIES</b>	BDC Leisure, Environmental and Community Services Sport England Private sector The Sports Partnership Herefordshire and Worcestershire (SPHW) Community Sports Network (CSN)
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	Open Space, Recreation and Sport Local Needs Assessment and Sports & Active Recreation Strategy 2009-2012 (Bromsgrove District Council – 2009)
<b>EXISTING PROVISION</b>	<p>Dolphin centre</p> <p>Outdoor sports facilities include grass pitches, tennis courts, bowling greens, synthetic turf pitches and golf courses. 95 outdoor sports facilities are identified in Bromsgrove.</p> <p>The Open Space, Recreation and Sport Local Needs Assessment concluded that generally there is a good distribution of outdoor sports facilities across the District with all residents having access to at least one outdoor sports facility within the recommended travel time. All residents, with the exception of those in the far North East of the District (Hollywood and Majors ward) are within a 15 minute drive of tennis court provision and the majority, with the exception of those in the far North West of the District (Hagley Ward), fall within the accepted travel times for bowling greens, athletic tracks and STP's.</p>
<b>PLANNED PROVISION</b>	£8-10 m investment in Dolphin centre due by 2018 providing new leisure facilities. Investment in Ryland centre indoor facilities.
<b>INFRASTRUCTURE REQUIREMENTS</b>	The above scheme is already identified to address existing leisure requirements within the District but the improved facilities will also be

<b>TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	of benefit to future residents, assisting in meeting needs arising from the proposed level and distribution of new development. The PPG17 Study highlighted that there is an unmet demand of outdoor sports facilities in many areas of Bromsgrove. For indoor sports facilities, shortfalls may equate to 3 courts by 2019. There is also a need to increase the capacity for swimming to meet longer term needs.
<b>ROLE OF THE BDP</b>	The Dolphin Centre proposal is also relevant to BDP17 Town Centre Regeneration as this scheme will be key to contributing towards the Towns regeneration.

### Play areas and pitches

<b>RESPONSIBLE DELIVERY BODIES</b>	BDC Leisure, Environmental and Community Services Private sector Worcestershire partnership Improving culture, arts and sporting opportunities through planning- a good practice guide TCPA 2013
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	Open Space, Recreation and Sport Local Needs Assessment and Playing Pitch Strategy (PMP – 2007) Sports & Active Recreation Strategy 2009-2012 (Bromsgrove District Council – 2009)
<b>EXISTING PROVISION</b>	<p>Bromsgrove has over 70 parks and open spaces, these range from small gardens for sitting and relaxing, woodland areas for long walks and rambling to formal town parks with facilities such as bowling greens, skate parks, tennis courts, football pitches, children's play areas and a bandstand.</p> <p>The Open Space, Recreation and Sport Local Needs Assessment concluded that;</p> <ol style="list-style-type: none"> <li>1) The distribution of parks is uneven and there are some areas where residents are outside of the recommended distance thresholds.</li> <li>2) Natural and semi natural open spaces are unevenly distributed and new provision may also be required in some areas</li> <li>3) There is a need for qualitative enhancements to a number of existing amenity green space sites.</li> <li>4) There is significant variation in the quality of provision for children and young people although sites are distributed relatively evenly across the District.</li> <li>5) There are currently 12 allotment sites across Bromsgrove, totalling 15.28 hectares and equating to an overall level of provision of 0.174 hectares per 1000 population. All Council owned allotment sites have waiting lists and it is evident from Parish Plans, consultation with allotment users and the Council's allotments officer that demand for allotments is increasing.</li> </ol> <p>Within the District, there are 33 play areas owned by Bromsgrove District Council catering for all ages. In addition, there are 6 Multi Use Games Area's located throughout the District, and 3 skate parks. Daily inspections are carried out and a rolling refurbishment programme is in place to maintain the standard of the facilities.</p> <p>The Playing Pitch Strategy ( PMP) shows under-supply of pitches and provision should be made for at least one synthetic pitch and floodlit training facilities for football.</p>

<b>PLANNED PROVISION</b>	BDC will continue to seek developer contributions in accordance with BDP 6 Infrastructure Contributions. The Bromsgrove Playing Pitch Strategy pilot work may highlight under provision in adult pitches which may lead to identification of investment required to satisfy this shortfall.
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	As part of the Open Space, Recreation and Sport Local Needs Assessment the Council has reviewed its standards for provision of open space and associated planning and these standards are included in the BDP 25 Health and Well Being.
<b>ROLE OF THE BDP</b>	BDP 25 Health and Well Being states that Bromsgrove District Council will support proposals and activities that protect, retain or enhance existing sport, recreational and amenity assets, lead to the provision of additional assets, or improve access to facilities, particularly by non-car modes of transport. This will include maintaining greater access to and enjoyment of the countryside. The Council will ensure all new residential developments meet and contribute towards the qualitative, quantitative and accessibility standards set for the open space, sport and recreation facilities in the District. Furthermore BDP 6 Infrastructure contributions ensures that development proposals will be required to provide or contribute to the provision of infrastructure that are necessary to make a scheme acceptable in planning terms.

<b>Community Centres</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	Parish Councils BDC
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	Improving culture, arts and sporting opportunities through planning- a good practice guide TCPA 2013
<b>EXISTING PROVISION</b>	Bromsgrove has approximately 26 village halls/community centres around the District. One example of these is The Trunk, which is located in Charford. It is run by EPIC (Empowering People in Communities), BDHT and Bromsgrove District Council, and is split into Club Youth, offering youth services and learning, training and support activities to adults. These village halls etc provide a valuable resource in local communities by offering a range of activities etc to reflect community life and enhance social cohesion. In Bromsgrove Parish Councils, churches, residents groups have an indispensable role to play in running such facilities. Youth provision could form part of a range of activities offered in local community centres.
<b>PLANNED PROVISION</b>	New Community facilities will be encouraged in line with sustainable development principles and in appropriate circumstances as part of planning applications. Careful consideration needs to be given to making suitable management arrangements. New models of community centre provision may be run by volunteers with relevant skills in the local community, development trusts or co-located facilities for example with libraries. Such provision would need to be self financing and managed.
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE</b>	New Community facilities will be encouraged in line with BDP6 Infrastructure in appropriate circumstances as part of planning applications.

<b>DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	
<b>ROLE OF THE BDP</b>	<p>BDP 12 Sustainable Communities states that the Council will ensure provision is made for services and facilities to meet the needs of the community. It will also seek to retain existing services and facilities that meet a local need or ensure adequate replacement is provided. New developments that individually or cumulatively add to requirements for infrastructure and services will be expected to contribute to the provision of necessary improvements in accordance with BDP6.</p> <p>BDP 25 Health and Well-Being states that Bromsgrove District Council will support proposals and activities that protect, retain or enhance existing sport, recreational and amenity assets, lead to the provision of additional assets, or improve access to facilities, particularly by non-car modes of transport.</p>

<b>Libraries including Registry Services</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	WCC
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	<p>Public Libraries and Museums Act 1964</p> <p>Worcestershire Libraries &amp; Learning UK online Strategy 2011 /2012</p> <p>WCC Libraries and learning ILT / E-Learning Strategy 2011 to 2013</p>
<b>EXISTING PROVISION</b>	<p>Bromsgrove is well provided for in terms of library facilities having 6 libraries compared to 21 in the whole of the County. These libraries are found at Alvechurch, Bromsgrove Town Centre, Catshill, Hagley, Rubery and Wythall.</p> <p>Catshill library has recently been successfully relocated into Catshill middle school. Alvechurch library is also located in Alvechurch first/middle school.</p> <p>Libraries are a community facility which besides lending books etc also offer the use of computers, work/job clubs, run adult education courses for both leisure and recreation and also basic numeracy and literacy (funded by Skills Funding Agency)</p> <p>Bromsgrove has a standalone registry office, and this covers births, deaths and performs wedding ceremonies.</p>
<b>LANNED PROVISION</b>	<p>This is a period of great change for the Library Service in Worcestershire with cuts in the library budget. Each library is to be assessed individually over a 3 year period. The County Councils aspiration is to seek cost saving measures and community-led solutions, devolving responsibility for local delivery where appropriate.</p> <p>The next three years will therefore see a radical re-defining of the County's library service and the exact costs are as yet unknown.</p> <p><b>Alvechurch</b> Linked to First and Middle school (PFI). Opportunity to draw in further services and get greater community involvement.</p> <p><b>Bromsgrove</b></p>

	<p>Hub Library. Opportunity to re-define service and to relocate and integrate with other local services as part of town centre regeneration. Opportunity for local community to take greater role in delivery subject to consultation.</p> <p><b>Catshill</b> Catshill library has recently been successfully relocated into Catshill middle school.</p> <p><b>Hagley</b> Small stand alone building. Opportunity for local community to deliver service. Will be subject to local consultation.</p> <p><b>Rubery</b> Potential to bring other services on site e.g. Youth and Police. Opportunity for greater involvement of Local Community, subject to local consultation.</p> <p><b>Wythall</b> Shares site with redundant health centre owned by PCT. Potential for re-provision developing a volunteer run service from adjoining newly developed parish rooms. Will be subject to local consultation. Youth provision could form part of a range of activities offered in multi- functional community centres. Bromsgrove's standalone registry office has spare capacity to cope with future needs.</p>
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	<p>Libraries are a valued community resource which contributes to the sustainable communities agenda whereby people can access local services that reflect the community's needs and support its health, social and cultural well-being. Policy BDP12.1 states that the Council will ensure provision is made for services and facilities to meet the needs of the community. It will also seek to retain existing services and facilities that meet a local need or ensure adequate replacement is provided. New developments that individually or cumulatively add to requirements for infrastructure and services will be expected to contribute to the provision of necessary improvements in accordance with BDP6.</p>
<b>ROLE OF THE BDP</b>	<p>BDP 12 Sustainable Communities and BDP 17 Town Centre Regeneration are both relevant to the provision of library services.</p>

<b>Faith and cemeteries</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	Faith organisations BDC
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	Open Space, Recreation and Sport Local Needs Assessment
<b>EXISTING PROVISION</b>	<p><b>Places of Worship</b></p> <p>There are approximately 22 places of worship in Bromsgrove covering various faiths. Sometimes churches have cemeteries attached to them in churchyards (These are not listed below.) These are some of the areas churches are involved in the local community; Sunday Public Worship Meetings, children's activities, including fun activities and teaching from the Bible, young people's group caters for school years 9-13, giving time for the young people to socialise and learn life skills together, football nights, Street Pastors - Street pastors is a joint initiative between multiple churches, the Police and the</p>

	<p>Council. It aims to provide a helping hand to those leaving pubs and clubs late in the night providing a safer and more enjoyable night out for many members of the community, prayer meetings and events such as an Easter egg hunt for children, summer BBQ, quiz night, comedy night and late summer weekend camp. Many of these activities are organised on a voluntary basis.</p> <p><b>Cemeteries</b></p> <p>Bromsgrove has three cemeteries, the Old Cemetery, on Church Lane, which opened in 1850, the New Cemetery on Church Road, Bromsgrove and North Bromsgrove Cemetery in Barley Mow Lane, Catshill, Bromsgrove.</p> <p>The Open Space, Recreation and Sport Local Needs Assessment concluded that the quality of cemeteries and churchyards is currently good across the District and that supply is likely to be sufficient to meet future demand.</p>
<b>PLANNED PROVISION</b>	A cemetery extension has been set aside at Catshill and this will cater for needs up to 2030 and beyond (Planning application number 2000/008).
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	It is not usual for either the public sector or developers to directly fund the provision of Places of Worship. However, it is not uncommon for community buildings to be made available within large scale residential developments, including their use by faith groups where appropriate. (Please refer to section above concerning community centres).
<b>ROLE OF THE BDP</b>	BDP 12 Sustainable Communities states that the Council will ensure provision is made for services and facilities to meet the needs of the community. It will also seek to retain existing services and facilities that meet a local need or ensure adequate replacement is provided.

<b>Social care</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	WCC Adult Social Care Services BDHT Private sector BDC
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	The Right Home, at the Right time, in the Right Place; A Housing Strategy for Worcestershire March 2011
<b>EXISTING PROVISION</b>	<p>The way in which adult social care services is delivered changed as part of government reforms and the Personalisation agenda. This provided more choice over how to access the services required – known as Self-Directed Support. In order to do this effectively, the opportunity to take control of any social care funding that may be forthcoming was provided – the Personal Budget.</p> <p>Although this Choice and Control programme came to a close in April 2011, there is still work to do to ensure that people requiring adult social care support have more choice and control and are able to stay living in their communities for as long as possible, thus preventing the need for more intensive support services. Some of this work is about working with businesses, voluntary organisations and other council services to ensure that their services meet the requirements of the</p>



	<p>personalisation agenda. Work is going on to develop the marketplace and improve links with other areas of the council and organisations in the public sector and private sector, including health colleagues and housing providers. Work is also ongoing with voluntary sector organisations, local communities and district councils to make sure that the widest possible range of support is available.</p> <p>Some examples of housing for the elderly includes Gilbert Court managed by BDHT provides extra care housing, comprising 92 flats, bungalows. It was built in 2008 and includes mobility and wheelchair as standard to properties. It has on-site care staff (24 hours / 7 days) (24 hours, 7 days) and community alarm service. It also provides a lounge, restaurant, laundry, guest facilities, garden, hobby room. New residents are accepted from 60 years of age. The tenure is either rent (social landlord) or Shared Ownership.</p> <p>Housman Park is a purpose-built retirement group of flats for independent living, which surround Housman Court Social Care Home. The site is adjacent to Bromsgrove town centre, with shopping facilities within easy walking distance. It comprises 57 one and two bedroom flats built in 1987 and classed as housing with support/ close care housing.</p>
<p><b>PLANNED PROVISION</b></p>	<p>The Council aims to ensure that older people are able to secure and sustain their independence in a home appropriate to their circumstances and to encourage developers to build new homes to the 'Lifetime Homes' standards so that they can be readily adapted to meet the needs of those with disabilities and the elderly as well as assisting independent living at home.</p> <p>The BDP 17 Town Centre Regeneration identifies the Recreation Road site in the Town Centre as being capable of being developed as a high density residential scheme suitable as retirement living. Independent 'Extra-Care' style units (C3) are envisaged to provide a retirement living complex which could share a number of onsite facilities, such as a shops, hairdressers and communal facilities such as a restaurant and lounges and a garden. More specific nursing care (C2) could be included within the scheme as well as a small amount of general needs housing.</p> <p>It is also envisaged that an 'extra care' facility could be provided as part of the proposed new development at Perryfields Road. This could help to meet the pressing need in the District for accommodation for the elderly.</p> <p>BDP 17 states that Recreation Road will be developed as a high density residential scheme suitable as retirement living. This is intended to be independent 'Extra-Care' style units (C3) to provide a retirement living complex which could share a number of onsite facilities, such as a shops, hairdressers and communal facilities such as a restaurant and lounges and a garden. More specific nursing care (C2) could be included within the scheme as well as a small amount of general needs housing. Whilst BDP 5 A Town Expansion Sites states that to address the housing needs of the elderly all dwelling</p>

	should seek to achieve Lifetime Home Standards and BROM2 (Perryfields Road) should contain an 'extra care' type facility of approximately 200 units
<b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b>	Currently, roughly 20% of the population in Bromsgrove is aged over 65, and this proportion is set to rise to around 30% by 2026. Based on these population projections and analysis of Census data it is anticipated that the growth in elderly population will lead to a requirement for more accommodation based care services comprising a mix of residential, nursing and extra care housing.
<b>ROLE OF THE BDP</b>	The Council will, through the identification of sites and/or granting of planning consents in sustainable locations, provide for the development of residential care homes, close care, extra care and assisted care housing and in particular Continuing Care Retirement Communities which encompass an integrated range of such provision. The BDP recognises these needs in BDP7 Housing Mix and Density, BDP8 Affordable Housing, BDP10 Homes for the Elderly, BDP17 Town Centre Regeneration and BDP 19 High Quality Design

### 3) GREEN INFRASTRUCTURE

<b>Green Infrastructure</b>	
<b>RESPONSIBLE DELIVERY BODIES</b>	WCC BDC Natural England Sport England The Environment Agency English Heritage The Forestry Commission The National Trust Worcestershire Wildlife Trust Woodland Trust Canal and River Trust formerly British Waterways Sustrans Primary Care Trust/NHS Trust
<b>STRATEGIES, PLANS AND PROGRAMMES</b>	Worcestershire Green Infrastructure Strategy 2013-2018 Planning for Multifunctional GI Framework For Worcestershire July 2012 Natural England Green Infrastructure Guidance October 2011 Green Infrastructure Baseline Report BDC Green Academies Project Natural England Worcestershire Access and Informal Recreation Strategy 2009-2019 A Rights of Way Improvement Plan for Worcestershire 2007-2017, Worcestershire County Council (2007) Worcestershire GI Strategy Rural Development Programme
<b>EXISTING PROVISION</b>	Natural England defines Green Infrastructure as being:  <i>"...a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure includes parks, open spaces,</i>

	<p><i>playing fields, woodlands, allotments and private gardens.”</i></p> <p>Various national bodies are responsible for managing and maintaining elements of GI within Bromsgrove including Natural England (sites of national importance including SSSIs) and British Waterways as the navigating authority.</p> <p>In Worcestershire, a GI steering group (namely the Worcestershire Green Infrastructure Partnership) has been recently formed. The group is chaired by the Worcestershire Wildlife Trust and has members from the Worcestershire County Council, Natural England, English Heritage, Environment Agency, Forestry Commission, District Councils, Biological Record Centre and the Primary Care Trust(NHS Trust).</p> <p>The GI Partnership is working with partners including The Environment Agency, Natural England, Forestry Commission, English Heritage and Worcestershire Wildlife Trust to develop a sub-regional green infrastructure framework and strategy.</p> <p>Some of the key assets that contribute to the GI network include the Lickey, Clent and Waseley Hills Country Parks, 2 canals, numerous pools, reservoirs and various watercourses. The District contains 13 SSSI's and 90 Local Sites and 91% of the District is designated Green Belt.</p> <p>An Audit of Open Space in March 2010 found that the District has the current provision;</p> <table border="0" data-bbox="587 1037 1300 1272"> <tr> <td>Parks and gardens</td> <td>(22.63 ha)</td> </tr> <tr> <td>Natural and semi natural open space</td> <td>(37.76 ha)</td> </tr> <tr> <td>Amenity Greenspace</td> <td>(34.76 ha)</td> </tr> <tr> <td>Provision for children and young people</td> <td>(2.39ha)</td> </tr> <tr> <td>Outdoor sports facilities</td> <td>(145.94 ha)</td> </tr> <tr> <td>Allotments</td> <td>(15.28ha)</td> </tr> <tr> <td>Cemetries and churchyards</td> <td>(18.13 ha)</td> </tr> </table> <p>The Green Academies Project is a project funded by Natural England to support the National Trust's work with young people from urban areas to develop their skills. At the Clent Hills a playground made from local natural materials, has been built by a group of students. Volunteers carry out vital work every week. Projects include fencing, coppicing, wildlife care, ditch digging, weeding and bird-hide building.</p>	Parks and gardens	(22.63 ha)	Natural and semi natural open space	(37.76 ha)	Amenity Greenspace	(34.76 ha)	Provision for children and young people	(2.39ha)	Outdoor sports facilities	(145.94 ha)	Allotments	(15.28ha)	Cemetries and churchyards	(18.13 ha)
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Allotments	(15.28ha)														
Cemetries and churchyards	(18.13 ha)														
<p><b>PLANNED PROVISION</b></p>	<p>An audit has been carried out in Bromsgrove to identify the existing GI assets in the District. The audit, together with the Worcestershire Sub Regional GI Framework which the Worcestershire GI Partnership is working on, provide baseline information to allow more informed judgements to be made about site assessment and help shape planning policies and inform future planning decisions within the District.</p> <p>A GI Concept Plan for Perryfields, BROM2, identified in the BDP as a Strategic site, has been prepared by the Worcestershire GI Partnership.</p> <p>The Concept Plan has benefited from scrutiny and input from stakeholders and relevant developers. It is not a statutory document and holds the status of a guidance paper to provide a framework for the master planning of a comprehensive multifunctional green</p>														

	<p>infrastructure. The work will form a model for future working.</p> <p>There are many individual strategies and management plans for the various GI assets and those of significance are highlighted below.</p> <p><i>Rights of Way</i> Under the Countryside and Rights of Way Act 2000 WCC have produced a draft “Rights of Way Improvements Plan” and this states that “<i>signing, path maintenance, accessibility of furniture and incidence of actual or perceived barriers are all areas where further work on improving standards is envisaged</i>”</p> <p>Funding for various elements of GI may be available from the following sources (list is not exhaustive): agri-environment funding/Rural Development Programme; England Woodland grant scheme; National Lottery/Big Lottery; for establishment of Open Space; Heritage Lottery/Heritage Fund for conserving/enhancing Heritage assets including nature reserves and parkland; hypothecated taxes(revenue) and endowments(revenue).</p>
<p><b>INFRASTRUCTURE REQUIREMENTS TO SUPPORT THE DELIVERY OF THE BROMSGROVE DISTRICT PLAN</b></p>	<p>It is important that new development should contribute to an appropriate network of green infrastructure. A series of guiding principles have been formulated as part of the GI Concept Plan for the Perryfields area on biodiversity, landscape character and visual amenity, historic environment, access and recreation, blue infrastructure and design of built environment.</p> <p>The Canal and River Trust will also continue to seek improvements and upgrades to towing paths and waterways as a consequence of future development where this is likely to increase public usage.</p> <p>Infrastructure requirements necessary to maintain and provide for improvements to the GI network in many cases will also help to meet other key infrastructure delivery requirements such as for example flood alleviation via SuDS.</p>
<p><b>ROLE OF THE BDP</b></p>	<p>The BDP recognises the importance of creating a strong network of well-connected and multi-functional green infrastructure to provide an attractive environment, providing benefits for health and opportunities for formal and informal recreation.</p> <p>A number of policies are contained in the BDP to protect and enhance the District’s GI. Relevant policies include BDP1 Sustainable Development Principles, BDP5 on site allocations, BDP 20 managing the Historic Environment, BDP 21 Natural Environment, BDP23 Water Management, BDP24 Green Infrastructure and BDP25 Health and Well Being.</p>

Live Document

**Appendix B Infrastructure Delivery Schedules**

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
<b>1) Physical Infrastructure</b>							
<b>A) TRANSPORT</b>							
<p>The transport IDP work has been completed by Worcestershire County Council in conjunction with Halcrow and on behalf of Bromsgrove District Council and Redditch Borough Council. Due to Redditch cross boundary growth and the impact of this on the road networks in both Redditch and Bromsgrove this work cannot be separated out between both authorities and therefore this joint section of the IDP should be read in conjunction with each authorities IDPs covering wider infrastructure types as detailed below.</p>							
<b>B) UTILITIES</b>							
<b>i)POWER</b>							
<b>i.i) Gas</b>							
Norton Farm BROM 1	Development will generate 7029 kwh gas supply load	Alongside development	tbc	National Grid gas/developers	National Grid/developers	BDP 3 Future Housing and Employment Development,  BDP 5 A Town Expansion Sites	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Perryfields Road BROM 2		Alongside development	500,000  (gas and electricity quote from GTC,an independent utility infrastructure and networks provider)	Developer	Developer and utility provider	BDP 3 Future Housing and Employment Development, BDP 5 A Town Expansion Sites	
Polymer latex	Medium pressure gas main  Connection to 180mm diameter gas main in Westonhall Road	Alongside development	TBC	National Grid gas, developers	National Grid gas, developers	BDP 3 Future Housing and Employment Development	
Bromsgrove Town Expansion sites and other	tbc	Alongside development	TBC	National Grid gas, developers	National Grid gas, developers	BDP 3 Future Housing and Employment Development	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
development sites not specified above							
<b>i. ii) Electricity</b>							
BROM 1 Norton Farm	11kV reinforcement works  New distribution substation  TBC	tbc	tbc	Western Power Distribution/ Developer	Western Power Distribution/ Developer	BDP 3 Future Housing and Employment Development,  BDP 5 A Town Expansion Sites	
BROM 2 Perryfields	11kV reinforcement works  11kV feeder  Multiple distribution substations	tbc	(500,000 combined quote with gas see above)	Western Power Distribution/ Developer	Western Power Distribution/developer	BDP 3 Future Housing and Employment Development,  BDP 5 A Town Expansion Sites	



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
BROM3 Whitford Road	11kV reinforcement works  New distribution sub stations  TBC	tbc	tbc	Western Power Distribution/  Developer	Western Power Distribution/  Developer	BDP 3 Future Housing and Employment Development,  BDP 5 A Town Expansion Sites	
Bleakhouse Farm, Wythall	800 kVA substation and installation of mains cable and plot services	Alongside development  TBC	£477,000	WPD/  Developer	WPD/  Developer	BDP 3 Future Housing and Employment Development	
Selsdon Close, Wythall	New substation  Overhead cable diversion	Alongside development	£131,900  £33,690	WPD/  Developer	WPD/Developer	BDP 3 Future Housing and Employment Development	
Polymer latex	11kV reinforcement works  2 distribution sub stations	Alongside development	TBC	WPD/  Developer	WPD/Developer	BDP 3 Future Housing and Employment Development	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	800kVA transformer TBC						
Other strategic sites	TBC					BDP 3 Future Housing and Employment Development	
<b>ii) Telecommunications and broadband</b>							
Norton Farm BROM 1	Diversion of infrastructure	Alongside development	tbc	Developer to install chambers and ducting issued by BT	BT/Virgin Media	BDP 12 Sustainable Communities	
Perryfields Road, BROM2	ICT	Alongside development	Nil -BT have statutory obligation	Developer	Developer and utility provider/Virgin media	BDP 12 Sustainable Communities	
Bleakhouse Farm Wythall	On site ducts and chambers		tbc	BT/developer Developer will	BT	BDP 12 Sustainable	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
				install all on site ducts and chambers. Ducting frames and lids to be provided free of charge by BT. Developer to receive rebate per property		Communities	
Bleakhouse Farm Wythall	On site ducts and chambers		tbc	Virgin media/developer  Developer will install all on site ducts and chambers. Ducting frames and lids to be provided free of charge by VM. Developer to		BDP 12 Sustainable Communities	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
				receive rebate per property			
Rural parts of the District	Improvement to broadband connection speeds	2012-2020	£20-25m	WCC, Broadband delivery UK( BDUK), developers, BT	WCC, BDUK, developers, BT	BDP 12 Sustainable Communities	
	Various Mobile Operators have their own strategies and roll out plans for telecommunications delivery.					BDP 12 Sustainable Communities	
<b>C) Water</b>							
<b>i) waste water</b>							
Perryfields Road, BROM2	Local upsizing catchment separation, online/offline	More detailed capacity assessments will be required once phasing	This is yet to be determined. Initial modelling	The developer will be responsible for the cost of providing all	The developer will provide the on-site drainage.	BDP 3 Future Housing and Employment Development BDP 23 Water	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	balancing	<p>and connection points are identified.</p> <p>There is expected to be some capacity initially</p> <p>Off-site capacity improvements will be required before the first property is occupied in line with development</p>	<p>assessments indicate that minor capacity improvements may be required but these will need to be assessed once potential sewer connection points have been identified.</p>	<p>on-site drainage and the cost of connecting to the nearest existing public sewer(s).</p> <p>Severn Trent is only responsible for paying for infrastructure improvements to ensure there is adequate off-site capacity in the existing sewerage system and providing sewage</p>	<p>Severn Trent will provide any off site infrastructure and/or any upgrades to the sewage treatment works.</p>	Management	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
				treatment capacity.			
Whitford Road, Bromsgrove	Potential localised capacity improvements	More detailed capacity assessments will be required once phasing and connection points are identified.	This is yet to be determined. Initial modelling assessments indicate that minor capacity improvements may be required but these will need to be assessed once potential sewer connection points have been	As above	As above	BDP 3 Future Housing and Employment Development BDP 23 Water Management	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
			identified.				
Norton Farm, Bromsgrove	Initial modelling work has identified that capacity to accommodate this development can be provided by undertaking catchment separation work	More detailed capacity assessments will be required once phasing and connection points are identified. There is expected to be some capacity initially.  Off-site capacity improvements will be required before the first property is occupied.	Separation work has been identified with a potential cost of £1m, however this would provide wider benefits that those just to accommodate this development. It would however require extensive attenuation to avoid flood risk in the receiving	As above	As above	BDP 3 Future Housing and Employment Development BDP 23 Water Management	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
			watercourse.				
Land adjacent to Wagon Works	Potential localised capacity improvements	More detailed capacity assessments will be required once phasing and connection points are identified.	This is yet to be determined. Initial modelling assessments indicate that minor capacity improvements may be required but these will need to be assessed once potential sewer connection	As above	As above	BDP 3 Future Housing and Employment Development BDP 23 Water Management	



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
			points have been identified.				
Kidderminster Road and Stourbridge Road, Hagley	Reports of historic flooding downstream of this site indicate that localise capacity upsizing/attenuation may be required, however until detailed modelling is undertaken the extent of any improvements is unknown.	More detailed capacity assessments will be required once phasing and connection points are identified	This is yet to be determined. Initial modelling assessments indicate that minor capacity improvements may be required but these will need to be assessed once potential sewer connection points have been	As above	As above	BDP 3 Future Housing and Employment Development BDP 23 Water Management	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
			identified.				
Gallows road/ Kidderminster Road, Hagley	As above	As above	As above	As above	As above	BDP 3 Future Housing and Employment Development BDP 23 Water Management	
Strathearn, Western Road, Hagley	As above	As above	As above	As above	As above	BDP 3 Future Housing and Employment Development BDP 23 Water Management	
Land at Algoa House Western Road Hagley	As above	As above	As above	As above	As above	BDP 3 Future Housing and Employment Development	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
						BDP 23 Water Management	
<b>ii) Water supply</b>							
Perryfields Road BROM 2		Alongside development	100,000	Developer	Developer and STWL	BDP 3 Future Housing and Employment Development, BDP 5 Town Expansion Sites, BDP 23 Water Management	
Bromsgrove Town Expansion sites, other development sites and	TBC	Alongside development	TBC	STWL	STWL	BDP 3 Future Housing and Employment Development BDP 23 Water	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
cross boundary sites						Management	
Bleakhouse Farm, Wythall	180mm reinforcement main	Alongside development	£207 k	STWL/Developer	STWL/developer	BDP 3 Future Housing and Employment Development BDP 23 Water Management	
Selsdon Close, Wythall	On site water mains	Alongside development	£6k payable by developer (if constructed by STW)  OR  £95k payable by STW (if constructed by developer)	STW/developer	STW/developer	BDP 3 Future Housing and Employment Development BDP 23 Water Management	
<b>iii) Flood risk</b>							

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
BROM 1 Norton Farm	<p>2 attenuation ponds, swales in POS (oversized pipework in swales and highway)</p> <p>There may be a need for some minor clearance downstream if plan to use the discharge point into the brook nearest All Saints church. Prefer to see investigations into the potential for using the old mill race channel.</p>	Alongside development	tbc	Developer	Developer	BDP 3 Future Housing and Employment Development BDP 23 Water Management	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
BROM 2 Perryfields	SuDS: Attenuation ponds Underground attenuation Surface water sewers Foul water sewers Pumping stations Watercourse clearance works	Alongside development	1,550,000      50,000	Developer      Developer	Developer/ STWL      Developer/EA	BDP 3 Future Housing and Employment,  BDP 5 Town Expansion Sites,  BDP 23 Water Management	
BROM 3 Whitford Road	Attenuation pond	Alongside development	tbc	developer	developer	BDP 3 Future Housing and Employment Development BDP 23 Water Management	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Bleakhouse Farm, Wythall	<p>Attenuation ponds and swales</p> <p>Boundary ditch maintenance is required to prevent an increase in flood risk to the surrounding areas.</p>	Alongside development	TBC	Developer	Developer	<p>BDP 3 Future Housing and Employment Development</p> <p>BDP 23 Water Management</p>	
Catshill	<p>Attenuation ponds</p> <p>There may be a need for downstream silt clearance following completion of the brook diversion</p>	Alongside development	TBC	Developer	Developer	<p>BDP 3 Future Housing and Employment Development</p> <p>BDP 23 Water Management</p>	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Selsdon Close, Wythall	<p>It is understood that the ground is unsuitable for soakaway drainage and therefore surface water will be collected into a storage pond via a piped network.</p> <p>(The balancing pool only has an outlet and takes overflow from the brook.)</p>	Alongside development	tbc	Developer	Developer	BDP 3 Future Housing and Employment Development BDP 23 Water Management	
Hagley	<p>Culverted section of Gallows Brook to be removed and replaced with open channel.</p> <p>Use of SuDS, whereby discharge into the ground</p>	Alongside development	tbc	Developer	Developer	BDP 3 Future Housing and Employment Development BDP 23 Water Management	



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	should be exhausted first before discharge to the Gallows Brook is considered, as ground conditions in Hagley permits the use of infiltration SuDS.						
Wagon Works	Attenuation ponds	Alongside development	Tbc	Developer	Developer	BDP 3 Future Housing and Employment Development BDP 23 Water Management	
<b>D) Waste management</b>							

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
County wide	Energy from waste facility at Hartlebury	PFI contract signed until 2023  New contract post 2023		WCC	WCC		
<b>2) Social Infrastructure</b>							
<b>A) Education</b>							
BROM 2	Additional 30 places per year group. Most likely to be delivered by extension of existing schools.	In the first phase of development for first school provision. Middle and high school provision may follow later depending on level of spare capacity at point of	£4,561,140 if can be delivered through existing schools.	Developer contributions to fund at least 50% of cost of additional places.		BDP 5 A Town Expansion Sites, BDP 12 Sustainable Communities	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
		application.					
BROM 2	Additional 30 places per year group. May be delivered by extension of existing schools or a new school on site.	In the first phase of development for first school provision. Middle and high school provision may follow later depending on level of spare capacity at point of application.	£4,561,140 if can be delivered through existing schools.  New school-costs tbc	Developer contributions to fund at least 50% of cost of additional places or new school.	Preferred option:Extension to existing schools  Fallback – new school on site	BDP 5 A Town Expansion Sites, BDP 12 Sustainable Communities	concerns raised about costs of expansion at the most likely candidate school. May have to consider creation of a new school on site
BROM 3	Additional 15 places per year group. Most likely to be delivered by extension of existing schools.	In the first phase of development for first school provision. Middle and	£2,280,570 if can be delivered through existing schools.	Developer contributions to fund at least 50% of cost of additional places.	WCC will manage provision.	BDP 5 A Town Expansion Sites, BDP 12 Sustainable Communities	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
		high school provision may follow later depending on level of spare capacity at point of application.		Contributions to be collected via S106 / CIL			
<b>B) Health</b>							
	Alexandra hospital					BDP 12 Sustainable Communities, BDP25 Health and Well Being	
Perryfields Road BROM 2	Healthcare provision (either on site or contribution to off site)	If on site could be provided alongside or as part of the local centre.	tbc	Developer/ S 106/CIL contribution/Healthcare provider	Developer and healthcare provider	BDP 5 A Town Expansion Sites	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Hagley	Extensions to Glebelands and Hagley GP surgeries	Alongside development		Developer/ S 106	Developer and healthcare provider	BDP 12 Sustainable Communities	( Wyre Forest CCG)
Various development sites	Healthcare provision	Alongside development	TBC	Developer/ healthcare provider	Developer/ healthcare provider	BDP 12 Sustainable Communities	
<b>C) Emergency services</b>							
Bromsgrove	New Joint Police and Fire station	2013	£10m	WMP and HWFRS  DevelopersTB C	WMP and HWFRS	BDP 12 Sustainable Communities	
Bromsgrove near Junction 1 of the M42	New ambulance hub in Bromsgrove to replace Redditch ambulance stations		An estimated £527,000			BDP 12 Sustainable Communities	
<b>D) Leisure facilities</b>							
<b>i) Built leisure, play areas, pitches and public art.</b>							

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
New Dolphin centre	New leisure facilities  New housing development  TBC	2015-2018	£8-10m	BDC	BDC	BDP 25 Health and Well being	
Norton Farm BROM 1	Local equipped area of play (LEAP)	Alongside development	£15k tbc	Developer	Developer	BDP 5 A Town Expansion Sites,  BDP 24 Green Infrastructure  BDP 25 Health and Well being	
	Informal Open space	Alongside development		Developer	Developer	BDP 5 A Town Expansion Sites ,  BDP 24 Green Infrastructure  BDP 25 Health	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
						and Well being	
	Off-site public arts					BDP 19 High Quality Design	
Perryfields BROM2	Sports pitch and changing rooms x4 car parking	Alongside development	£230k tbc	Developer/ possible match funding from Football Foundation  S106/CIL	Developer/BDC	BDP 5 A Town Expansion Sites, BDP 24 Green Infrastructure BDP 25 Health and Well being	Body responsible for on going management to be agreed
	Large Formal Open Space	Alongside development	£150K tbc	Developer/S 106/CIL	Developer	BDP 5 A Town Expansion Sites BDP 25 Health and Well being	Body responsible for on going management to be agreed
	Children and teen play facilities	Alongside development/	£90k tbc	Developer /S 106/CIL	Developer	BDP 5 A Town Expansion Sites BDP 24 Green Infrastructure	Body responsible for on going management to be agreed

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
						BDP 25 Health and Well being	
	Informal Open Space- natural and semi natural	GI phasing to be integrated with phasing of development	tbc	Developer /S 106/CIL	Developer	BDP 5 A Town Expansion Sites BDP 24 Green Infrastructure BDP 25 Health and Well being	Body responsible for on going management to be agreed
	Allotments	GI phasing to be integrated with phasing of development	£40K tbc	Developer	Developer/S106/CIL	BDP 5 A Town Expansion Sites BDP 25 Health and Well being	Body responsible for on going management to be agreed
	Scope for public arts (gateway)	Alongside development	£15k tbc	Developer/Possible match funding from English Arts/S106/CIL	Developer	BDP 19 High Quality Design	



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
BROM 3 Whitford Road	Toddler play area (on site)	Alongside development/	£50k tbc	Developer/ S106/CIL	Developer	BDP 24 Green Infrastructure BDP 25 Health and Well being	
	Teen/adult provision (off site- sanders ParkTBC tbc)	Alongside development	£50k tbc	Developer/ S106/CIL	Developer	BDP 24 Green Infrastructure BDP 25 Health and Well being	
Barnt Green	Public open space (on site)	Alongside development	As detailed in legal agreement	Developer/ S106/CIL	Developer	BDP 24 Green Infrastructure BDP 25 Health and Well being	
	Offsite contribution – Hewell Road play area or Bittell Rd POS for junior or teenage provision	tbc	£44k tbc	Developer S106/CIL	Developer	BDP 19 High Quality Design	
Catshill	Open space (on		£180k tbc	Developer	Developer	BDP 24 Green	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	site)					Infrastructure	
	Toddler Play area (on site)		£50k tbc	Developer	Developer	BDP 25 Health and Well being	
	Playing pitch (off site)		£30k tbc	Developer	Developer	BDP 24 Green Infrastructure	
	Adult /youth provision(off site-sanders Park)		£80k tbc	Developer	Developer	BDP 25 Health and Well being	
	Arts trail (off site-Sanders park)		£15k tbc	Developer	Developer	BDP 19 High Quality Design	
Hagley	LEAP		TBC	Developer	Developer	BDP 24 Green Infrastructure BDP 25 Health and Well being	
	Open space		TBC	Developer	Developer	BDP 24 Green Infrastructure	
	Allotments		TBC	Developer	Developer	BDP 25 Health	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
						and Well being	
	Public arts at railway station contribution(off site)			Developer	Developer	BDP 19 High Quality Design	
Wagon Works	LEAP	2013	complete	Developer	Developer	BDP 24 Green Infrastructure BDP 25 Health and Well being	
	Open space	2013	complete	Developer	Developer	BDP 24 Green Infrastructure BDP 25 Health and Well being	
Selsdon Close Wythall	On site POS	2013	complete	Developer	Developer	BDP 24 Green Infrastructure BDP 25 Health and Well being	
	Off site contribution towards	Alongside		Developer/	Developer	BDP 24 Green	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	POS/sport/Play/toilet at Wythall Park Silver St	development		S106/CIL		Infrastructure BDP 25 Health and Well being	
Bleakhouse Farm Wythall	Sport and POS improvements	Alongside development	£500k approx	Developer	Developer	BDP 24 Green Infrastructure BDP 25 Health and Well being	
	Off site contribution	tbc	£549,589 tbc	Developer S106/CIL	Developer	BDP 24 Green Infrastructure BDP 25 Health and Well being	
Polymer-latex	Public open space	Alongside development	£100k tbc	Developer	Developer	BDP 24 Green Infrastructure BDP 25 Health and Well being	
	Public arts contribution to off site play (PC site	Alongside development	£30k tbc	Developer S106/CIL contribution	Developer	BDP 19 High Quality Design	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	within walking distance						
Alvechurch (129 Birmingham Road)	Public open space	Alongside development	TBC	Developer	Developer	BDP 24 Green Infrastructure BDP 25 Health and Well being	
	Play sports contribution (off site-Bromsgrove east)	Alongside development	£67,589	Developer S106/CIL contribution	Developer	BDP 24 Green Infrastructure BDP 25 Health and Well being	
Other sites across the District	Youth provision	TBC	TBC	TBC	TBC	BDP 25 Health and well being	
<b>ii) Community halls</b>							
BROM 2 Perryfields	Community hall	Alongside development or as part of local	TBC	Developer S106/CIL contribution	Developer/WCC	BDP 5 A Town Expansion Sites, BDP 12 Sustainable	Size and function of facility to be

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
		centre				Communities	agreed.
Hagley	Expansion existing Community facilities	Alongside development	TBC	Developer S106/CIL contribution	Developer	BDP 12 Sustainable Communities	
Polymer latex	Community facilities	Alongside development	£30k TBC	Developer S106/CIL contribution	Developer	BDP 12 Sustainable Communities	
<b>E) Libraries</b>							
Bromsgrove library	Relocation of Bromsgrove library to Parkside	2014	£7m	WCC/BDC	WCC/BDC	BDP 12 Sustainable Communities	Cost of £7m relates to complete scheme  Including council offices , Bromsgrove hub and Registry office (not solely libraries

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							element)
<b>F) Cemeteries</b>							
Catshill	A cemetery extension has been set aside at Catshill	The extension will cater for Bromsgrove's needs up to 2030 and beyond	Land already acquired.	Bromsgrove District Council	Bromsgrove District Council	BDP 12 Sustainable Communities	Planning application no 2000/008
<b>G) Social Care</b>							
Town Centre, Recreation Road	Dedicated retirement living complex	tbc	tbc	'Extra care' type operator	Extra care' type operator	BDP 10 Homes for the Elderly	
Perryfields (BROM 2)	Dedicated retirement living complex	Could be provided adjacent or near local centre	tbc	'Extra care' type operator	Extra care' type operator	BDP 5A Town Expansion Sites, BDP 10 Homes for the	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
		alongside development				Elderly	
<b>3) Green Infrastructure</b>							
<p>Green Infrastructure (GI) is the network of green spaces and natural elements across the District. BDP policy 24 'Green Infrastructure' addresses this issue and states that development should have regard to and contribute towards the emerging Worcestershire Green Infrastructure Strategy, any local GI Strategy and the GI Concept Plans. The Worcestershire GI Strategy sets out county-scale principles to inform plans and strategies being developed by partner organisations and to enable a coherent approach to delivery across a range of initiatives. The WGI Framework documents provide the evidence base to inform and support the production of Worcestershire Green Infrastructure Strategy and future delivery of green infrastructure in Worcestershire. The Concept Plans prepared for strategic growth locations set out and prioritise the respective GI requirements for an individual site. It is anticipated that this IDP will be updated as required in relation to GI. It should also be noted that there is an overlap with GI infrastructure provision with other elements of this IDP due to the multi functionality of GI for example in relation to flood risk measures and leisure facilities.</p>							
Perryfields Road, BROM 2	Noise mitigation measures	Alongside development	2,300,000	Developer	Developer	BDP 5 A Town Expansion Sites, BDP 24 Green Infrastructure	Further studies are needed to determine exact details of measures required.
	Structural Landscape planting	GI phasing to be integrated with phasing of	inc	Developer/ S106/CIL	Developer	BDP 5 A Town Expansion Sites, BDP 24 Green	Proposals to be developed as part of GI



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
		development				Infrastructure	Strategy. Body responsible for on going management to be agreed
Proposed retained hedgerows		GI phasing to be integrated with phasing of development	inc	Developer/ S106/CIL	Developer	BDP 5 A Town Expansion Sites, BDP 24 Green Infrastructure	Proposals to be developed as part of GI Strategy. Body responsible for on going management to be agreed
Biodiversity Enhancement Battlefield Brook		GI phasing to be integrated with phasing of development	tbc	Developer/ S106/CIL	Developer	BDP 5 A Town Expansion Sites, BDP 24 Green Infrastructure	Proposals to be developed as part of GI Strategy. Body

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							responsible for on going management to be agreed
	Street Tree Planting	GI phasing to be integrated with phasing of development	tbc	Developer/ S106/CIL	Developer	BDP 5 A Town Expansion Sites, BDP 24 Green Infrastructure	Proposals to be developed as part of GI Strategy.  Body responsible for on going management to be agreed
	SuDS associated soft landscape planting only	GI phasing to be integrated with phasing of development	inc	Developer/ S106/CIL	Developer	BDP 5 A Town Expansion Sites, BDP 24 Green Infrastructure	Proposals to be developed as part of GI Strategy.  Body responsible for on going management

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							to be agreed
<b>JOINT SECTION OF IDP WITH REDDITCH BOROUGH COUNCIL</b>							
<b>1) Physical Infrastructure</b>							
<b>A) TRANSPORT</b>							
<p>An assessment of transport infrastructure requirements has been carried out by Worcestershire County Council (as Transport Authority) in conjunction with consultants Halcrow on behalf of Bromsgrove District and Redditch Borough Councils. Due to the location of cross boundary growth and the impact of this on the road networks in both Redditch and Bromsgrove, the identified transport infrastructure requirements are inextricably linked. The transport element of the IDP is therefore presented jointly for Bromsgrove and Redditch; this table should be read in conjunction with the rest of this IDP and the Bromsgrove IDP.</p>							
<b>Bus operations – routes and frequencies</b>							
<p>Note: Gold and Silver Bus Routes/Roadside Infrastructure referenced as per Worcestershire County Council Passenger Transport Infrastructure Best Practice Report (November 2007)</p>							
Redditch Service 50 (Brockhill	Silver Standard Bus Route, Service Frequency; Mon-Sat (15 mins), Evenings	In line with development	£400,000.00	Developer	Developer	BORLP No.4: Policy 19 BORLP No.4:	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Development)	and Sundays; min half hourly Periods of Operation; Mon-Sat (0600-1900), Evenings (1900-2300), Sundays (0800-2000)				WCC  Bus service provider	Policy 46	
Redditch Service 51 (Brockhill Development)	Silver Standard Bus Route, Service Frequency; Mon-Sat (15 mins), Evenings and Sundays; min half hourly  Periods of Operation; Mon-Sat (0600-1900), Evenings (1900-2300), Sundays (0800-2000)	In line with development	£400,000.00	Developer	Developer  WCC  Bus service provider	BORLP No.4: Policy 19  BORLP No.4: Policy 46	
Redditch Service 52	Silver Standard Bus Route, Service	In line with	£400,000.00	Developer	Developer	BORLP No.4:	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
(Brockhill Development)	Frequency; Mon-Sat (15 mins), Evenings and Sundays; min half hourly  Periods of Operation; Mon-Sat (0600-1900), Evenings (1900-2300), Sundays (0800-2000)	development			WCC  Bus service provider	Policy 19  BORLP No.4: Policy 46	
Redditch Service 61  (Developments east of the town centre)	Silver Standard Bus Route, Service Frequency; Mon-Sat (15 mins), Evenings and Sundays; min half hourly  Periods of Operation; Mon-Sat (0600-1900), Evenings (1900-2300), Sundays	In line with development	£667,000.00	Developer	Developer  WCC  Bus service provider	BORLP No.4: Policy 19	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	(0800-2000)						
Redditch - Webheath Service	Silver Standard Bus Route, Service Frequency; Mon-Sat (15 mins), Evenings and Sundays; min half hourly  Periods of Operation; Mon-Sat (0600-1900), Evenings (1900-2300), Sundays (0800-2000)	In line with development	£134,000.00	Developer	Developer  WCC  Bus service provider	BORLP No.4: Policy 19  BORLP No.4: Policy 48	
Bromsgrove Town Centre, linking developments and railway station	Silver standard bus route TBC in clover leaf route	TBC	800,000	Bus operators  Developers	Bus operators	BDP 1 Sustainable Development Principles, BDP 5 strategic sites, BDP 16 Sustainable	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
						Transport, BDP 17 Town Centre Regeneration	
Inter-Urban - Service 144 - Birmingham to Worcester (via Bromsgrove and Catshill)	Gold Standard Bus Routes, Service Frequency; Mon-Sat (15 mins), Evenings and Sundays; min half hourly  Periods of Operation; Mon-Sat (0600-1900), Evenings (1900-2300), Sundays (0800-2000)	In line with development	£2,200,000.00	Developer	Developer  WCC  Bus service provider	BORLP No.4: Policy 19  BDP 1 Sustainable Development Principles, BDP 5A Town Expansion Sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	
Inter-Urban -	Gold Standard Bus	In line with	£1,320,000.00	Developers	Developers	BORLP No.4:	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Service X3 - Kidderminster to Redditch (via Bromsgrove)	Routes, Service Frequency; Mon-Sat (15 mins), Evenings and Sundays; min half hourly  Periods of Operation; Mon-Sat (0600-1900), Evenings (1900-2300), Sundays (0800-2000)	development			WCC  Bus service provider	Policy 19  BDP 1 Sustainable Development Principles, BDP 5A Town Expansion Sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	
Inter-Urban - Service 143 - Birmingham to Redditch (via Bromsgrove and Catshill):	Gold Standard Bus Routes, Service Frequency; Mon-Sat (15 mins), Evenings and Sundays; min half hourly  Periods of	In line with development	£ 1,680,000.00	Developers	Developers  WCC	BORLP No.4: Policy 19  BDP 1 Sustainable Development	



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	Operation; Mon-Sat (0600-1900), Evenings (1900-2300), Sundays (0800-2000)				Bus service provider	Principles, BDP 5A Town Expansion Sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	
Inter-Urban - Service 145 - Bromsgrove to Redditch (via Longbridge)	Gold Standard Bus Routes, Service Frequency; Mon-Sat (15 mins), Evenings and Sundays; min half hourly  Periods of Operation; Mon-Sat (0600-1900), Evenings (1900-2300), Sundays (0800-2000)	In line with development	£ 1,200,000.00	Developer	Developer  WCC  Bus service provider	BORLP No.4: Policy 19  BDP 1 Sustainable Development Principles, BDP 5A Town Expansion Sites, BDP 16 Sustainable Transport,	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
						BDP 13 New Employment Development	
<b>Sustainable Transport Schemes</b>							
Note: See maps at the end of this table for details of the locations of development clusters							
Redditch Cluster <sup>1</sup>	Signing strategy to link development site to appropriate local cycle routes (particularly Cycle Route 5)  Provision for 2 Gold Standard Bus Stops	In line with development	£80,000.00	Developers	Developers  WCC	BORLP No.4: Policy 19  BORLP No.4: Policy 48	Cycle Route 5 routes through Webheath providing an access route for pedestrians and cyclists to Redditch town centre and the railway station via an on road cycle route

<sup>1</sup> Clusters’ – in order to keep the number of development locations to a manageable size in the Transport Network analysis work, the individual sites were combined into ‘clusters’. For full explanation please refer to paragraph 3.3 of ‘Bromsgrove Development Plan- Transport Network Analysis and Mitigation Report May 2013.

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Redditch Cluster 2	<p>Improved access from the Foxlydiate Development site to Cycle Route 5 through the residential streets through appropriate route signage</p> <p>Provision for 2 Gold Standard Bus Stops</p>	In line with development	£ 80,000.00	Developers	<p>Developers</p> <p>WCC</p>	<p>BORLP No.4: Policy 19</p> <p>BDP 1 Sustainable Development Principles, RCBD 1, BDP 16 Sustainable Transport</p>	
Redditch Cluster 3	<p>Connecting the cycle route on Brockhill Lane and Hewell Road to the cycle path running adjacent to Batchley Road and Windsor Road. Include dropped kerbs, road markings, signage and a toucan</p>	In line with development	£230,000.00	Developers		<p>BORLP No.4: Policy 19</p> <p>BORLP No.4: Policy 46</p>	<p>Cycle route connections would provide a continuous recommended route for cyclists from the development site to Redditch town</p>

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	crossing  Provision for 6 (50,51,52 Bus Service Routes) Gold Standard Bus Shelters						centre.
Redditch Cluster 4	Connectivity to cycle route network through appropriate route signage  Provision for 2 Silver Standard Bus Stops	In line with development	£50,000.00	Developers	Developers  WCC	BORLP No.4: Policy 19	The development sites are located in proximity to Cycle Route 5 on Bromsgrove Road and the recommended route for cyclists on Hewell Road and Clive Road which provides links

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							to Redditch town centre.
Redditch Cluster 5	Provision for 2 Silver Standard Bus Stops	In line with development	£40,000.00	Developers	Developers  WCC	BORLP No.4: Policy 19	The development sites are located in proximity to the recommended route for cyclists on Hewell Road and Clive Road which provides links to Redditch town centre
Redditch Cluster 6	Connectivity to cycle route network through appropriate route signage on the surrounding	In line with development	£120,000.00	Developers	Developers  WCC	BORLP No.4: Policy 19	Routes from the site to the town centre, railway station, bus station

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	residential streets, namely; Mount Pleasant,  Parsons Road, Union Street and Burton Lane  Additional pedestrian crossing on Mount Pleasant in proximity to Parsons Road  Provision for 2 Silver Standard Bus Stops						and other cycle/pedestrian routes are provided by Plymouth Road, Beoley Road and Holloway Lane
Redditch Cluster 7	Connectivity to cycle route network through appropriate route signage          Provision for 2	In line with development	£50,000.00	Developers	Developers          WCC	BORLP No.4: Policy 19	The development sites are located in close proximity to the cycle route which

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	Silver Standard Bus Stops						runs north south through Redditch on Park Way, Church Hill Way, Winyates Way and Matchborough Way. The cycle route provides links to the town centre and the employment districts in the east of the town
Redditch Cluster 8	Connectivity to cycle route network through appropriate route signage.  Provide pedestrian	In line with development	£120,000.00	Developers	Developers  WCC	BORLP No.4: Policy 19	Cycle links north and south are provided by the on road cycle route on

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	crossing on Studley Lane in proximity to Woodfield Middle School  Provision for 2 Silver Standard Bus Stops						Holloway Road. A pedestrian footpath provides a link to Arrow Valley Country Park
Redditch Cluster 9	Connectivity to cycle route network through appropriate route signage and provide linkages from Ipsley Church Lane to NCN5 (dropped kerbs, road markings, cycle signs)  Provision for 2 Silver Standard Bus Stops	In line with development	£60,000.00	Developers	Developers  WCC	BORLP No.4: Policy 19	Cycle links north and south are provided by the on road cycle route on Studley Road.



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Redditch Cluster 10	<p>Connectivity to cycle route network through appropriate route signage</p> <p>Provision for 2 Silver Standard Bus Stops</p>	In line with development	£50,000.00	Developers	<p>Developers</p> <p>WCC</p>	BORLP No.4: Policy 19	Cycle links north and south are provided by the on road cycle route on Studley Road.
Redditch Cluster 11	<p>Connectivity to cycle route network through appropriate route signage</p> <p>Improve uncontrolled pedestrian crossing facilities at Yvonne Road junction with pedestrian footpath</p> <p>Provision for 2 Silver Standard Bus</p>	In line with development	£60,000.00	Developers	<p>Developers</p> <p>WCC</p>	BORLP No.4: Policy 19	The proposed development sites are located in Crabbs Cross are in proximity to the off road pedestrian/cycle path which runs adjacent to Windmill Drive and

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	Stops						provides a link to Yvonne Road and Swinburne Road in Headless Cross.
Redditch Cluster 12	Provide toucan crossing over the A441  Provision for 2 Gold Standard Bus Stops	In line with development	£140,000.00	Developers	Developers  WCC	BORLP No.4: Policy 19	The village of Astwood Bank is linked to the Redditch cycle network via Jill Lane which is a recommended cycle link which provides access to Brickyard Lane in the south east of the town.

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Redditch Cluster 16	Provision for 4 Gold Standard Bus Stops at Winyates Green  (Ardens Close) and Winyates Green (Cheswick Close) (2 each site)  Provision for 2 Gold Standard Bus Stops at a new stop on Claybrook Drive (serving bus route 61) in close proximity to junction with Winward Road	In line with development	£370,000	Developers	Developers WCC	(BORLP No 4:19)	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	<p>Upgrade quiet walking route linking Claybrook Drive and Matchborough Way. Provision for 2 Gold Standard Bus stops at Henning Road, Washford (services 57, 58, 58a, 59, 150, 350)</p>						
<p>Foxlydiat Cross boundary site</p>	<p>Links to Local Cycle Network Route 5</p> <p>Additional signage for pedestrians and cyclists on Church Lane</p> <p>Improve signage to quiet walking route</p>	<p>In line with development</p>	<p>£260,000.00</p>	<p>Developers</p>	<p>Developers</p> <p>WCC</p>	<p>BORLP No.4: Policy 19</p> <p>BDP 1 Sustainable Development Principles, RCBD 1, BDP</p>	<p>Costs only include for schemes outside the developer boundary</p>

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	<p>under Bromsgrove Highway and formalise footpath (improved footway and provision of lighting)</p> <p>Provision of an additional 2 Gold Standards Bus Stops</p>					16 Sustainable Transport	
Brockhill Cross boundary site	Schemes proposed for Redditch Cluster 3 are sufficient to support the additional development proposed at the Cross Boundary Site		No additional costs above and beyond those associated with Redditch Cluster 3			BORLP No.4: Policy 19 BDP 1 Sustainable Development Principles, RCBD 1, BDP 16 Sustainable Transport	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Various locations around Redditch town centre and residential areas	Provision for additional dropped kerbs	TBC	£110,000.00		WCC  RBC	BORLP No.4: Policy 19  BORLP No.4: Policy 30	Providing additional crossing facilities in the form of controlled/dropped kerbs will increase the attractiveness of travelling by sustainable modes on certain routes and at key junctions and in turn increase the connectivity across the

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							town
Redditch town centre	Additional cycle parking infrastructure	TBC	£20,000.00		WCC RBC	BORLP No.4: Policy 19 BORLP No.4: Policy 30	Poor cycle parking provision in town centre currently
Redditch	Improved cycle/ pedestrian signage to Redditch railway station	TBC	£160,000.00		WCC RBC	BORLP No.4: Policy 19 BORLP No.4: Policy 30	
Key locations in Redditch (suggest: at cycle storage facility in town centre, bus station and railway station).	Installation of information kiosks displaying cycle route maps, suggested pedestrian routes etc	TBC	£130,000.00		WCC RBC	BORLP No.4: Policy 19 BORLP No.4: Policy 30	
Redditch	Upgrade to a number of existing	TBC	£130,000.00		WCC	BORLP No.4	A number of subways in

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	subways				RBC		Redditch are in poor condition and pedestrians feel intimidated when using them
Redditch Ringway	Toucan crossing at a suitable location	TBC	£80,000.00		WCC RBC	BORLP No.4: Policy 30	
Perryfields BROM2  (cluster 5 see map below)	Signing strategy to link Perryfields Development site to Cycle Route 5 through residential streets such as Green Road, Carol Avenue, Grayshott Close, Junction Road and Willow Road	Alongside development?	£100,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 5A Town Expansion sites, BDP 16 Sustainable Transport, BDP 17 Town Centre	Part of design not necessarily a planning obligation.  Not providing links to existing sustainable transport networks from proposed



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	Provision for 2 Gold Standard Bus Stops					Regeneration	development sites can prevent trips due to a lack of connectivity
	<p>Pedestrian/cycle crossing in proximity of Sidemoor First school and nursery.</p> <p>Provide a Toucan crossing</p>	Alongside development?	£80,000	Developers	Developers/WCC	BDP 1 Sustainable Development Principles, BDP 5A Town Expansion sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	<p>Part of design not necessarily a planning obligation.</p> <p>Not providing links to existing sustainable transport networks from proposed development sites can prevent trips due to a lack of connectivity</p>

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	Provide a shared use pedestrian/cycle path adjacent to Perryfields Road to link Kidderminster Road with Stourbridge Road	Alongside development?	£1,420,000	Developers	Developers/WCC	BDP 1 Sustainable Development Principles, BDP 5A Town Expansion sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	Part of design not necessarily a planning obligation.  Not providing links to existing sustainable transport networks from proposed development sites can prevent trips due to a lack of connectivity
Norton Farm (cluster 6 see map below)	Scheme to link through development site to directly connect  Cycle Routes 1 and	Alongside development?	£610,000	Developers	Developers/WCC	BDP 1 Sustainable Development Principles, BDP 5A Town Expansion	Part of design not necessarily a planning obligation.  Check if

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	2 via Elm Grove and Public Footpath to the north, to link Barnsley Hall Drive and provide signage  Provision for 2 Gold Standard Bus Stops					sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	already negotiated as part of S106.  Not providing links to existing sustainable transport networks from proposed development sites can prevent trips due to a lack of connectivity
Development sites located between Burcot Lane and Slideslow Drive in proximity to Cycle Route 1	Signing Strategy to provide directions from development site to Cycle Route 1  Provision for 2 Gold	Alongside development?	£80,000	Developers	Developers/WCC	BDP 1 Sustainable Development Principles, BDP 5A Town Expansion sites, BDP 16	Not providing links to existing sustainable transport networks from proposed

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
(cluster 7 see map below)	Standard Bus Stops					Sustainable Transport, BDP 17 Town Centre Regeneration	development sites can prevent trips due to a lack of connectivity
Development sites located south of Bromsgrove Highway and in proximity to Cycle Route 5 on Chesworth Road (Oakalls) (cluster 8 see map below)	<p>Cycle scheme to connect Regents Park Road/Green Park Road to Chesworth Road/Cornforth Road via Finstall First School.</p> <p>Provision for 2 Gold Standard Bus Stops</p>	Alongside development?	£210,000	Developers	Developers/WCC	BDP 1 Sustainable Development Principles, BDP 5A Town Expansion sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	Not providing links to existing sustainable transport networks from proposed development sites can prevent trips due to a lack of connectivity
Whitford Road Development site located to the west of	Potential to create designated walk / cycle route from the development site to the town centre via	Alongside development?	£560,000.00	Developers	Developers/WCC	BDP 1 Sustainable Development Principles, BDP 5A Town	Not providing links to existing sustainable transport

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Whitford Road. (Cluster 9 see map below)	Sanders Park - upgrade existing path  Provision for 2 Silver Standard Bus Stops					Expansion sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	networks from proposed development sites can prevent trips due to a lack of connectivity
	Toucan crossing as no existing crossing facility on Whitford Road to access site	Alongside development?	£100,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 5A Town Expansion sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	Not providing links to existing sustainable transport networks from proposed development sites can prevent trips due to a lack of connectivity
Development sites located both east and	Improved signage for pedestrians and cyclists via Railway	Alongside development?	£520,000.00	Developers	Developers/ WCC	BDP 1 Sustainable Development	Not providing links to existing

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
west of the railway line. (Cluster 11 see map below)	<p>Walk, Newton Avenue and Sherwood Road. Toucan pedestrian crossing at the A38 junction with Charford Road and a signed pedestrian/cycle path linking Charford Road with Conway Road (behind South Bromsgrove High School) to provide a link towards the town centre.</p> <p>Provision for 2 Gold Standard Bus Stops</p>					Principles, BDP 5A Town Expansion sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	sustainable transport networks from proposed development sites can prevent trips due to a lack of connectivity
Various locations around	Provision for additional dropped	Alongside development/	£110,000	Developers	Developers/ WCC	BDP 1 Sustainable Development	Possible overlap with Town Centre

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Bromsgrove town centre and residential areas	kerbs	ongoing?				Principles, BDP 5A Town Expansion sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	Public realm enhancement works.  Existing pedestrian and cycle infrastructure in poor condition can prevent use
Bromsgrove Town centre	Additional cycle parking infrastructure in Bromsgrove	Alongside development/ ongoing?	£10,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 5A Town Expansion sites, BDP 16 Sustainable Transport, BDP 17 Town Centre	Possible overlap with Town Centre Public realm enhancement works.  Lack of adequate cycle storage facilities in Town Centre

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
						Regeneration	may prevent cycle trips to Bromsgrove and in turn increase trips into the Town Centre by sustainable modes
Bromsgrove Railway Station	Improved signing of Cycle Route 5 to provide directions to station	Alongside development/ ongoing?	£40,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 5A Town Expansion sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	Possible overlap with Town Centre Public realm enhancement works.  Lack of appropriate facilities for sustainable transport users at the Rail Station will not



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							increase the number of non-car trips made to the site
New Road corridor	<p>Providing additional facilities for cyclists and pedestrians along the New Road corridor improve the attractiveness of the key route linking the town centre and the railway station.</p> <p>Includes additional dropped kerbs, a Toucan Crossing, informal crossings and additional street signage</p>	Alongside development/ ongoing?	£150,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 5A Town Expansion sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	<p>Possible overlap with Town Centre Public realm enhancement works.</p> <p>Existing pedestrian and cycle infrastructure in poor condition without appropriate signage can prevent use</p>

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Key locations in Bromsgrove. ie bus station and railway station.	<p>Installation of information kiosks displaying cycle route maps, suggested pedestrian routes etc at cycle storage facility, bus station and railway station.</p> <p>Provision of Gold Standard Bus Shelters at nearest bus stops to the information kiosks</p>	Alongside development/ ongoing?	£220,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 5A Town Expansion sites, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	<p>Possible overlap with Town Centre Public realm enhancement works.</p> <p>Lack of appropriate facilities for sustainable transport users will not increase the number of non car trips</p>
High Street, Church Street, Mill Lane, School Drive, Worcester Road and Market	Public realm enhancement scheme	Alongside development?	£4,656,800	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 5A Town Expansion sites, BDP 16	Possible overlap with Town Centre Public realm enhancement works.

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Place						Sustainable Transport, BDP 17 Town Centre Regeneration	Existing pedestrian and cycle infrastructure in poor condition without appropriate signage can prevent use
Hagley	Provision of a Toucan crossing over the A456 at the south western corner of the development site. This will also provide access to the Hagley Primary School.	Alongside development?	£90,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 5 strategic sites, BDP 16 Sustainable Transport.	May be part of already negotiated S 106 planning application no. 12/0593.  Not providing links to existing sustainable transport networks from

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							proposed development sites can prevent trips due to a lack of connectivity
	Additional cycle parking infrastructure at West Hagley Railway Station	Alongside development?	£20,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 5 strategic sites, BDP 16 Sustainable Transport.	May be part of already negotiated S 106 planning application no. 12/0593.  Lack of appropriate facilities for sustainable transport users at the Rail Station will not increase the number of non-car trips

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							made to the site
	Improved signing of cycle routes to West Hagley Railway Station	Alongside development?	£20,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 5 strategic sites, BDP 16 Sustainable Transport.	May be part of already negotiated S 106 planning application no. 12/0593. Lack of appropriate facilities for sustainable transport users at the Rail Station will not increase the number of non-car trips made to the site
	Installation of information kiosks displaying cycle	Alongside development?	£80,000	Developers	Developers/ WCC	BDP 1 Sustainable Development	May be part of already negotiated S

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	<p>route maps, suggested pedestrian routes etc at key locations in Hagley.</p> <p>Suggested site: railway station.</p> <p>Provision of a Gold Standard Bus Shelter at nearest bus stop to the information kiosks</p>					<p>Principles, BDP 5 strategic sites, BDP 16 Sustainable Transport.</p>	<p>106 planning application no. 12/0593. Lack of appropriate facilities for sustainable transport users will not increase the number of non car trips</p>
<p>Longbridge</p>	<p>Provide additional cycle parking infrastructure at Longbridge Railway Station</p>	<p>Alongside development?</p>	<p>£30,000</p>	<p>Developers</p>	<p>Developers/ WCC</p>	<p>BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.</p>	<p>Not negotiated for on Planning application?.  Lack of appropriate facilities for sustainable transport users at the Rail</p>

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							Station will not increase the number of non-car trips made to the site
	Improved signing of cycle routes to Longbridge Railway Station	Alongside development?	£20,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	Not negotiated for on Planning application?  Lack of appropriate facilities for sustainable transport users at the Rail Station will not increase the number of non-car trips made to the site

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	<p>Installation of information kiosks displaying cycle route maps, suggested pedestrian routes etc at key locations in Longbridge. Suggested site: railway station.</p> <p>Provision of a Gold Standard Bus Shelter at nearest bus stop to the information kiosks</p>	Alongside development?	£80,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	<p>Not negotiated for on Planning application?</p> <p>Lack of appropriate facilities for sustainable transport users at the Rail Station will not increase the number of non-car trips made to the site</p>
Barnt Green	Provide additional cycle parking infrastructure at Railway Station	Alongside development?	£30,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable	Lack of appropriate facilities for sustainable transport users at the Rail Station will not



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
						Transport.	increase the number of non-car trips made to the site
	Improved signing of cycle routes to Barnt Green Railway Station	Alongside development?	£20,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	Lack of appropriate facilities for sustainable transport users at the Rail Station will not increase the number of non-car trips made to the site
Barnt Green railway station	Installation of information kiosks displaying cycle route maps, suggested	Alongside development?	£80,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16	Lack of appropriate facilities for sustainable transport users

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	<p>pedestrian routes etc at key locations in Barnt Green. railway station.</p> <p>Provision of a Gold Standard Bus Shelter at nearest bus stop to the information kiosks</p>					Sustainable Transport.	at the Rail Station will not increase the number of non-car trips made to the site
	New ramped access pedestrian footbridge to provide access to all platforms for wheelchair users	Alongside development?	£1,805,000.00	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	Lack of appropriate facilities for sustainable transport users at the Rail Station will not increase the number of non-car trips made to the site

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Barnt Green to Redditch)	<p>New passing loop and second platform at Alvechurch.</p> <p>Capacity enhancement (to enable increase from 2 to 3 trains per hour</p>	Late 2014	tbc	Network rail	Network rail	BDP 16 Sustainable Transport	Lack of appropriate facilities for sustainable transport users at the Rail Station will not increase the number of non-car trips made to the site
Alvechurch	Additional cycle parking infrastructure at Railway Station	Alongside development?	£30,000.00	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	Lack of appropriate facilities for sustainable transport users at the Rail Station will not increase the number of non-car trips made to the

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	Improved signing of cycle routes to Railway Station	Alongside development?	£20,000.00	Developers	Developers /WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	site Lack of appropriate facilities for sustainable transport users at the Rail Station will not increase the number of non-car trips made to the site
	Installation of information kiosks displaying cycle route maps, suggested pedestrian routes etc at key locations in Alvechurch. Suggested site:	Alongside development?	£80,000.00	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	Lack of appropriate facilities for sustainable transport users at the Rail Station will not increase the number of

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	railway station.  Provision of a Gold Standard Bus Shelter at nearest bus stop  to the information kiosks						non-car trips made to the site
Alvechurch railway station	Provision of a ticket vending machine (TVM)	Summer 2014	£35,000	Centro / London Midland joint funded as part of TRT minor works programme	London Midland	BDP 16 Sustainable transport	
Wythall Railway Station	Provide additional cycle parking infrastructure	Alongside development?	£30,000	Developers	Developers WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable	Lack of appropriate facilities for sustainable transport users at the Rail

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						Transport.	Station will not increase the number of non-car trips made to the site
	Provide two new high standard bus shelters with RTI system outside Wythall railway Station	Alongside development?	£50,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	Lack of appropriate facilities for sustainable transport users at the Rail Station will not increase the number of non-car trips made to the site
	Improved signing of cycle routes to Wythall Railway	Alongside development?	£20,000	Developers	Developers/ WCC	BDP 1 Sustainable Development	Lack of appropriate facilities for

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	Station					Principles, BDP 16 Sustainable Transport.	sustainable transport users at the Rail Station will not increase the number of non-car trips made to the site
	Installation of information kiosks displaying cycle route maps,  suggested pedestrian routes etc at key locations in Wythall.  Suggested site: railway station.	Alongside development?	£50,000	Developers	Developers/WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	Lack of appropriate facilities for sustainable transport users at the Rail Station will not increase the number of non-car trips made to the site

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Wythall	Cycle parking, bus shelters, signage and information	TBC	£150,000	Network rail	Network Rail/WCC	BDP 16 Sustainable transport	This may be duplicated above-check
<b>Rail</b>							
Redditch - Birmingham Railway Line/Service	Enhancements to the existing rail infrastructure and service	Start on site Autumn/ Winter 2013. Scheme completed 2014	unknown	Network Rail	Network Rail  Rail service provider	BORLP No.4: Policy 19	Examination of proposed scheme took place in April/May 2013.  Examiner's report due to be sent to Secretary of State in August/ September 2013.
Bromsgrove railway Station	Relocation of existing station and	2014-2015	£10m	WCC, Centro, Network Rail,	DfT, Centro, WCC, Network Rail, BDC	BDP 13 New Employment	Capacity is currently



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	construction of station building, car park, new platforms, cycle storage, bus/ rail interchange. Works will facilitate line electrification			DfT		Development, BDP 16 Sustainable Transport, BDP 17 Town Centre Regeneration	severely constrained at the existing station and the existing restricted platform lengths do not enable longer trains to stop. It has very limited facilities for customers including those with limited mobility.
<b>Highway Schemes</b>							
A441 / B4101 Dagnell End Road	Add additional approach lane on the eastern arm and put on MOVA <sup>i</sup>	TBC	£520,000.00	Developers	Developers WCC	BORLP No.4 Policy 3 BORLP No.4	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
						Policy 20	
Bromsgrove Highway / Brockhill Drive  (North Roundabout)	Add Additional lane approach lane on Brockhill Drive	TBC	£280,000.00	Developers	Developers WCC	BORLP No.4 Policy 3  BORLP No.4 Policy 20	
Birchfield Lane / Foxlydiate Lane	TRO to protect the junction	TBC	£30,000.00	Developers	Developers WCC	BORLP No.4 Policy 3  BORLP No.4 Policy 20	
Brockhill Drive (B4184) / Hewell Road (B4184) / Brockhill Lane	Additional lane on west and north approaches	TBC	£600,000.00	Developers	Developers WCC	BORLP No.4 Policy 3  BORLP No.4 Policy 20	
Hewell Road / Windsor Road (B4184)	Convert to a 4 arm signal junction	TBC	£1,490,000.00	Developers	Developers WCC	BORLP No.4 Policy 3  BORLP No.4	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
						Policy 20	
Alvechurch Highway (A441) / Middlehouse Lane (B4184)	Signalise approaches from north, south and west	TBC	£1,420,000.00	Developers	Developers WCC	BORLP No.4 Policy 3  BORLP No.4 Policy 20	
Alvechurch Highway (A441) / Redditch Ringway (B4160)	Install MOVA (see endnote i)	TBC	£60,000.00	Developers	Developers WCC	BORLP No.4 Policy 3  BORLP No.4 Policy 20	
Headless Cross Drive / Evesham Road	Install MOVA (see endnote i)	TBC	£60,000.00	Developers	Developers WCC	BORLP No.4 Policy 3  BORLP No.4 Policy 20	
Rough Hill Drive / Woodrow Drive / Greenlands	Additional approach lane on main 3 approaches (not Woodrow N)	TBC	£1,280,000.00	Developers	Developers WCC	BORLP No.4 Policy 3  BORLP No.4 Policy 20 4	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Drive							
Woodrow Drive / Quinneys Lane (hospital access)	50m additional approach lane on western arm - right turn into the hospital	TBC	£280,000.00	Developers	Developers WCC	BORLP No.4 Policy 3  BORLP No.4 Policy 20	
Woodrow Drive / Washford Drive / Studley Road	40m additional approach lane on south and eastern approach arm	TBC	£530,000.00	Developers	Developers WCC	BORLP No.4 Policy 3  BORLP No.4 Policy 20	
Washford Drive / Old Forge Drive	Signing and lining improvement	TBC	£110,000.00	Developers	Developers WCC	BORLP No.4 Policy 3  BORLP No.4 Policy 20	
Icknield St Dr (B4497) / Washford Drive /	Signing and lining improvement	TBC	£110,000.00	Developers	Developers WCC	BORLP No.4 Policy 3  BORLP No.4	

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Claybrook Drive						Policy 20	
Astwood Bank - Evesham Road (A441) / Feckenham Road / Sambourne Lane (B4092)	Install MOVA (see endnote i)	TBC	£60,000.00	Developers	Developers WCC	BORLP No.4 Policy 3  BORLP No.4 Policy 20	
Brockhill Drive Corridor	Replace 4 existing Roundabout Junctions with Signalised  Junctions all operating using MOVA (see endnote i)	TBC	£12,250,000.00	Developers	Developers  WCC	BORLP No.4 Policy 3  BORLP No.4 Policy 20	
Redditch Eastern Gateway –	4 arm roundabout	In line with development	£1,300,000.00	Developers	WCC	BORLP No.4 Policy 3	

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A4023 Coventry Highway					Warwickshire CC	BORLP No.4 Policy 20	
M5 junction 4	Widening and realigning the roundabout and improving signage and road markings.	Starts 2014-ends 2015	£11,300,000	DfT	Highways Agency	BDP 13 New Employment Development BDP 14 Designated Employment BDP 16 Sustainable transport	'Pinchpoint' scheme. Could be some overlap with other schemes below Ref: M5 Junction 4 / A38 (Birmingham Road)
A38 (Worcester Road/Redditch Road) / B4094 (Worcester	Implement signalised junction to replace existing roundabout	Alongside development?	£1,250,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable	Congestion at this junction will impact on a key route from Bromsgrove to

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Road)						Transport.	Droitwich and Worcester
A38 (Redditch Road) / Hanbury Road	Upgrade signal junction to install MOVA <sup>i</sup>	TBC	£60,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	Congestion on this route will impact on key A38 corridor through Bromsgrove which links residential and employment developments and forms part of the strategic road network through the town
A38 (Redditch Road) / Austin Road / Buntsford Park	Implement signalised junction to replace existing roundabout	TBC	£2,460,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16	Congestion on this route will impact on key A38 corridor through

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Road						Sustainable Transport.	Bromsgrove which links residential and employment developments and forms part of the strategic road network through the town
A38 (Redditch Road) / Buntsford Drive	Implement signalised junction to replace existing roundabout	TBC	£1,800,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	Congestion on this route will impact on key A38 corridor through Bromsgrove which links residential and employment developments and forms part of the strategic road network



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							through the town
A38 / Stoke Road	Signal Optimisation Scheme	TBC	£60,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	Congestion on this route will impact on key A38 corridor through Bromsgrove which links residential and employment developments and forms part of the strategic road network through the town
A448 (Bromsgrove Highway) / A38	Signalised Roundabout junction. Signals in operation on A38 and eastern	TBC	£9,310,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16	Congestion on this route will impact on key A38/A448 intersection

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	<p>A448 approach. Operated using MOVA<sup>1</sup>. Provide a 'hamburger' section through the junction to link the westbound A448 approach with the northbound A38 at the north of the junction</p>					Sustainable Transport.	linking Bromsgrove and Redditch
M42 Junction 1 / A38	<p>Close off access to existing signalised roundabout from B4096 (Alcester Road) - requires supporting TRO. Re-direct traffic via</p>	TBC	£1,140,000	Developers	HA/ WCC/ Developers	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	Congestion at this junction will impact on the key A38 route from Bromsgrove to the strategic road network and the Birmingham

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	<p>School Lane (Lickey End). Signal optimisation scheme at junction. Implement signalised junction on A38/School to accommodate diverted traffic resulting from scheme proposal. Scheme will require a school safety zone and supporting TRO</p>						<p>Conurbation. Alterations to the layout of the junction to improve traffic flow on the A38 to ensure that queues on the off slip do not reach back to the motorway mainline may be required.</p>
M42 junction 2	Minor improvements	Prior to 2022	TBC	TBC	HA/ WCC/ Developers	BDP 1 Sustainable Development Principles, BDP 16 Sustainable	

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M42 Junction 3	Expansion of westbound slip to 3 lanes	Prior to 2022	TBC	TBC	HA/ WCC/ Developers	Transport.  BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	
M5 Junction 4	Improvements likely to be required as there is a need to increase A38 capacity in the southbound direction to ensure queues do not reach back to M5. This	TBC	3,900,000	Developers	HA/WCC/Developer	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport	Exact nature of scheme still to be determined (as at 11.11.13) but initial testing of extending the existing two lane merge on

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	would include additional southbound lane through junction linking A38 ( Birmingham Road ) and A38 (Halesowen Road)						the A38 has demonstrated a positive impact on queues at this junction.
A448 (Kidderminster Road) / Whitford Road / Perryfields Lane	This junction is being investigated by the Perryfields Road and Whitford Road development sites allocated within the plan	TBC	£4,370,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDSP 5 A Town Expansion Sites BDP 16 Sustainable Transport.	Congestion at this junction will impact on a key route into Bromsgrove town centre from Kidderminster and residential areas on the edge of the town

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
B4091 (Stourbridge Road) / Barnsley Hall Road	This junction is being investigated by the Perryfields Road development site allocated within the plan	TBC	£3,680,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDSP 5 A Town Expansion Sites BDP 16 Sustainable Transport.	Congestion at this junction will impact on a key route into Bromsgrove town centre and residential areas on the edge of the town
A448 (The Strand and Market Street) / Stourbridge Road / Birmingham Road	Signal Optimisation Scheme	TBC	£60,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.  BDP 17 Town Centre Regeneration	Congestion at this junction will routes into Bromsgrove town centre

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
B4184 (New Road / Finstall Road)	Replace mini roundabout with signalised junction	TBC	£330,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	Congestion at this junction will routes into Bromsgrove town centre
B4091 (Rock Hill) / Fox Lane Whitford Road BROM 3	<p>This junction is being investigated by the Whitford Road development site allocated within the plan.</p> <p>Site constrained by The Greyhound Pub, Select and Save Local</p> <p>Convenience Store and The Cheap Car Trade Centre (Car Dealership).</p>	TBC	£770,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDSP 5 A Town Expansion Sites BDP 16 Sustainable Transport.	Congestion at this junction will affect routes into Bromsgrove town centre

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	<p>Vehicles are also parked close to the junction adjacent to the southbound carriageway.</p> <p>Replace existing junction with signalised junction to improve output of vehicles from Fox Lane onto B4091 (Rock Hill). TRO required to prevent parking adjacent to the southbound carriageway. Junction to be operated using MOVA<sup>i</sup> control.</p> <p>Remove existing pedestrian crossing north of junction and</p>						



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	incorporate all movement crossing facility at proposed junction.						
A448 Kidderminster Road / St John Street / B4091 (Hannover Street)	Junction is constrained by adjacent properties. Replace existing junction with signalised junction. Additional eastbound approach lane into the junction on Kidderminster Road - this will require some civils work to reconfigure the existing kerblines and a reduction in the width of the	TBC	£1,120,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport. BDP 17 Town Centre Regeneration	Congestion at this junction will affect routes into Bromsgrove town centre

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	<p>footways. Remove existing pedestrian crossing north of junction and incorporate all movement crossing facility at proposed junction.</p>						
<p>A448 (Market Street) / B4184 Market Place</p>	<p>Junction is constrained by adjacent properties.</p> <p>Replace existing junction layout with a signalised junction. Reposition traffic island and retain the southbound 'Give Way' into Market Place. Remove both existing pedestrian</p>	<p>TBC</p>	<p>£1,490,000.00</p>	<p>Developers</p>	<p>Developers/ WCC</p>	<p>BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.</p> <p>BDP 17 Town Centre Regeneration</p>	<p>Congestion at this junction will affect routes into Bromsgrove town centre</p>

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
	crossings in proximity to junction and provide an all red phase and pedestrian crossing facilities at the junction. Extend northbound right turn lane to allow additional stacking capacity.						
A38 / B4184 (New Road)	Signal Optimisation Scheme	TBC	£60,000.00	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.  BDP 17 Town Centre Regeneration	Congestion on this route will impact on key A38 corridor through Bromsgrove which links residential and employment developments and forms part of the strategic

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							road network through the town
A38 (Birmingham Road) / Birmingham Road	Signal Optimisation Scheme	TBC	£60,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.  BDP 17 Town Centre Regeneration	Congestion on this route will impact on key A38 corridor through Bromsgrove which links residential and employment developments and forms part of the strategic road network through the town
Hagley A456 (Kidderminster	Signal optimisation scheme	TBC	£60,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles,	May be part of already negotiated S 106 planning

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Road) / A491 (Hagely Road)						BDP 16 Sustainable Transport.	application no. 12/0593. Congestion at this junction will impact on the key A456 and A491 routes through the town
A456 (Kidderminster Road) / A491 (Stourbridge Road)	Signalisation of roundabout on the A456 and A491 approaches	TBC	£880,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	May be part of already negotiated S 106 planning application no. 12/0593. Congestion at this junction will impact on the key A456 and A491 routes through the town

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
A456 (Worcester Road ) / A450 (Worcester Road )	Signal optimisation scheme	TBC	£60,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	May be part of already negotiated S 106 planning application no. 12/0593. Congestion at this junction will impact on the key A456 and A491 routes through the town
A456 Kidderminster Road / Development access	Any priority junction provided by the developer must be upgraded to a signalised junction. Note: costs allow for upgrade of priority junction to a signalised junction	TBC	£330,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	May be part of already negotiated S 106 planning application no. 12/0593. Congestion at this junction will impact on the key A456

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							and A491 routes through the town
A456 (Worcester Road ) / B4187 (Worcester Road )	Signal optimisation scheme	TBC	£60,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	May be part of already negotiated S 106 planning application no. 12/0593.
Station Road	School Safety Zone Traffic Management Scheme and supporting TRO	TBC	£50,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	May be part of already negotiated S 106 planning application no. 12/0593.  Lack of a scheme at this

Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							location may have consequences for the safety of pedestrians outside the school entrance
A491 (Sandy Lane) / B4551 (Money Lane)	Junction safety scheme to narrow down the approach to the A491 from the B4551	TBC	£370,000	Developers	Developers/ WCC	BDP 1 Sustainable Development Principles, BDP 16 Sustainable Transport.	<p>May be part of already negotiated S 106 planning application no. 12/0593.</p> <p>Congestion at this junction will impact on route linking</p> <p>Bromsgrove/M 5/M42 with Hagley and</p>



Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
							Stourbridge

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<sup>i</sup> MOVA – Microprocessor Optimised Vehicle Actuation. A strategy for the control of traffic light signals at isolated junctions, i.e. junctions that are uncoordinated with any neighbouring junctions.

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**Cross boundary Development (Redditch)**

Location	Project	Timescales	Cost	Sources of funding	Delivery partners	BDP or BORLP No.4 policies	Further comments
<b>A. Transport (as above explanation)</b>							
<b>B. Utilities</b>							
<b>i. Power</b>							
<b>i.i Gas</b>							
National Grid confirms no issues relating to infrastructure or capacity at this time. Further investigation would be required when firm connections requests are received for the sites. However, due to the dynamic nature of the gas network this does not guarantee that the capacity will be available when connections requests for the specific loads are received but gives an indication of the availability of gas on the network up to the National Grid Year 10 planning horizon as it currently stands.							
<b>i.ii Electricity</b>							
Foxlydiat Cross Boundary Site  Developer Western Power Distribution	New 11kV circuit direct from Redditch South to the site four or five distribution substations	In line with development	TBC	Developer/Western Power Distribution	Developer/Western Power Distribution	RCBD1 BORLP4 - Appendix 1 RCBD1	Further detailed assessment will be required
Brockhill Cross Boundary Site	Some 11kV circuit reinforcement work one or two distribution substations	In line with development	TBC	Developer/Western Power Distribution	Developer/Western Power Distribution	RCBD1 BORLP4 - Appendix 1 RCBD1	Further detailed assessment will be required
Ravensbank	New 11kV circuit direct from	In line with development	TBC	Developer/Western	Developer/Western	RCBD1 BORLP4 -	Further detailed

Location	Project	Timescales	Cost	Sources of funding	Delivery partners	BDP or BORLP No.4 policies	Further comments
	Redditch North PSS to the site four or five distribution substations, depending on type of demand			Power Distribution	Power Distribution	Appendix 1 RCBD1	assessment will be required
<b>ii. Telecommunications and Broadband</b>							
Telecommunications and Broadband is generally delivered on a site by site basis with the costs being borne by the developer and the service provider.							
<b>C. Water</b>							
<b>i. Waste Water</b>							
Brockhill East Strategic East, Webheath Strategic Site, Brockhill Cross Boundary Site, Foxlydiate Cross Boundary Site	New gravity based sewer option which would also require upgrades to Priest Bridge STW or New sewage pumping option to Redditch (Spernal) STW	At time of development. Off-site capacity improvements will be required before the first property is occupied	Dependent on which solution is chosen: £2,800,000+ for gravity based option £1,004,000 for pumped option plus annual operating costs of £6,000 to £8,000 The cost of providing all on-site drainage and the cost of	The developer will be responsible for the cost of providing all on-site drainage and the cost of connecting to the nearest existing public sewer(s).	The developer will provide the on-site drainage. Severn Trent will provide any off site infrastructure and/or any upgrades to the sewage treatment works.	RCBD1 BORLP4 - Appendix 1 RCBD1	Severn Trent is only responsible for ensuring there is adequate off-site capacity in the existing sewerage system and providing sewage treatment capacity.

Location	Project	Timescales	Cost	Sources of funding	Delivery partners	BDP or BORLP No.4 policies	Further comments
			connecting to the nearest existing public sewer(s) work is not known.				
<b>ii. Water supply</b>							
All development sites	Extension to the water supply network will be required for greenfield sites and adjustments to the network for brownfield sites	At time of development	Will vary site by site	Developer	Developer Severn Trent Water Ltd	RCBD1 BORLP4 - 3, 4, 23, 31, 34, 46, 47, 48, 49, Appendix 1: RCBD1	Severn Trent Water Ltd confirms that there are no capacity/ supply issues currently identified.
<b>iii. Flood Risk Management</b>							
Ravensbank	SuDS to attenuate and store runoff	At time of development		Developer responsibility for revenue cost of maintenance is currently unclear	Developer RBC WCC as SuDS Approval Body	RCBD1	Based on SFRA level 2 WCC's role as SuDS Approval Body is currently uncertain and therefore responsibility/ funding for ongoing maintenance

Location	Project	Timescales	Cost	Sources of funding	Delivery partners	BDP or BORLP No.4 policies	Further comments
							of SuDS is unknown
<b>D. Waste Management</b>							
Combined transfer station and Household Recycling Centre facility in Crossgates Road, Redditch	Potential extension	After 2023	Unknown	WCC	WCC RBC	RCBD1 BORLP4 - 3, 4, 23	This is based on current housing stock and projected housing completion rates for Redditch and Bromsgrove
<b>A. Education</b>							
Foxlydiate Cross Boundary Site	New first school with capacity for up to 90 per year group.  Contribution towards expansion of	In line with development. Depending on spare capacity at time of application may be in first phase of development.  WCC will monitor pupil numbers to	New first school estimate in region of £6 million (not including land value). To be developed in phases alongside development.  Middle and high school provision	Preferred option: 100% to be funded by developer  Developer contributions to fund at least	Developer WCC	RCBD1  BORLP4 - Appendix 1 RCBD1	More information in the Education Provision Supplementary Planning Document

Location	Project	Timescales	Cost	Sources of funding	Delivery partners	BDP or BORLP No.4 policies	Further comments
	existing middle and high school provision for additional 82 places per year group.	judge when additional provision needs to be made. A proportion of growth may be accommodated in existing spare capacity.	£8,187,126	50% of cost of additional places			
Webheath (may also relate to Foxlydiate site)	Financial contribution towards additional provision at existing schools.	WCC will monitor pupil members to judge when additional provision need to be made. A proportion of growth may be accommodated in existing spare capacity.	£1,514 for each 2/3 bed open market house and £2,271 for each 4+ bed open market house. £606 for 2+ bed flats.	Developer	Developer and WCC	RCBD1 BORLP4 - 48	Approved under application 2012/210/OUT More information in the Education Provision Supplementary Planning Document
Brockhill Cross Boundary Site	New first school for Brockhill East Strategic Site in Redditch that will be expanded to also serve this cross boundary site.		Bulk of first school infrastructure will be in place. Cost of extension to provide additional	Preferred option: 100% to be funded by developer	Developer and WCC	RCBD1 BORLP4 - Appendix 1: RCBD1	More information in the Education Provision Supplementary Planning Document

Location	Project	Timescales	Cost	Sources of funding	Delivery partners	BDP or BORLP No.4 policies	Further comments
			places to be confirmed.				
Brockhill Cross Boundary Site	Contribution towards expansion of existing middle and high school provision for additional 20 places per year group.	WCC will monitor pupil numbers to judge when additional provision needs to be made. A proportion of growth may be accommodated in existing spare capacity.	Middle and high provision £1,996,860	Developer contributions to fund at least 50% of cost of additional places.	Developer WCC will manage provision	RCBD1 BORLP4 - Appendix 1: RCBD1	
Brockhill East Strategic Site	Provision of a new first school on site	New first school building to be ready for occupation in September 2015	Estimate in the region of £6 million (not including land value)  WCC to fund re-provision element of new build.	Developer	It is possible that the developer will build the school for WCC although that has not been agreed. It is anticipated that the subsequent cross boundary element will fund a future extension to that school and make a contribution to middle and high schools if needed at that point. The	RCBD1 BORLP4 – 46	First school provision of around 30 places per year group. Cross-boundary development on adjacent land will impact on same area. Preferred solution is relocation of existing first school onto site with space for

	<p>Middle and high school provision of around 30 places per year group. Financial contribution required towards additional provision at existing schools.</p>	<p>WCC will monitor pupil numbers to judge when additional provision needs to be made. A proportion of growth may be accommodated in schools with existing spare capacity.</p>	<p>£2,995,290 based on cost multiplier.</p> <p>Developer contributions to fund at least 50% of cost of additional places for middle and high schools.</p>	<p>exact costs are unclear and will depend on whether WCC is willing and able to fund the relocation of an existing school which was the preferred option or whether it will be a separate entity.</p>	<p>expansion.</p> <p>More information in the Education Provision Supplementary Planning Document</p>
<p><b>B. Health</b></p>					

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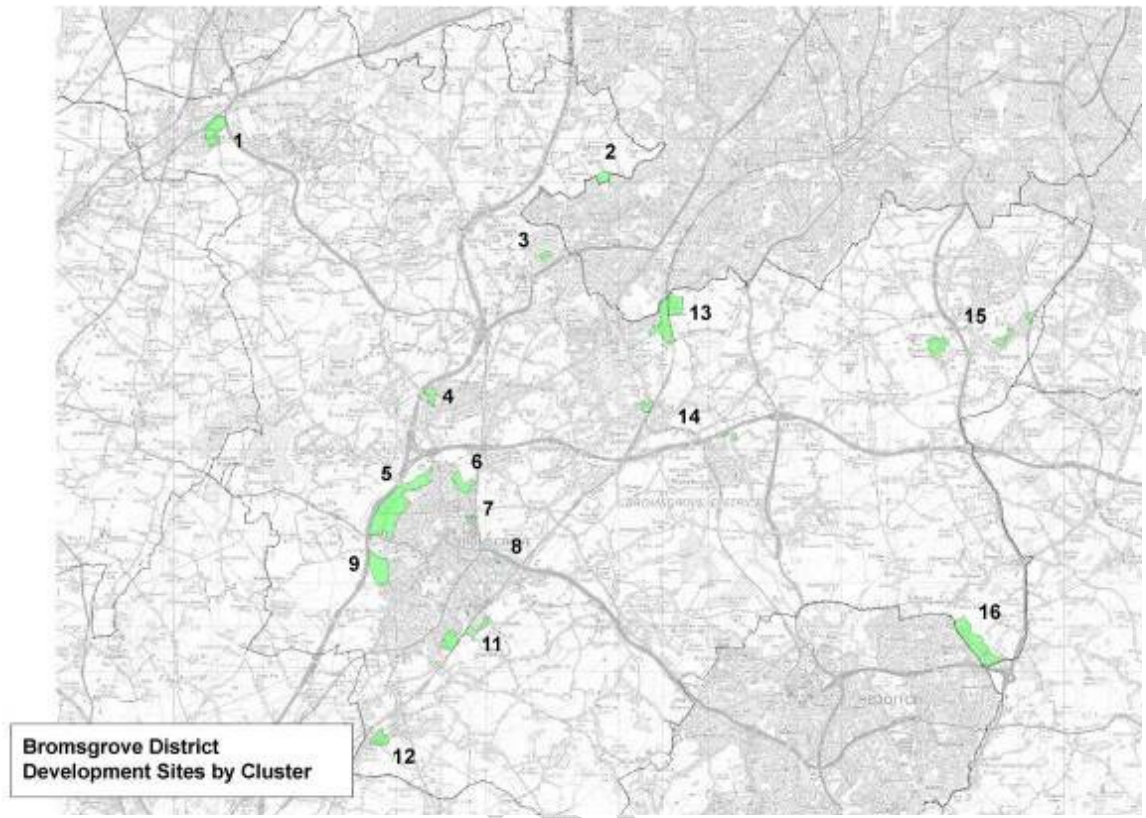


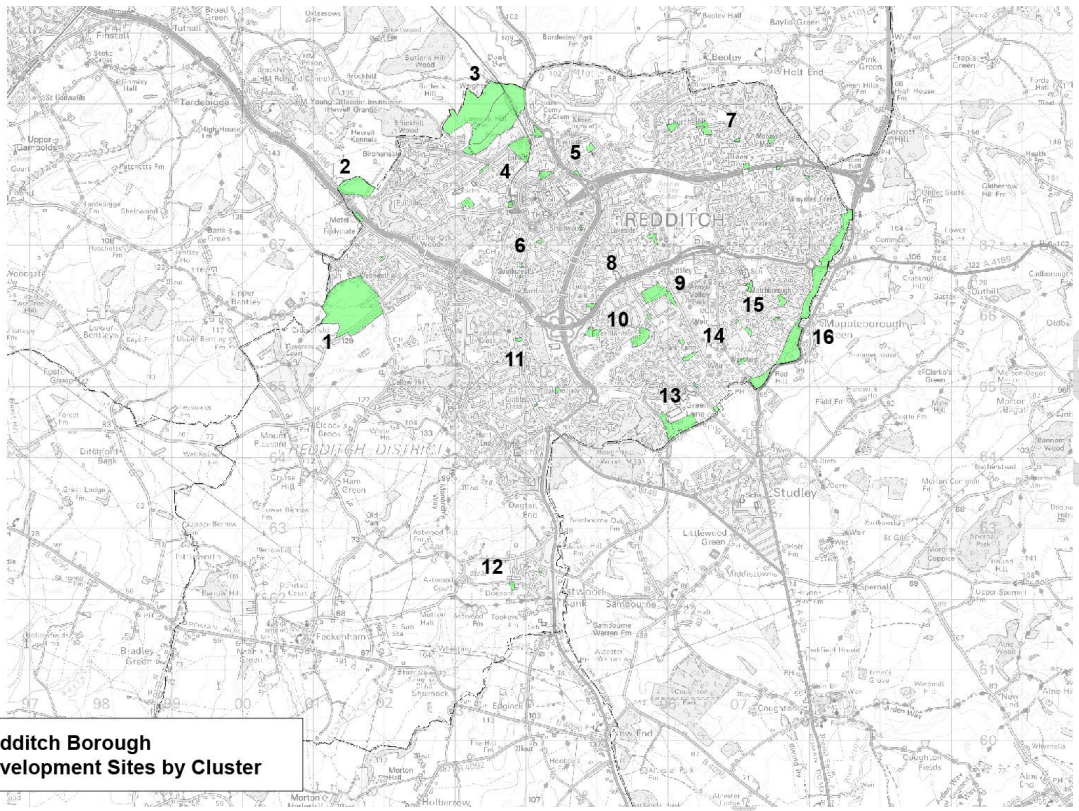
Brockhill Cross Boundary Site	Further accommodation for an additional 1,541 patients at one or more of the following surgeries / medical centres: Dow, Elgar House, Hillview, St. Stephens.	To come forward in line with the development	TBC	TBC	TBC	RCBD1 BORLP4 - Appendix 1 RCBD1	
Foxlydiat Cross Boundary Site	New surgery / medical centre for additional 6,440 patients	To come forward in line with the development	TBC	TBC	TBC	RCBD1 44, BORLP4 - Appendix 1 RCBD1	
<b>c. Emergency services</b>							
Redditch	New police station site	Awaiting outcome of a Strategic Infrastructure Assessment (SIA) (due 2014 )	Awaiting outcome of a Strategic Infrastructure Assessment (SIA) (due 2014)	WMP  Developer	WMP	RCBD1 3	Dispose of existing police station and provide new larger police station. This will meet current needs and future demands arising from delivery of development growth.
HWFRS site Birmingham Road, Redditch	New fire and rescue station	Not yet known	Not yet known	HWFRS  Developer	HWFRS	RCBD1 BORLP4 - 3	Provision of new fire and rescue station. This will meet

							current needs and future demands arising from delivery of development growth.
Redditch	Police - Additional officers (set-up costs)	Awaiting outcome of a Strategic Infrastructure Assessment (SIA) (due 2014)	Awaiting outcome of a Strategic Infrastructure Assessment (SIA) (due 2014)	WMP Developer	WMP	RCBD1 BORLP4 3	
Redditch	Police - Additional vehicles and other operational equipment	Awaiting outcome of a Strategic Infrastructure Assessment (SIA) (due 2014)	Awaiting outcome of a Strategic Infrastructure Assessment (SIA) (due 2014)	WMP Developer	WMP	RCBD1 BORLP4 - 3	
Redditch	Police - Additional central support staff (set-up costs) to support cross boundary development	Awaiting outcome of a Strategic Infrastructure Assessment (SIA) (due 2014)	Awaiting outcome of a Strategic Infrastructure Assessment (SIA) (due 2014)	WMP Developer	WMP	RCBD1 BORLP4 - 3	
Ambulance Station, Cedar Road	Relocation of ambulance station currently located in Cedar Park Road, Redditch to centralised hubs at Burnt Meadow	Spring 2014	It is anticipated that the cost will be covered by West Midlands Ambulance Service	West Midlands Ambulance Service	West Midlands Ambulance Service	RCBD1 BORLP4 - 3	

	Road and Clews Road in Redditch - granted planning permission in January 2014.						
<b>D. Leisure Facilities (including play areas, playing pitches, public art and community rooms)</b>							
Brockhill Cross Boundary Site	Open space, play areas, play pitches	In line with development	Unknown	Developer	Developer RBC	RCBD1 BORLP4 - 4, 12, Appendix 1 RCBD1	
Foxlydiat Cross Boundary Site	Open space, play areas, play pitches	In line with development	Unknown	Developer	Developer RBC	RCBD1 BORLP4 - 4, 12, Appendix 1 RCBD1	
<b>E. Libraries</b>							
	Opportunities to locate library services with other services will be sought in new developments, where appropriate.	At time of developments	Unknown	WCC Developers,	WCC Developers	RCBD1	
<b>F. Cemeteries</b>							
	New Redditch cemetery site of at least 1.7ha to serve Redditch	Within two years	Based on a 3ha site: EA consent up to £6,000; Survey up to £3,000;	RBC	RBC	RCBD1 BORLP4 - 45	A suitable site within the Borough is currently being sought.

	Borough		Boreholes up to £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			
<b>Green Infrastructure</b>						
<p>Green Infrastructure (GI) is the network of green spaces and natural elements across the District. BDP policy 24 'Green Infrastructure' addresses this issue and states that development should have regards to and contribute towards the Worcestershire Green Infrastructure Strategy, any local GI Strategy and the GI Concept Plans. The Worcestershire GI Strategy sets out county-scale principles to inform plans and strategies being developed by partner organisations and to enable a coherent approach to delivery across a range of initiatives. The WGI Framework documents provide the evidence base to inform and support the production of Worcestershire Green Infrastructure Strategy and future delivery of green infrastructure in Worcestershire. The Concept Plans prepared for strategic growth locations set out and prioritise the respective GI requirements for an individual site. It is anticipated that this IDP will be updated as required in relation to GI. It should also be noted that there is an overlap with GI infrastructure provision with other elements of this IDP due to the multi functionality of GI, for example, in relation to flood risk measures and leisure facilities.</p>						





**Redditch Borough  
Development Sites by Cluster**

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<b>Appendix C</b>							
Developer response transport table							
<p>It should be noted that in some cases the works detailed below duplicate works/solutions found in the transport element of the IDP above. The information detailed below has been provided by various Developers/Agents and is subject to further discussions between the Highways Authority and the Developer to finalise detailed schemes of mitigation. The intention of including this information is to demonstrate the deliverability of the Plan and the fluid nature of some of the schemes.</p>							
Where is infrastructure required	What infrastructure is needed to enable and support development	When will the infrastructure need to be delivered	How much will the infrastructure will cost	Who is expected to pay for the infrastructure	Who will provide the infrastructure	BDP POLICIES	Further comments
Perryfields Road BROM2  (Savills)							
Kidderminster Road, Bromsgrove	New roundabout junction on Kidderminster Road	As part of phase 1	£850,000.00	Developer	Developer and WCC	BDP 5 Town Expansion Sites	Subject to detailed design, accurate costings of designs and potential service diversions

Stourbridge Road Bromsgrove	New traffic light signal on Stourbridge Road	After phas 1 development	£900,000	Developer	Developer and WCC	BDP 5 Town Expansion Sites	Subject to detailed design, accurate costings of designs and potential service diversions
Whitford Road, Bromsgrove	Whitford Road junction alterations – vehicular access to be restricted and changes to existing geometries	Alongside development (at point where new spine road links with existing route).	£600,000.00	Developer	Developer and Worcestershire County Council	BDP 5 Town Expansion Sites	Subject to detailed design and accurate costing.
Internal roads on site	Perryfields Road improvement and realignment works	Alongside the development	£3,200,000.00	Developer	Developer and Worcestershire County Council		Subject to detailed design, accurate costing of designs and potential service diversions
On site	Other distributor roads (those marked as	Alongside the development	£1,400,000.00	Developer	Developer and Worcestershire County Council		Subject to detailed design and accurate



	secondary access						costing
On-site	New off road footway/cycle links (excludes routes alongside Perryfields Road which are included above). Includes lighting and signage	Alongside the development	£1,600,000	Developer	Developer and Worcestershire County Council		Subject to detailed design and accurate costing
Off-site	Improvements to NCN Route 5 (off site)	Phase 1	£100,000.00	Developer contributions (S106 or CIL)	Worcestershire County Council		Subject to detailed investigation of route and identification of mitigation proposals
On-site	Cycle Parking (non residential areas)	Alongside the development	£10,000.00 – based on provision of Kirby Cycle Stands	Developer	Developer		Subject to detailed calculations on requirements required
Public Transport	Bus service through the site providing a	Alongside the	£110,000.00 per annum	Developer contribution	Developer, Worcestershire		Scope of bus service

On-site and off-site	link to town centre.	development	depending on service frequency/routing – possible 10 yrs funding on sliding scale.	(S106 or CIL)	County Council and Public transport operator		subject to detailed transport assessment , viability appraisal and agreement with operators.
On-site	Bus infrastructure (bus stops and required information)	Alongside the development	£120,000.00 – shelters, raised kerbs and timetable information	Developer	Developer, Worcestershire County Council and Public transport operator		Subject to detailed consideration of bus service
Off-site highway improvements	Offsite junction and pedestrian/cycle improvements	Alongside the development	£4,400,000.00 - based on a sum of £3,500 per dwelling	Developer contribution (S106 or CIL)	Developer, Worcestershire County Council		Subject to detailed consideration as part of Transport Assessment
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St Godwalds Road (Redrow)							
To improve junction to	Re-alignment of kerb to create	The improved junction	£25,000	The development	The developer will undertake	BDP 5 B Other Development	

Finstall Road and St Godwald's Road.	better visibility.	needs to be completed prior to any occupation of houses on development site.		will pay for the works.	the works under a S278 Agreement.	Sites	
Signalisation of junction at New Road / Finstall Road.	Changing existing island to signalised junction to provide better pedestrian and bicycle movement.	The improved junction needs to be completed prior to any occupation of houses on development site.	£100,050.00	The development will pay for the works.	The developer will pay for the County Council to undertake the works under a S278 Agreement.	BDP 5 B Other Development Sites	
Polymer latex (Phase 2 Planning)							
Hanbury Turn Junction (A38)	Junction improvements	Within 5 years estimated	£240,000 approximately	Developer	Highways Authority S 278	BDP3 Future Housing and Employment Development	
Stoke Prior	2 new bus stops	Within 5 years	£10,000	Developer	Highways	BDP3 Future	

		estimated	approximately		Authority S 278	Housing and Employment Development	
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**Appendix D**  
**Evidence base for IDP**

Series of CIL/ infrastructure stakeholder meetings with Redditch BC and Stratford DC 2008 including utilities, blue lights, health, education

Bromsgrove stakeholder follow up meetings 2008-2011

The Joint Municipal Waste Management Strategy for Herefordshire and Worcestershire 2004 – 2034 (First review August 2011)

RBC/BDC Infrastructure pack updates June 2013 (meetings and responses from stakeholders and developers) and technical consultation November 2013

Responses from stakeholders to various stages of Core Strategy/BDP/Redditch Growth consultation

Baker Associates Infrastructure requirements within Worcestershire to 2026 arising from Phase Two Review of West Midlands RSS Preferred Option March 2009

Analysis of Proposed Strategic Sites BDC

WCS Outline (Royal Haskoning 2009 and MWH 2012)

SFRA level 1 and 2 (Royal Haskoning 2009 and MWH 2012)

Open Space, Sport and Recreation Local Needs Survey 2008( PMP Consultants)

Green Infrastructure Baseline Study (BDC)

GI Concept Plan Perryfields

GI sub regional group accessibility study

Infrastructure Delivery Plan September 2013

Social Infrastructure Audit (BDC 2008)

Settlement Hierarchy background paper, including audit of facilities/ services in each settlement (BDC 2012)

Town Centre Health Check (updated annually)

Review of Future Leisure Centre Provision in Bromsgrove May 2012

Affordable Housing Viability Study Levels June 2012

Infrastructure Strategy work (WCC) 2012, 2013 including papers Needs and Issues

Worcestershire CIL Viability Study HDH January 2013

The Community Infrastructure Levy (Amendment) Regulations  
2014 <http://www.legislation.gov.uk/ukdsi/2014/9780111108543/contents>

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Bromsgrove spreadsheet and accessibility work WCC/ Halcrow

Bromsgrove Development Plan Transport Network Analysis and Mitigation Report May 2013

BDC Capital and Revenue expenditure programmes (meeting with Jayne Pickering 8/1/12)

Worcestershire Waste Core Strategy Local Plan 2012-2027 Adopted November 2012

Appendix E

List of consultation responses on Bromsgrove District Infrastructure Delivery Plan to 'Technical consultations' July 2013 and November 2013

<b>Organisation/ Company</b>	<b>Response date (s)</b>
Amec	26/7/13
Ancer Spa	9/10/13
Billingham and Kite	23/7/13
BDC/RBC Leisure and Cultural Services	9/8/13
BDC/RBC waste policy	8/7/13
BDC/RBC Environmental services	25/7/13
BT	22/7/13, 8/10/13
Centro	15/7/13
Coventry PCT NHS	8/8/13, 15/10/13
Environment Agency	20/11/13
Grace church, Bromsgrove	18/7/13
Highways Agency	28/6/13,8/8/13,11/11/13
Mono Consultants(MOA)	4/7/13
National Grid	8/7/13
NHS Redditch and Bromsgrove Clinical Commissioning Group	17/7/13
Network Rail	16/7/13, 8/10/13
North Worcestershire Water Management	10/10/13
Phase 2 planning	24/7/13
Redrow	26/7/13
Savills	8/8/13
Severn Trent Water Ltd	24/1/14, 17/7/13, 26/7/13, 19/8/13
South Staffs Water	4/7/13
Tetlow King	8/10/13
Virgin Media	18/7/13
Western Power Distribution	10/8/13, 24/10/13

West Mercia Police and Crime Commissioner	6/11/13
West Mercia Police and HWFR	14/5/13, 5/7/13
West Mercia Police	3/7/13
West Midlands Ambulance Service NHS Foundation Trust	8/8/13
Worcestershire Acute Hospitals NHS Trust	25/7/13, 11/11/13
Worcestershire County Council Education	17/7/13
Worcestershire County Council Libraries	17/7/13
Worcestershire County Council Strategic planning	8/10/13
Worcestershire County Council Transport	24/9/13
Worcestershire County Council Waste Management	17/7/13, 6/8/13
Worcestershire County Council SuDS	19/7/13
Worcestershire Health and Care NHS Trust	11/10/13

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'Potrzebujesz pomocy z angielskim?' Skontaktuj się z Worcestershire HUB, Bromsgrove, tel.: 01527 881288

"İngilizce için yardıma ihtiyacınız var mı?" 01527 881288 numarayı arayıp Worcestershire HUB, Bromsgrove ile irtibata geçin

"ইংরাজির জন্য সাহায্য চাই ?" 01527 881288 নম্বরে উস্টাশায়ার হাব [HUB] ব্রমস্‌গ্রভ [Bromsgrove]-এ টেলিফোন করুন

"ਅੰਗਰੇਜ਼ੀ ਵਿਚ ਮੱਦਦ ਚਾਹੁੰਦੇ ਹੋ?" ਵੁਰਸੈਸਟਰਸ਼ਾਇਰ ਹੱਬ [HUB] ਨੂੰ ਬਰੋਮਸਗਰੋ [Bromsgrove] ਵਿਖੇ 01527 881288 'ਤੇ ਟੈਲੀਫੋਨ ਕਰੋ

"انگریزی میں مدد چاہتے ہیں؟" ورسیسٹر شائر ہب [HUB]، برومزگرو [Bromsgrove] میں 01527 881288 پر رابطہ کریں



**Bromsgrove**  
District Council

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

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