

CABINET
18 MARCH 2021**GAMECHANGER 2, REDDITCH RAILWAY QUARTER AND
TRANSPORT INTERCHANGE**

Relevant Cabinet Members

Dr K A Pollock, Ms K May

Relevant Chief Officer

Strategic Director for Economy and Infrastructure

Local Members

Mr B Clayton, Mr A Fry, Mr R C Lunn

Recommendation

1. **The Cabinet Member with Responsibility for Economy and Infrastructure recommends that Cabinet:**
 - (a) **notes the progress to date and supports the redevelopment of Redditch Railway Quarter as a Gamechanger 2 Site;**
 - (b) **endorses the proposal to acquire the land required to deliver the Railway Quarter proposals in accordance with the delegations as set out in the Land Acquisition Cabinet report of 19 November 2020 (and shown on Appendix 2 marked red);**
 - (c) **should it not be possible to acquire all the land by negotiation, authorises in principle the acquisition of necessary land and rights over land through the making of Compulsory Purchase Orders (CPO) and authorises the Cabinet Member with Responsibility for Economy and Infrastructure in consultation with the Strategic Director for Economy and Infrastructure to finalise the details and make the final decision on the making of such a CPO including any compulsory acquisition of rights, including over land outside the red line, required for the programme, and to approve any Statement of Reasons in relation to the land that must accompany any CPO submitted for the confirmation to the Secretary of State for Transport, and notes that this will be approved prior to making of the CPO;**
 - (d) **authorises the Strategic Director for Economy and Infrastructure to commence, continue and conclude contracts required for the delivery of the project;**
 - (e) **authorises the Cabinet Member with Responsibility for Economy and Infrastructure to approve the detailed redevelopment proposals for the site; and**

- (f) authorises the Strategic Director for Economy and Infrastructure to implement the delivery of those proposals, including submitting planning applications and obtaining any other consents required.**

Background

2. The development of transport infrastructure hubs and "Gamechanger" assets has been a key feature of the County Council's strategy to date.
3. This strategy has been further supported via the County Council's approval to the addition to the capital programme of £15m for Additional Rail Station Developments, including Gamechanger sites, for the purpose of enabling economic growth, including the purchase of land adjacent to key rail nodes for the delivery of "gateway" schemes in Worcestershire ("Gamechanger 2 Sites") in accordance with adopted policies for transport and growth and as part of the post pandemic recovery.
4. The development of Gamechanger 2 Sites as 'gateways' acknowledges the multi-faceted benefits and outcomes expected to be derived from such investments. Business Cases are anticipated to articulate a broad economic impact from: additional transport use; commercial, leisure and retail development; residential development; and the wider regeneration of the surrounding areas.
5. The location of Gamechanger 2 Sites reflects the work the County Council has done with district authorities in identifying key sites for development, growth and regeneration centred around transport nodes.
6. Projects associated with Gamechanger 2 Sites are starting to emerge in other key investment proposals including Worcestershire Local Enterprise Partnership bids under the Government's Getting Building Funding (GBF) and Town Investment Fund proposals led by Worcester City Council and Redditch Borough Council.
7. Cabinet approved delegated authority in November 2020 for the acquisition of Gamechanger 2 Sites.
8. Redditch Railway Station (the "Station") and land surrounding the Station has been identified as a Gamechanger 2 Site.

Progress of the Station and Redditch Railway Quarter redevelopment proposals

9. Redditch is on the cross-city West Midlands Trains line as the final destination running from Lichfield through Birmingham New Street Station. Prior to COVID-19 there were 6 trains per hour (tph) at 10-minute intervals, stopping at almost all stations, 3 tph serving Redditch and 3 tph serving Bromsgrove. The junction for the Redditch branch is at Barnt Green from where there is a combination of dual track and two sections of single line railway.
10. The redevelopment of the Station and surrounding area was identified in the 2018 Redditch Town Centre Regeneration Prospectus (the "Prospectus") prepared by Redditch Borough Council.

11. Following the publication of the Prospectus the proposed redevelopment of the Station and surrounding land was further developed into the 'Station Quarter' development in a 2019 report by BDP as part of the Town Centre Development Strategy commissioned by Redditch Borough Council, within which an enhanced Station was described as 'at the heart of the masterplan'.

12. In parallel to the above, in November 2019 the County Council allocated £200,000 through Open for Business for Worcestershire County-wide railway feasibility and intervention works. The funding was used to instruct a project team in early 2020, which included SLC Rail (as the County Council's Rail Advisor), Network Rail, West Midlands Trains, Redditch Borough Council, and a multi-disciplinary design team. The project team reviewed the rail case and options for delivering improvements at the Station.

13. The design team and SLC Rail undertook a technical review of the options which informed the development of the current proposal for the Station and surrounding area (the "Railway Quarter" redevelopment). The plan attached at Appendix 2 shows the general indicative scope of the land the subject of the Railway Quarter redevelopment outlined in red and shaded blue.

14. It is envisaged that the Railway Quarter redevelopment will form a new gateway to the town for visitors, residents and for those wishing to access the city (Birmingham).

15. Central to the delivery of the Railway Quarter redevelopment is the redevelopment of the Station and delivery of a multi-modal transport interchange ("Station Interchange"). An improved Station will support the town's overall regeneration, remove visual and practical barriers currently separating town and station, and become a 'gateway' bringing together the Railway Quarter and Town Centre as one seamless place, attractive, and easy to use for more visitors and residents

Station Interchange

16. The Station Interchange will deliver a transformed Station which will facilitate the wider Railway Quarter redevelopment.

17. In short, the Station Interchange will deliver:

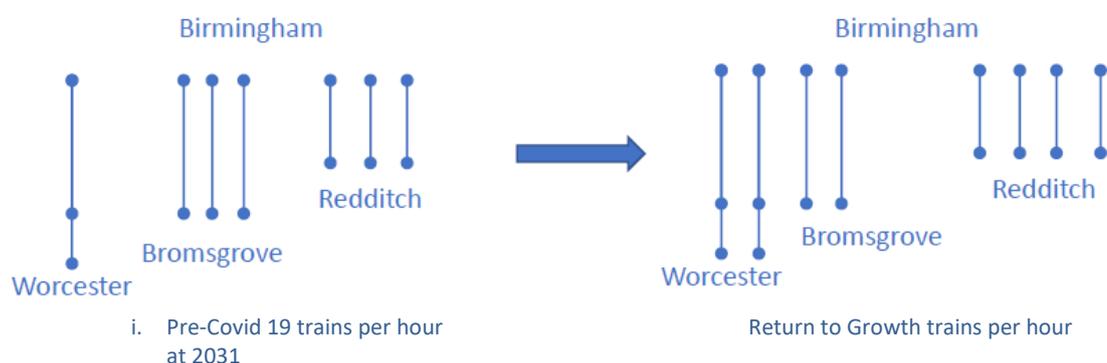
- A new two-storey station building providing a step-change in amenities, accessibility and capacity for passengers
- Significantly expanded public and waiting room space, wholly new catering/retail facilities, modern rail retail and staff accommodation, toilets/baby changing facilities meeting passenger numbers and the access needs of all users, and Wi-Fi/digital infrastructure inherent in construction and design
- The Station building will be designed to optimise digital technology for the benefit of rail operators, rail users and businesses operating in the railway quarter. Excellent fibre provision will be fundamental to the continued use and future development of Redditch Station and surrounding quarter. Building this into the design of a new building will optimise the provision in a way that is difficult to achieve retrospectively
- A multi-modal Redditch Interchange including rail and bus services, car parking, taxi drop off/pick-up, cycle access and safe storage, and direct, well-signed pedestrian routes within and between the Railway Quarter and Town Centre

- Creation of new open space in front of the Station, providing improved connectivity, integrating the station and Town Centre, and joining up to the other public realm enhancements proposed in the Town Deal bid
- Providing an enhanced, modern and attractive sense of arrival and customer experience for commuters and visitors, with services that support the 'Digital Town' proposals
- A safe, secure environment for users and staff throughout the Interchange, car park, station building and platforms
- Accessibility for all users, with truly inclusive design as a core objective and value of the scheme, covering every one of the enhancements described above, enabling any user to make full, independent use of the new built environment.

18. The Station Interchange will also support and enable the wider Railway Quarter redevelopment. Design provision will be made for longer 210m platforms and a second platform, respectively facilitating 9-car trains and increased train frequencies, securing the key role of Redditch on the Cross City Line as future rail strategy is developed by DfT, West Midlands Rail Executive, Network Rail and Worcestershire County Council, and prospectively extending under Unicorn Hill road bridge into a new centre for the station fully integrated with the Kingfisher Shopping Centre (the "Additional Station Works").

19. The risk of not increasing the capacity at the Station, through a second platform and extending the lines to 210 metres, is that the opportunity is lost to support rail industry development ambitions and service frequencies are permanently limited at Redditch.

20. These ambitions are clear beyond the COVID-19 situation. West Midlands Rail Executive is currently reviewing its Rail Investment Strategy 2019-2047 to take account of COVID-19, testing 2 scenarios of 'return to growth' and 'low growth'. 'Return to growth' assumes an increase to 4 tph at Redditch by 2031, and 'low growth' 3 tph by 2031 and 4 tph by 2040. (Bromsgrove would be similarly served with 4tph by 2031 under 'return to growth' and by 2040 under 'low growth'.) These ambitions are summarised in the figure below.



21. Furthermore, SLC Rail have undertaken a timetable feasibility of increasing the train services to/from Birmingham from 3 trains per hour (tph) to 4 tph. The technical appraisal included reviewing the capacity of the railway and service patterns between Birmingham New Street and Barnt Green and the impact of the two sections of single line railway on the Redditch branch. The appraisal demonstrated that 4 tph could be achieved.

22. It is anticipated that the delivery of the Station Interchange will unlock the wider Railway Quarter redevelopment which has the potential to support residential, office, retail and leisure uses. New residential development is likely to appeal to new and existing residents looking for well-designed, contemporary living with town centre amenities on the doorstep and excellent rail connectivity into Birmingham. Such a development will fit well with the West Midlands Combined Authority (WMCA) strategy of encouraging high quality housing growth in well-connected locations with a good existing social and community infrastructure.

23. There will also be options for commercial development coming forward subject to detailed market assessment and in line with the wider economic and regeneration aspirations of the area that are supported by the improvement in facilities and benefit of excellent rail connectivity into Birmingham.

The Station Interchange and Phase 1 of the Railway Quarter redevelopment

24. A project board will be formed in early 2021 with relevant stakeholders to oversee the development of detailed feasibility proposals for the Station Interchange, Additional Station Works and Railway Quarter redevelopment, taking it through relevant Rail Network Enhancement Pipeline (RNEP) stages.

25. The project board will appoint professional advisers in support of the preparation of the development vision and specification having regard to likely markets, land use allocations and design.

26. The Station Interchange, the Additional Station Works and the wider Railway Quarter redevelopment will be brought forward in stages. The stages will ensure that investments in each phase support the development in the next phase.

27. Phase 1 will deliver the Station Interchange, as shown indicatively on Appendix 3.

28. Future phases will deliver the Additional Station Works, as well as the delivery of the wider Railway Quarter redevelopment, including the provisions of residential, commercial and other uses.

Planning Permission

29. It is anticipated that planning permission will be required for certain parts of the works required to deliver the Station Interchange. Although planning permission is not yet in place the County Council is not aware of any reason why all necessary permissions will not be obtained when required.

Policy Justification

30. The delivery of the Station Interchange as well as the Additional Station Works and wider Railway Quarter redevelopment is supported by the National and Local planning policy.

31. The delivery of the Station Interchange as well as the Additional Station Works and wider Railway Quarter redevelopment is supported by the National Planning Policy Framework 2019 ("NPPF"). Part 9 of the NPPF "Promoting Sustainable Travel" states

that "opportunities to promote walking, cycling and public transport use" should be identified and pursued and growth should be focused on locations which are, or can be, made sustainable through limiting the need to travel and offering a genuine choice of transport modes.

32. Redditch Local Plan 4 (2017) (the "Local Plan")

<https://www.redditchbc.gov.uk/media/2751956/Adopted-BORLP4-low-res-17-02-17.pdf>, includes the following policy support for the delivery of the Station Interchange as well as the Additional Station Works and wider Railway Quarter redevelopment:

- a) Paragraphs 1.61 – 1.71 set out the Vision behind the Local Plan. Para 1.61 states that "The Redditch Sustainable Community Strategy (SCS) has provided a foundation to develop a Vision for the Local Plan, specifically the Vision and priorities of the SCS have been considered in the formulation of the Local Plan's Vision. The SCS is built around a shared vision for the Borough. It is envisaged that by 2030: *"Redditch will be successful and vibrant with communities that have access to good job opportunities, good education, good health and are communities that people will be proud to live and work in."* Paragraph 1.62 notes that "The Vision has also been formulated based on the aspirations of the Redditch community and sets out how Redditch Borough wants to be by 2030." Two of the seven aspirations set out therein are "Sustainable Places to Live which Meet our Needs" "Creating and Sustaining a Green Environment" and "Improving the Vitality and Viability of Redditch Town Centre". In respect of the aspiration "Sustainable Places to Live which Meet our Needs", paragraph 1.63 of the Local Plan noted that "To support the sustainability of Redditch's three settlements, new growth will have been achieved in a sustainable way. To achieve the development strategy, Redditch Town will be the main settlement in the Borough and focus for development, with cross boundary development adjacent to the Town to support it...." In respect of the aspiration "Creating and Sustaining a Green Environment", paragraph 1.66 of the Local Plan notes that "sustainable modes of transport will be supported and delivered as the infrastructure and green infrastructure needed to support planned development"
- b) The Station Interchange supports Policy 19, Sustainable Travel and Accessibility which states that *"Transport will be coordinated to improve accessibility and mobility, so that sustainable means of travel, reducing the need to travel by car and increasing public transport use, cycling and walking are maximised"*. Development will be in accessible locations and take account of interactions between uses *"maximising accessibility to, from and between public transport modes and interchanges (bus and rail), maximising accessibility to and from the development sites and increasing access to and from Redditch Railway Station for users, particularly where access points into the Borough create a gateway"*
- c) The location of and improvements to the Station Interchange and Railway Quarter through increasing visitor numbers and visitor experience support Policy 30, Town Centre and Retail Hierarchy, which states that *"aims to locate uses that attract large numbers of people, such as shopping, in existing Town Centres"* and provide *"for retail growth in tandem with the needs generated by economic and population growth and relative to the role and function of the centres in the retail hierarchy"*

- d) The Station Interchange through improving the perception of Redditch and visitor experience supports Policy 31, Regeneration for the Town Centre. Paragraph 31.2 of the supporting text states that "*There are a number of current development opportunities that have great potential to reinforce and strengthen the role of the Town Centre, creating confidence in Redditch as a place to invest in. In addition, the redevelopment of the area around the railway station could create a new gateway to the centre and improve its image and impression.*"

33. Worcestershire's Local Transport Plan, 2018 - 2030 (LTP4). NEST3 Redditch Transport Strategy Redditch Borough Council/LTP/Developers The Redditch Transport Strategy Major Scheme will be a phased investment programme in transport infrastructure, technology and services in Redditch Town Centre to support regeneration, economic diversification and growth, directly linked to Redditch Borough Council's Local Development Plan.

34. West Midlands Rail Executive - Rail Investment Strategy 2019-2047 (WMRE-2019): This proposes enhanced train service frequencies to Redditch.

35. Worcestershire Rail Investment Strategy (WCC-2017) seeks new rail capacity to support sustainable economic, housing, population and employment growth. Current work examining growth required in post-COVID-19 scenarios forecasts 8-22% growth in passenger volumes at Redditch 2020-2035. Such growth needs to be supported by commensurate improvements in the existing Station and its facilities.

Funding

36. It is anticipated that the Station Interchange works will be funded via:

- a) the Getting Building Funding award;
- b) the currently pending application for funds from the Government's Town Deals scheme; and
- c) the Council's Capital Programme for additional Rail Station Developments, including Gamechanger 2 Sites.

Getting Building Funding

37. An application was made to support the wider Railway Quarter redevelopment through Worcestershire Local Enterprise Partnership in August 2020 under the Government's Getting Building Funding scheme launched in August 2020 for shovel-ready infrastructure projects to boost economic growth, and fuel local recovery and jobs.

38. The application to support the Railway Quarter redevelopment was successful and £1,000,000 was awarded for securing strategic land acquisition. The fund is administered by the County Council and the monies must be spent by 31 March 2022.

Redditch Town Deal

39. The Government invited 101 towns to develop proposals for a Town Deal, as part of the £3.6 billion Fund. Redditch is one of the towns across the country eligible to bid for up to £25m for the Town Fund.

40. A Redditch Town Deal Board (TDB) was formed in early 2020 and the County Council is represented on the Board by Councillor Simon Geraghty.

41. The TDB established a vision and set of four priorities to transform Redditch from a traditional New Town into a New smart Town fit for the 21st century, which is a great place to live and work and an investment and visitor destination.

42. A Connected Town is one of the four priorities for the Town Deal and the Railway Quarter was identified as a key project. A subsequent community consultation identified Improving the Station as one of the two investment ideas that would make the biggest difference to their lives.

43. The County Council put forward a proposal to Redditch TDB for £8,500,000 to support the Station Interchange. The proposal was supported and included within the Town Investment Plan (TIP).

44. The Redditch TIP was submitted in January 2021, with funding announcements expected Q1/Q2 2021. Funding is to be spent by April 2026.

Land to be Acquired

45. In order to deliver the Station Interchange third-party land is required. The land expected to be required is set out in Appendix 2 Red Line Plan (the "Land"). The individual land holdings are identified in Appendix 1 - Station Interchange Land Ownership Plan, and comprise:

- a) Plot 1 - a vacant cleared brownfield site with access from Edward Street and is used for parking
- b) Plot 2 - includes the current station and car park. The land is owned by Network Rail
- c) Plot 3 - a public house known as the Golden Cross and includes a car park
- d) Plots 4/5 - comprise four trading food and beverage facilities within a short, mainly three storey terrace with part ground and first floor trading and upper floor residential flats
- e) Plot 6 - a footpath and grassed area providing pedestrian access to the Station directly off Unicorn Hill owned by Redditch Borough Council (RBC).

46. In identifying the land required to deliver the Station Interchange the County Council has balanced the need to deliver the Station Interchange with attempting to minimise interference with private property interests.

47. It is currently considered unlikely that CPO powers will be required in respect of NR and RBC land and that the works to deliver the Station Interchange will be brought forward alongside NR and RBC.

Compulsory Purchase

48. Cabinet have approved the mandate to acquire land for Gamechanger 2 Sites in accordance with the delegations as set out in the Land Acquisition Cabinet report of 19 November 2020.

49. The County Council will continue to seek to acquire the necessary interests in the Land via private agreement. However, with a view to progressing the delivery of the Station Interchange, the Council may need to use its CPO powers.

50. The County Council has considered the compulsory purchase powers available to it. In the event the Land cannot be acquired by agreement the Council will seek authority to exercise its powers pursuant to section 226(1)(a) of the Town and Country Planning Act 1990 which provides local authorities with the power to acquire land if they think that it will facilitate the carrying out of development, redevelopment or improvement on, or, in relation to, the land being acquired and it is not certain that they will be able to acquire it by agreement.

51. Pursuant to section 226(1A) an acquiring authority must not exercise the power contained within section 226(1)(a) unless they think that the proposed development, redevelopment or improvement is likely to contribute to achieving one or more of the following objects: 1) the promotion or improvement of the economic well-being of the area; 2) the promotion or improvement of the social well-being of the area, and 3) the promotion or improvement of the environmental well-being of the area.

52. It is anticipated that the above objectives will be satisfied in this case by reason of the delivery of the Station Improvements:

- a) improving the perception of Redditch through creating a new gateway to and from the town for visitors and residents;
- b) providing an integrated access between platforms, parking, bus interchange and leisure and retail facilities;
- c) bringing new facilities with the highest accessibility standards, maximising passenger safety and full, easy, independent access for all to railway services and Redditch Town Centre and customer-appropriate digital infrastructure;
- d) creating a modern station supporting increased passenger numbers combined with leading edge connectivity future proofed for service providers looking to invest for the benefit of rail operators, rail users and businesses operating in the Railway Quarter;
- e) contributing to an anticipated increase in trips (forecast growth to be between 8% and 22% increase in a range of post-COVID 19 scenarios to 2035) and commuter flows as well as supporting and encouraging private sector investment in the Town Centre; and
- f) supporting the wider regeneration of the Railway Quarter and acting as a catalyst for further investment and economic growth in the Town Centre.

53. In addition to the above, the County Council has had regard to the "Compulsory purchase process and the Criche! Down Rules: guidance (the "Guidance"). The Guidance outlines the need to justify the use of CPO powers in any given case, including the need to: a) identify a clear requirement for the land to be acquired; b) establish that all necessary sources of funding to acquire the land and to deliver the underlying scheme will be available, and c) to show that there are no impediments to the delivery of the underlying scheme. The County Council is confident that the requirements outlined in the Guidance have either been met or will be met at the point a final decision regarding the making of a CPO is made.

54. In light of this the County Council anticipate that there would be a compelling case in the public interest to justify the compulsorily acquisition of the Land in order to deliver the Station Interchange.

Human Rights

55. It is noted that compulsory purchase orders should only be made where there is a compelling case in the public interest. The purposes for which any CPO is made should justify the interference with human rights of those with an interest in the affected land. In this case the County Council anticipates that the many benefits the delivery of the Station Interchange, as well as the wider Railway Quarter redevelopment, will bring will provide a compelling case in the public interest for the use of compulsory purchase powers and outweigh the impact on existing owners and occupiers and their current land activities.

56. The County Council acknowledges that any CPO will have an effect on the human rights of those with interests in the Land. However, on balance the Council is currently of the view that the public benefit of any CPO and thereafter the delivery of the Station Interchange will outweigh the impact on the private individuals affected. The Human Rights Act 1998 requires (amongst other things) that every public authority must act in a manner which is compatible with the Convention for the Protection of Human Rights and Fundamental Freedoms ('the Convention'). The main articles of the Convention which are of importance in circumstances where the County Council is considering making a CPO are Article 8 – the right of an individual to respect his/her private and family life and home and Article 1 of the First Protocol – the protection of property.

57. If a CPO is made and thereafter confirmed, compensation may be claimed by persons whose interests in land have been acquired or whose possession of land has been disturbed. In these circumstances, if a CPO is made and thereafter confirmed, the County Council considers that the compulsory acquisition of the Land would not conflict with Article 1 of the First Protocol or Article 8 of the Convention.

Equalities Impact Assessment

58. The County Council hold duties under the Equality Act 2010 and is alive to such duties and the need to discharge them. Further work to discharge the Council's duties will be undertaken once further information regarding the Land and those who own and occupy it are known.

Financial Implications

59. The Land Acquisition Cabinet report of 19 November 2020 mandated that any decision to acquire land will be based upon a delegated mandate within some tightly constrained topographical, legal, value and financial parameters (the Parameters) as follows:

- a) Topographical Parameters: Gamechanger 2 Sites are adjacent to existing or proposed rail infrastructure;
- b) Legal Parameters: the Council has received advice and reports on title from its legal advisers that land comprised in any Gamechanger 2 Sites has a good and marketable/mortgageable title;

- c) Value Parameters: the Council has received advice and reports from its professional advisers about the value of land comprised in any Gamechanger 2 Site;
- d) Financial Parameters: the Chief Finance Officer confirms, following robust financial assessment about the nature and pay back of any scheme, having regard to one-off and/or ongoing revenue or capital implications/impacts, that the purchase of land, buildings or any other capital asset comprised in any Gamechanger 2 Site is within capital and revenue cash limits (including any cost of borrowing), as well as demonstrating value for money.

60. The decision to pursue any land purchase associated with Redditch Railway Quarter and Station Interchange will be subject to a financial assessment as set out above.

Risk Implications

61. The acquisition of the Gamechanger 2 Sites at this stage is simply about the buying and holding of sites for the development purposes described above. The risks associated with that development, for example adverse ground conditions and planning restrictions, will be explained and mitigated in subsequent reports to Cabinet seeking to move to the next stage in the development process. That does not mean that the acquisition itself is without risks, which can be set out as follows.

62. Value for Money/Valuation: there are various ways to value land depending, to some extent, on what the parties intend to do with it. This can range from a market rate (e.g. £/acre) to an investment based upon income (e.g. from existing tenants) or a residual valuation where the likely finished value of a development is discounted by the costs of getting there – this is the most appropriate method for valuing land for development when a scheme can be reasonably envisaged e.g. an office or factory. The Council's professional advisers will have provided their opinions on the most appropriate valuation method and the results of that any valuation will reflect the quality of the title to the land provided by the Council's legal advisers which must be a good and mortgageable title.

63. Risk in Current Market: Cabinet needs to be aware that valuations at this time are caveated in relation to uncertainty about future market conditions and, in particular, whether the changes seen to patterns of behaviour during the current pandemic and their effects on rail economics, the demand for urban living, retail and office space become the new norm. It is suggested that, as the proposed land acquisitions relate to regeneration projects, the ability to design development to optimise the opportunities in the new norm is a significant mitigating factor.

64. Affordability/Revenue: The cost of holding land for the period until a development return that neutralises the initial purchase cost can be achieved. This risk can be significantly mitigated if there is an income from the land that can be sustained for as long as possible up until and during subsequent development. The worst-case scenario in this instance is the revenue strain that would be suffered by drawing down all monies as debt with no mitigating income. It may also be the case that monies from sources including the LEP Growth Fund allocations, income from other development activity and Local Transport Plan grant allocations can be used to mitigate the revenue strain.

65. Development Viability: Scheme failure where no viable proposals come forward is a risk that needs to be contemplated because a detailed assessment has not been made at this stage. In such a situation, the Council would need to bear any loss in value of the

land, the costs of servicing any debt until that decision was made and the costs associated with the initial purchase of the land and up to the point of disposal. Mitigation here could be the procurement of specialist advice on disposal at the time which could include, for example, the partitioning and sale of the land in parts.

66. Compulsory acquisition requires a compelling case in the public interest. There is a risk of a compulsory purchase order being resisted and not confirmed. Planning permission will also be needed. There is significant work developing the proposal required and the Council will procure appropriate advice from legal and other professionals in this respect.

Joint Equality, Public Health, Data Protection and Sustainability Impact Assessments

67. A joint impact assessment (JIA) screening (and any full impact assessments – if screening indicates that they are required) must have been completed before the Cabinet report is submitted.

68. The JIA screening has been carried out in respect of these recommendations. It identified that further impact analysis will be required in respect of:

- Equality and Public Health
- Environmental and Sustainability

These will be carried out at appropriate stages in the project, as more detailed plans are developed.

Supporting Information (available electronically)

- Appendix 1 - Station Quarter Land Ownership Plan Phase 1
- Appendix 2 - Red Line Plan
- Appendix 3 – The Scheme Phase 1
- Appendix 4 - Project Screening Redditch Railway Quarter

Contact Points

County Council Contact Points

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Specific Contact Points for this report

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Background Papers

In the opinion of the proper officer (in this case the Strategic Director for Economy and Infrastructure) the following are the background papers relating to the subject matter of this report:

Agenda papers and minutes of the meeting of the Cabinet held on 19 November 2020