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STUDY INTO THE FUTURE GROWTH IMPLICATIONS OF REDDITCH

**Second Stage Report
to
The West Midlands Regional Assembly
Worcestershire County Council
Redditch Borough Council
Bromsgrove District Council
Stratford-on-Avon District Council**

**Second Draft
October 2008**



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1 Introduction

The Phase I Study

- 1.02 White Young Green Planning (WYG) were jointly appointed by The West Midlands Regional Assembly, Worcestershire County Council, Redditch Borough Council, Bromsgrove District Council and Stratford on Avon District Council to assess the implications for Redditch of achieving each of three growth scenarios then being considered by the West Midlands Regional Spatial Strategy Phase Two Revision in May 2007.
- 1.03 The quantity of land required to meet the three options including allowances for employment, retail and community uses together with sufficient land for open space to maintain the form and character of the town was calculated and broad strategic directions for growth were evaluated.
- 1.04 The Report concluded that there was insufficient existing urban capacity to meet any of the options and that some extensions to the existing urban area would be necessary.
- 1.05 The Borough of Redditch Local Plan No.3 designated three Areas of Development Restraint (ADRs) which it recognised may be needed to accommodate future growth. These areas are excluded from the Green Belt but it is a matter for future revisions to the Development Plan (the LDF) to consider their actual allocation. These areas could be regarded as being sequentially preferable to other areas of open countryside that have either been considered for development (either as part of previous reviews of the Local Plan or through Section 79 Inquiry) and ruled out, or have never been considered at all.
- 1.06 The identified urban capacity plus the development of the ADRs and Winyates Triangle (an area of White Land within Stratford-on-Avon's administrative area) would be sufficient to meet Option 1 but further

urban extensions which would inevitably involve land designated as Green Belt would be required to cater for either Option 2 or 3.

1.07 Much of this land would fall within the neighbouring authorities of Bromsgrove and/or Stratford-on-Avon Districts.

1.08 Although these assessments allowed Redditch's levels of green space to be maintained in any expansion area and would facilitate the incorporation of major landscape and ecological features, the extent of urban extension required to meet Option 2 and more particularly Option 3 would be perceived as a major incursion in to surrounding countryside.

1.09 Constraints imposed by highway and drainage infrastructure are generally less to the north than to the south and west. Expansion northwards including the development of the Brockhill ADR would be relatively close to the town centre and significant savings on vehicle mileage in comparison with the more peripheral locations could be achieved particularly if improved public transportation links are incorporated into any masterplan for the area. For these reasons the report concluded that development to the north of the town would be more likely to result in a more sustainable pattern of development.

1.10 Subsequent to the publication of the draft Report the West Midlands Regional Assembly in January 2007 published a Preferred Option for the RSS Phase 2 revision which:

- Revised the start date from 2001 to 2006
- Allowed for small adjustments, including the possibility of compensating additions, to the Green Belt to allow for the most sustainable form of development.
- Replaced the former designation of Sub-Regional Foci with Settlements of Significant Development which also includes Redditch thereby removing limitations to Redditch's growth imposed by the existing RSS's regional hierarchy

- 1.11 Due to these changes an addendum was added to the report which noted that if these RSS revisions are accepted by the Secretary of State then it would be open to the three authorities to consider the most appropriate distribution for necessary growth outside the urban area based on the principles of sustainable forms of development as part of the preparation of their Local Development Frameworks. Within that context, one potential scenario is that most, if not all, of the growth could be accommodated on land currently designated as Green Belt with other land, including that currently designated as ADR, being added to the Green Belt in compensation.
- 1.12 The Regional Assembly has agreed that as part of the RSS Preferred Option, the level of growth at Redditch for the revised plan period of 2006-2026 should be 6,600 dwellings, some of which would need to be provided on land within the administrative areas of Bromsgrove and/or Stratford-upon-Avon District Councils.
- 1.13 The report calculated that about 150 hectares of Green Belt could be required in the adjacent authorities to accommodate housing growth, together with related employment and community land uses.

The Phase II Study

- 1.14 Following publication of the Preferred Strategy the Regional Assembly received a letter from Baroness Andrews in which she informed the Assembly that GOWM would commission a study to provide the Panel undertaking the Examination in Public with further options that could deliver higher housing numbers. GOWM appointed planning consultants Nathaniel Lichfield and Partners to undertake this study which was published on 7th October 2008. The study does not recommend allocating any additional growth to Redditch but does suggest that 2,500 units from Bromsgrove's additional growth could be associated with Redditch. This study will therefore consider two growth options based on 6,600 and 9,100 dwellings.

- 1.15 This study will review the findings of the 2007 study and consider in more detail how best to distribute the required growth scenarios to Redditch's existing urban area including land within Bromsgrove and Stratford on Avon District Council areas.
- 1.16 The study builds upon the Addendum to the Phase I Study and is an objective appraisal of the most appropriate way of accommodating the growth options not constrained by the administrative boundaries of the local authorities or policy designations of Green Belt or Areas of Development Restraint (ADR). For these reasons the report's findings differ to those of the prevailing Local Plans, the emerging LDF core strategies and the 2006 Masterplan for North West Redditch which considered the development of the Brockhill ADR and proposals for the redevelopment of the Abbey Stadium.
- 1.17 The study will review what existing capacity exists within the Redditch urban area to accommodate new development, consider the advantages and disadvantages of alternative growth patterns and identify potential sites to meet the growth requirements.
- 1.18 Redditch Borough Council (RBC) are undertaking a Strategic Housing Land Availability Assessment (SHLAA) which will evaluate the sources of residential capacity. As part of this study we have carried out a partial review of RBC Open Needs Assessment which has identified some potential surplus open space which has been fed in to the SHLAA. The preliminary findings of the SHLAA have been taken into account of in this study.
- 1.19 RBC are also carrying out an assessment of employment land. The findings of this study are not available and we will therefore use the employment land requirements from the Preferred Option of the RSS and calculations of existing employment land capacity.

- 1.20 The study considers what land requirements will be required as sustainable urban extensions (SUEs) to meet the two growth scenarios taking into account these identified capacities and making allowances to provide open space, education and community services such as local shops and community facilities.
- 1.21 We have also considered the likely form and character of these urban extensions. Redditch has a unique urban form stemming from its design as a New Town. It is characterised by large areas of banded tree planting and landscaping to the principal distributor roads which shield and separate the individual districts and neighbourhoods.
- 1.22 This raises the issue as to whether these urban extensions should continue this form and character or should higher densities be required to minimise the extent of these incursions into the surrounding countryside. There is clearly a balance that must be struck and the study is based on achieving a minimum density of 35 dwellings per hectare. This equates to 22.75 dwellings per gross developable area which allows for open space, and principal distributor roads. This is higher than the density of 30 dph adopted by RBC's SHLAA but should enable sufficient flexibility in the design and layout of the expansion areas to maintain the established characteristics of Redditch. By incorporating land that is less suitable for development, such as that at risk of flooding, for amenity use the extent of these incursions into the surrounding countryside will be minimised.
- 1.23 In considering the issue of sustainability we have had regard to the following factors:
- Proximity to town centre
 - Proximity to employment opportunities
 - Proximity to transportation corridors and routes
 - Quality of landscape

- Visibility of development
- Relationship with existing urban form
- Cost and availability of infrastructure
- Opportunity to develop critical mass to support local services

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2 Urban Capacity

A Review of Existing Residential Land Capacity

2.01 Redditch Borough Council are undertaking a Strategic Housing Land Availability Assessment (SHLAA) which has calculated capacity from the following sources:

Total dwellings at a density of 30 dph	1121
Total dwellings in windfall allowance	432
Total dwellings identified through SHLAA	1553
Completions 06 to 08	690
Sub Total	2243

2.02 We are of the opinion that 30 dph used in the local authority's SHLAA is not sufficiently ambitious and does not reflect densities that have been achieved by actual site assessments and developments. We have therefore increased the assessment to 35 dph which equates to an additional capacity of 187 dwellings. The SHLAA also allows for a capacity of 450 dwellings from the Brockhill ADR. For reasons explained later we have disregarded this source at this stage.

Additional dwellings @ 35 DPH	187
Total	2430
RSS Target	3300
Shortfall	870

2.03 The Phase I report contained an assessment of urban capacity which amounted to 736 from surveyed capacity, and 805 from trend based capacity (from Table 3) and 1050 from the Webheath and Brockhill ADRs. Therefore the capacity from undeveloped assets has reduced from 2591

to 2003 largely through the deletion of Webheath which accounts for 600 dwellings.

- 2.04 In addition the RSS requires an additional 3,300 dwellings to meet the 'needs' of Redditch to be provided within Bromsgrove and Stratford-on-Avon District Council areas.

A Review of Open Space

- 2.05 Redditch is a planned new town that incorporates good levels of open space including Arrow Valley Park which is regarded as a regional facility. There are large areas of landscaping to the principal roads leading to a perception of high levels of green space.

- 2.06 The Council commissioned Scott Wilson to undertake a Review of Open Space in 2005. The report concluded that the present levels of Open Space which amount to 7.48 hectares per 1000 population should be maintained. This standard of provision was incorporated into the land requirement calculations contained in the Phase I report.

- 2.07 As there is insufficient urban capacity available to accommodate any of the growth scenarios extensions to the urban area are inevitable. In order to minimise the extent of these incursions into the surrounding countryside a partial review of the Scott Wilson report was undertaken to ensure that there was no underutilised green space that should more properly be assessed to see if additional capacity for housing could be identified.

- 2.08 A review of two typologies; 'Amenity Open Space' and 'Semi-Natural Open Space' was undertaken. Six sites were identified and included for assessment as part of the SHLAA by the Borough Council. Capacity for an additional 147 dwellings was identified. The full assessment is included in this report as Appendix 1.

3 Land Requirements

Residential

3.01 Our assessment of the quantities of land required to meet the levels of growth over and above existing urban capacity are based on achieving a net density of 35 dwellings per hectare. As this development will be provided on large sites we have allowed 35% of the land to be used for open space, estate roads and primary schools. This equates to 22.75 dwellings per hectare gross. This figure is within the range first advanced by 'Tapping the Potential' in 1999 and this approach has not been subject to contrary advice since.

3.02 We have revised the potential residential capacity from the SHLAA. This is outlined in paragraph 2.01 above. Allowing for an existing urban capacity of 2,430 dwellings the net requirements to meet the two growth scenarios are 4,170 and 6,670 dwellings. Therefore at a gross density of 22.75 dph the land requirements will be 183 ha and 293 ha.

Employment

3.03 The RSS preferred option says that 51 ha of employment land will be required. According to Redditch Borough Council's Employment Commitments in Redditch Borough which has a base date of April 2008 total commitments amount to:

Allocated Sites in LP3	5.55 ha
Post LP3 adoption	12.84 ha
Ravensbank	4.67 ha
Completions 2006-08	7.65 ha
Total	30.71 ha

- 3.04 Therefore to meet an increase of 6600 dwellings an additional 20.3 ha of employment land will need to be identified. In the absence of a more accurate assessment of the employment land required to support the higher growth option of 9,100 dwellings we have made pro rata increase in employment land amounting to 31.9 ha.

Open Space

- 3.05 The gross residential density figure of 22.75 dwellings per hectare allows for a proportion of developable land to be utilised for parks and playing fields and no separate allowance has been made.

Other Uses

- 3.06 Allowance should be made for new secondary schools each of 10 hectares to include community use of playing fields to meet the requirements of both growth options. In addition an allowance for a District Centre providing convenience retailing and local services together with community uses such as church facilities should be allowed for at 0.8 ha hectare per 1,000 dwellings.

Summary

Growth Option (dwellings)	6,600	9,100
Urban Capacity	2,430	2,430
Net Requirement	4,170	6,670

Residential Area (@22.75 dph)	183.3 ha	293.2 ha
Employment (Net)	20.3 ha	39.6 ha
Education	10 ha	20 ha
Retail & Community (0.8ha/1000 dwellings)	3.3 ha	5.3 ha
TOTAL	216.9 ha	358.1 ha

3.07 The table on the following page compares the land requirements assessed by the Phase I study with those now being proposed. There are a number of reasons for the variations between the studies:

- The amount of identified urban capacity which has decreased from 4,173 to 2,430.
- The Phase I study maintained the existing open space standard of 7.43 ha per 1000 population. This study has used a more commonly accepted standard of discounting net density.
- The Phase I study used a basic formula to calculate employment land requirements. This study is based on the Revised RSS figure which we have increased pro rata for the higher growth option which generates a higher figure. This matter will be further refined by the RBC Employment Study which is being undertaken which may result in modifications to the figures used.
- We have used higher estimates for other uses. This is to accommodate secondary schools within one or both of the SUEs. Whilst these schools may not be required in the early phases of development, one of the principles of a sustainable urban extension is the provision of services and facilities on a local basis and we are of the opinion that sufficient land capacity should be allowed on this basis.

For these reasons the figures contained in this report should be regarded as more robust than the more strategic assessments in the Phase I report.

Phase I Study

	RSS Option 1	Option 2	Option 3
Dwellings	4,300	8,200	13,200
Net Residential Land (ha)*	5.73	181.46	406.81
Employment (ha)	8.2	15.62	25.14
Other uses	1.79	3.4	13.84
Total	17.82	200.48	445.43

* Allowing for existing urban capacity. Residential and Open Space figures from 2007 Report amalgamated for comparison purposes.

Phase II Study

	Preferred Option	+ Growth
Dwellings	6,600	9,100
Net Residential Land (ha)	183.3	293.2
Employment (ha)	20.3	39.6
Other uses	13.3	25.3
Total	216.9	358.1

3.08 All of these options with the exception of the RSS Option 1 in the Phase I study require significant extensions to the urban area.

3.09 Constraints on Development

3.10 In this section we consider factors that will influence the choice of location including prevailing policy issues and the provision of infrastructure.

Policy Issues

The Areas of Development Restraint

3.11 The three local authorities have decided not to produce a joint Core Strategy. Redditch Borough Council has produced a draft Core Strategy Issues and Options paper for consultation which states that:

'The Strategic target can be met using urban area sites and ADRs. There is no need to use Green Belt within the administrative area of the Borough. There are particular reasons why the Green Belt areas in Redditch Borough should not be used for development. Therefore this makes the ADRs strategic sites for the delivery of housing growth and some employment growth in the Borough up to 2028'

3.12 The draft Core Strategy is therefore based on the proposition that because the ADRs have been excluded from the Green Belt that they are sequentially preferable in policy terms to land covered by the designation and this would be the case if the Green Belt boundaries are not reviewed. The Redditch Local Plan states that no development will take place in the ADRs until their future has been reviewed at a future review of the Development Plan (the current LDF process).

3.13 The review of the RSS has opened the door to alterations to the Green Belt Boundary in order to accommodate necessary growth in the most sustainable form. Therefore this report will evaluate the ADRs alongside other potential urban extensions which are currently Green Belt and the eventual selection made on which option best meets objectives such as sustainable development. This may alter the balance of land to be found within and beyond the boundaries of the Borough Council.

The Green Belt

- 3.14 Any alterations to the established Green Belt are likely to be controversial and will require careful consideration and justification. Before contemplating any variation to the existing boundaries and whether the modification to boundaries in one direction would be inherently more harmful to another it is necessary to consider the original objectives of Green Belts.
- 3.15 Planning Policy Guidance 2: Green Belts (PPG2) states the objectives of Green Belts to be:
- to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns from merging into one another;
 - to assist in safeguarding the countryside from encroachment;
 - to preserve the setting and special character of historic towns; and
 - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 3.16 All planning policies and recent development plans seek to prevent the unnecessary sprawl of urban development by giving sequential priority to the redevelopment of brownfield sites and other sites within the urban area before looking at extensions and in so doing this assists in safeguarding the countryside. Redditch is not a historic town and does not have significant areas of brownfield land. Therefore the principal aim of the Redditch Green Belt is to prevent neighbouring towns coalescing.

Infrastructure

Transport

- 3.17 The Summary of Key Issues affecting Redditch from the Worcestershire Local Transport Plan 2006 – 2011 states:

Redditch, located in the north of the county, has relatively few problems relating to traffic congestion or air quality, which is in large part due to the highway network within the town being developed

as part of the New Town expansion from the 1960's. However, accessibility can be a problem in some areas of the town, despite a reasonable bus network, and there are significant community safety concerns regarding use of the footpath and subways network. There is a proposal for a major commercial leisure development at Abbey Stadium, to the north of the town, which has significant transport implications. This was the subject of a Public Inquiry in November 2005, and if planning approval is granted it is likely to be built during the LTP2 period. This development would have a major impact on travel patterns within Redditch, as detailed below. A Bus Quality Partnership has been established within the town, and this has successfully secured funding for investment in public transport facilities within the town. Rail access to the town is via a single-track line from Barnt Green. Whilst a reasonable service is provided from Redditch to Birmingham as part of the Cross-city line, interchange with rail services to other parts of the County are poor. The main concern over traffic congestion relates to the highway network in the south-eastern area of Redditch, and the confirmation that the A435 (T) Studley Bypass will not go ahead means that alternative solutions to such congestion will need to be identified.

- 3.18 Whilst the Abbey Stadium proposals referred to did not receive planning permission paragraph 4.8.2 of the plan gives a clear indication of the highway requirements for a major development to the north-west of the centre.
- 3.19 If the proposal ultimately secures planning approval, it is programmed for construction during the LTP2 period. The Transportation Assessment for the development identified the impact of the additional travel demand upon the local highway network, and following discussions with the County Council and the Highways Agency the following transport strategy was agreed:

- Construction of the A441 Bordesley Bypass along with associated junction improvements on the A441 at the Riverside Roundabout in Redditch, and at the M42 Junction 2.
- Development and implementation of a comprehensive site Travel Plan, including improvements to the local walking and cycling networks to provide direct access between the site and surrounding residential areas, the town centre (including bus and rail stations), and the National Cycle Network. Bus services including a shuttle bus between the site and the town centre would also be provided.
- Introduction of traffic management measures on the Bypassed section of the existing A441 through Bordesley village, to deter through traffic, improve conditions for pedestrians and cyclists, and to improve facilities for bus passengers. If the development goes ahead, this package would be primarily funded by a partnership of Redditch Borough Council and the developer. Although the A441 Bordesley Bypass is a recognised new road proposal within the County Council Structure Plan, it is not a scheme of regional significance and under current traffic conditions is not considered a priority for the County Council. However, the County Council has agreed to make a contribution of up to £1 million towards the construction costs of the Bypass to ensure that the road is built to a dual carriageway standard as this is considered the most appropriate and safest standard of road for the forecast traffic flows.

3.20 A considerable amount of information was collected during the preparation of the 2007 Report. In addition Mott MacDonald have carried out a strategic assessment for the Regional Assembly.

Rail

- 3.21 The aim of the RSS is to meet local and sub-regional economic and social needs in the most sustainable way without attracting investment or migration from the MUAs (Para 3.11). One of the main principles of sustainable development is to reduce the need to travel particularly by car. It will therefore be necessary to balance new population growth with employment opportunities. Conversely the conurbation will continue to rely on towns such as Redditch to provide some of its labour requirements and some level of out commuting is inevitable. It is therefore important to provide, where possible, a realistic alternative to the private car.
- 3.22 Redditch is the terminal station on the line from Birmingham New Street. The capacity is limited to half-hourly services because it is a single track from Barnt Green. There are proposals to develop a second platform at Redditch which will enable capacity to be increased to a 20 minute service. These plans are being considered by the Rail Regulator on 31st October 2008.

Services

- 3.23 A considerable amount of information and analysis was collected during the preparation of the 2007 Report. The main conclusion was that with the exception of foul drainage that services could be provided without abnormal expenditure to all areas around Redditch.
- 3.24 There is no existing or planned spare capacity at the Priest Bridge Sewage Treatment Work to the south-west of Redditch therefore all sewage must be routed to the Spennall treatment works to the south-east of Studley. There are also capacity issues with the main sewer which runs through the centre of Redditch and therefore there is preference for sites to the east of the River Arrow. New development to the north of the town may require the construction of a new sewer through Redditch or to the east of the town. Development to the west of the River Arrow would require pumping of effluent to the new system.

- 3.25 No information was received from Severn Trent Water regarding the provision of potable water.
- 3.26 Redditch Borough Council have commissioned a Water Cycle Study which will consider both these issues in greater detail. We have no reason to assume at this stage that a technical solution to the provision of water supply and foul drainage cannot be found and that this is a question of costs and phasing.
- 3.27 Since the publication of the Phase I report the government has announced that a Community Infrastructure Levy (CIL) will be introduced on future developments. This is intended to secure contributions to a wide range of both social and physical infrastructure investments that would be required to support the growth of towns. The provision of Infrastructure Plans which will deal with the implementation of proposals will be part of the LDF process. Given the scale of developments proposed we have no reason to believe that the provision of infrastructure to the preferred locations would be abnormal such as to affect the viability of proposals.

4 Site Analysis

4.01 The Phase I report undertook a SWOT analysis of land around Redditch and concluded that if there was a need to identify land outside the boundaries of Redditch that sites to the north off the A441 and north west off the A448 provided the greatest opportunities in terms of accessibility to the town centre and that the servicing of sites to the west of the River Arrow were disadvantaged due to foul sewage.

4.02 We have reviewed the following locations for growth which are indicated on the map on the following page:

Sites within Redditch Borough

1. Webheath
2. Brockhill

Sites within Redditch Borough and Stratford-on-Avon Districts

3. The Eastern Fringe
4. The Southern Gap

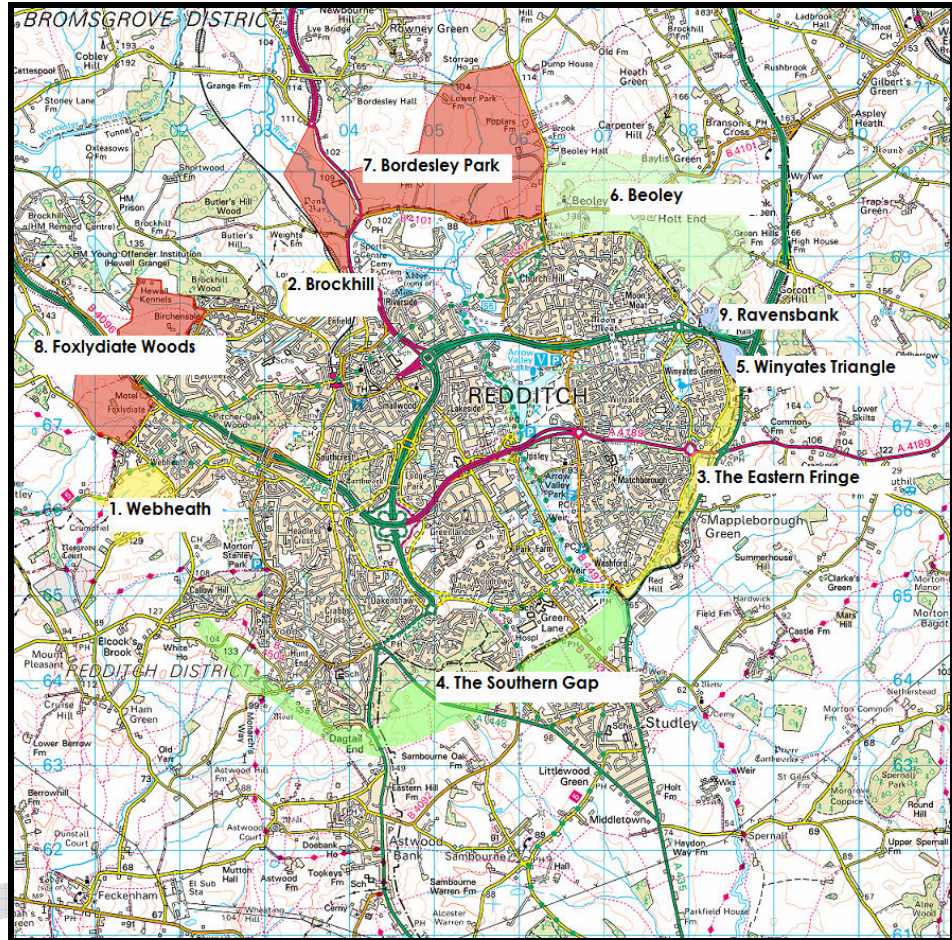
Site within Stratford-on-Avon District

5. Winyates Triangle

Sites within Bromsgrove District

6. Beoley
7. Bordesley Park
8. Foxlydiate Woods
9. Ravensbank

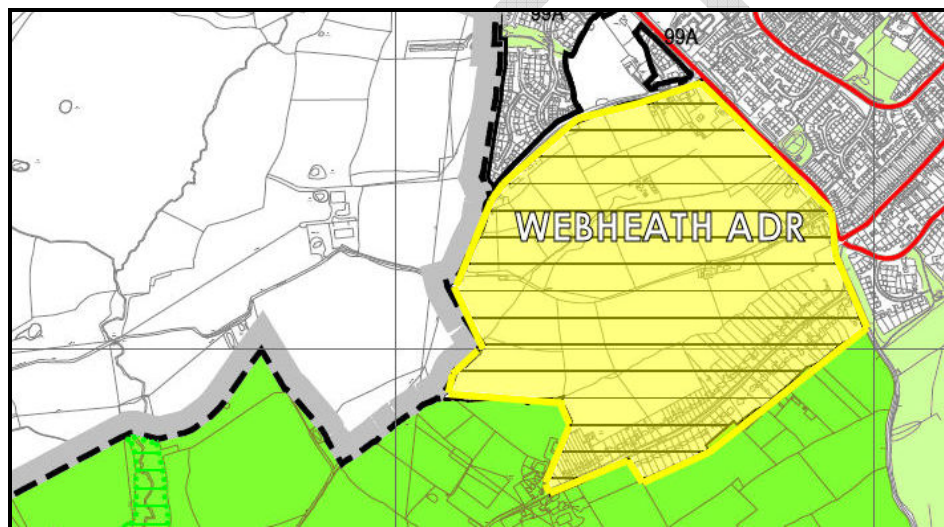
Plan 1: Alternative Growth Locations



1. Webheath

- 4.03 Webheath is allocated in the Redditch Local Plan as an Area of Development Restraint (ADR). It has therefore been identified as an area of possible future development and is excluded from the designated Green Belt. The following plan is an extract from the Redditch Local Plan showing the Webheath ADR coloured yellow.

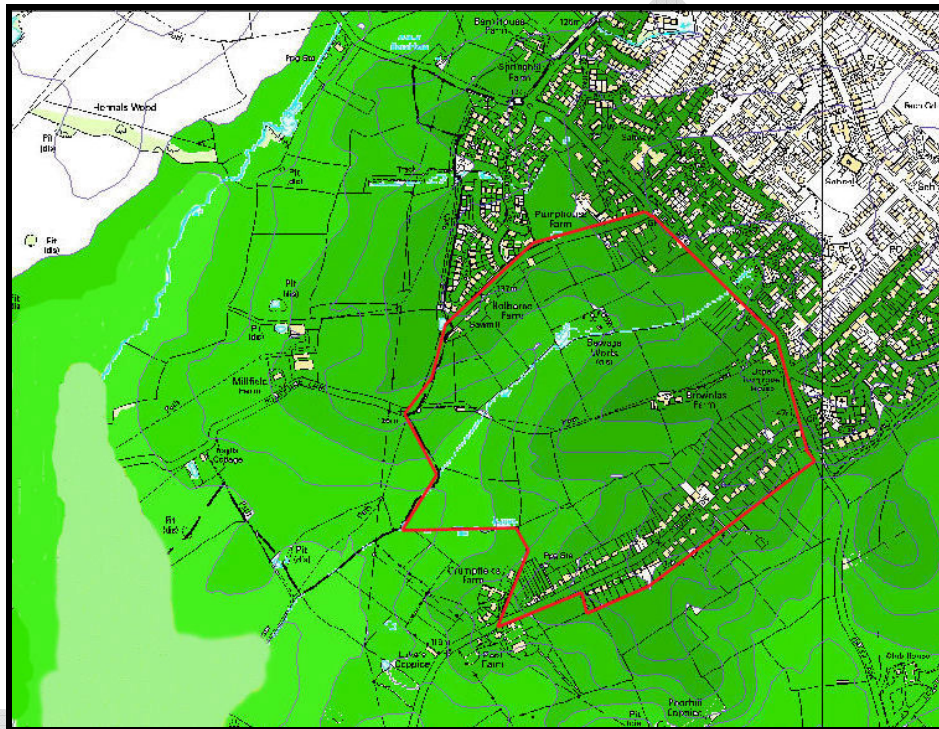
Plan 2: The Webheath ADR



- 4.04 This is an undulating area of land of, in our opinion, high landscape value containing pasture land with mature hedgerows and trees of individual quality. The landform of the site integrates the site in to the open countryside to the west with twin valleys running south-west to north-east. Any development would in our view be intrusive and poorly related to the existing developed areas. This is shown on the plan over page.
- 4.05 The road network is poor and this has limited the capacity of the ADR to 600 dwellings. It is understood that 150 dwellings have already been constructed reducing the outstanding capacity to 450 dwellings. Accessibility to public transport, the town centre and main employment sites is poor.

4.06 For these reasons we are of the opinion that the Webheath ADR should not be developed and would more properly be treated as an extension to the neighbouring Green Belt.

Plan 3: Webheath Topography



Advantages	Disadvantages
Established ADR	Distant from the town centre
Not Green Belt	Poor communications
	Not well linked to cycleways and footpath systems
	Distant from employment sites
	Difficult foul drainage

2. Brockhill

- 4.07 As with Webheath, Brockhill is allocated as an ADR in the Redditch Local Plan and as such is not included within the designated Green Belt. The housing capacity of the Brockhill ADR has been assessed by the Borough Council at 450 dwellings.
- 4.08 The site was considered by the North West Redditch Masterplan in 2006 which is reproduced beneath.

Plan 4: North West Redditch Masterplan

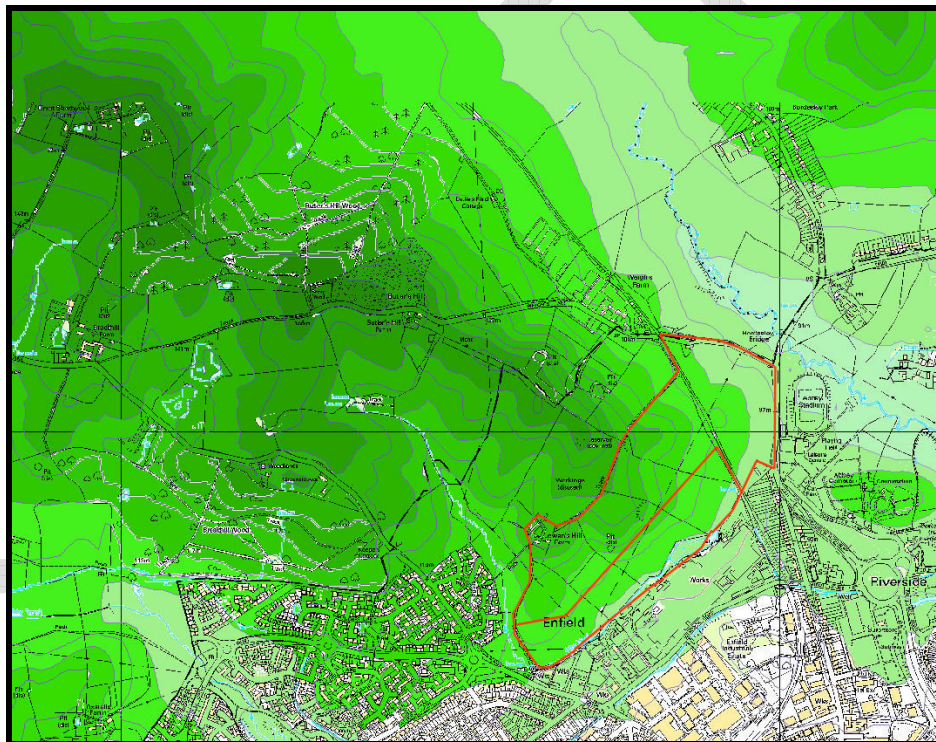


- 4.09 The plan show two areas of development to the west of the railway line with access from the roundabout with the B4184 at Brockhill Drive to the west and through the existing employment area to the south connecting to Windsor Road. Land to the south of this new road is to be used for

employment purposes with a landscaper buffer 10 -20m deep to the north of the road.

- 4.10 The following plan shows a prominent ridge running into the site from north-west to south-east. The site's topography will reduce the net developable areas particularly as it would be necessary to take into account the distant views of the site from the surrounding area.

Plan 5: Brockhill Topography



- 4.11 This plan also shows that the landform is very much a continuation of the landscape character of the land to the north within Bromsgrove District. This land is designated within the Bromsgrove Local Plan as being of High Landscape Value. Were it not for the administrative boundary and the needs for Redditch to identify development land within its own boundaries we are of the opinion that this designation would have been extended to most if not all of the site to the west of the railway line.

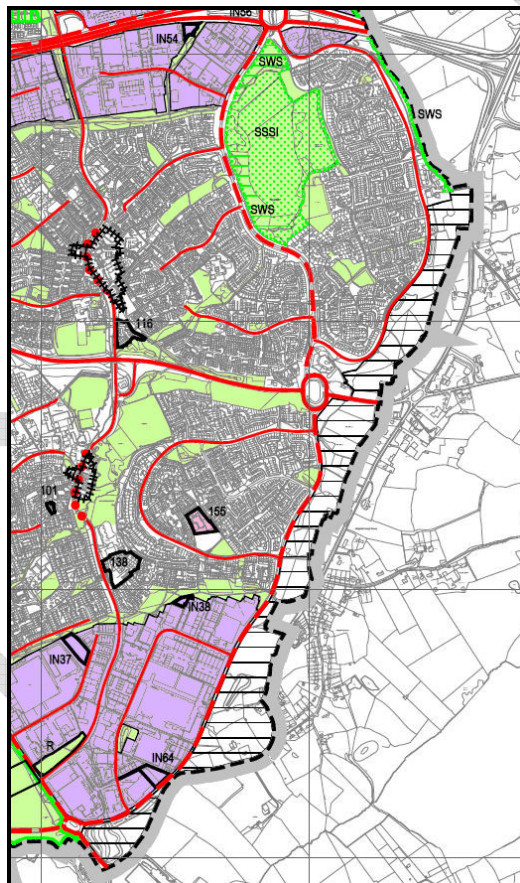
- 4.12 Much of the site is within 1 mile of the town centre. The masterplan shows a separate bus route running to the west of the railway line along with pedestrian and cycle links through the buffer strip and linking through the industrial estate to Windsor Road. The development of the site would benefit by the construction of a link between Brockhill Drive and the A441 but the railway is a major impediment to the provision of such a route.
- 4.13 Whilst the quality of the pedestrian and cycleway links may be questionable, the proximity of the site to the town centre must be regarded as being relatively sustainable. However we are of the opinion that the difficulties of developing this land together with the potential effects of developing on these prominent slopes in an area of landscape value outweigh the benefits of a location near to the town centre and for this reason we do not believe that this area of land should not be considered for development in the first instance. The exception to this is that part of the ADR laying to the east of the railway line which forms part of the Bordesley valley and is considered as part of Bordesley Park.

Advantages	Disadvantages
Established ADR	Poor linkages
Not Green Belt	Prominent ridge
Close to town centre	Quality landscape adjacent to Landscape Protection Area (Bromsgrove LP)
Close to employment sites	Relationship with employment sites (amenity)
	To west of River Arrow – more difficult drainage.

4.14 **3. The Eastern Fringe**

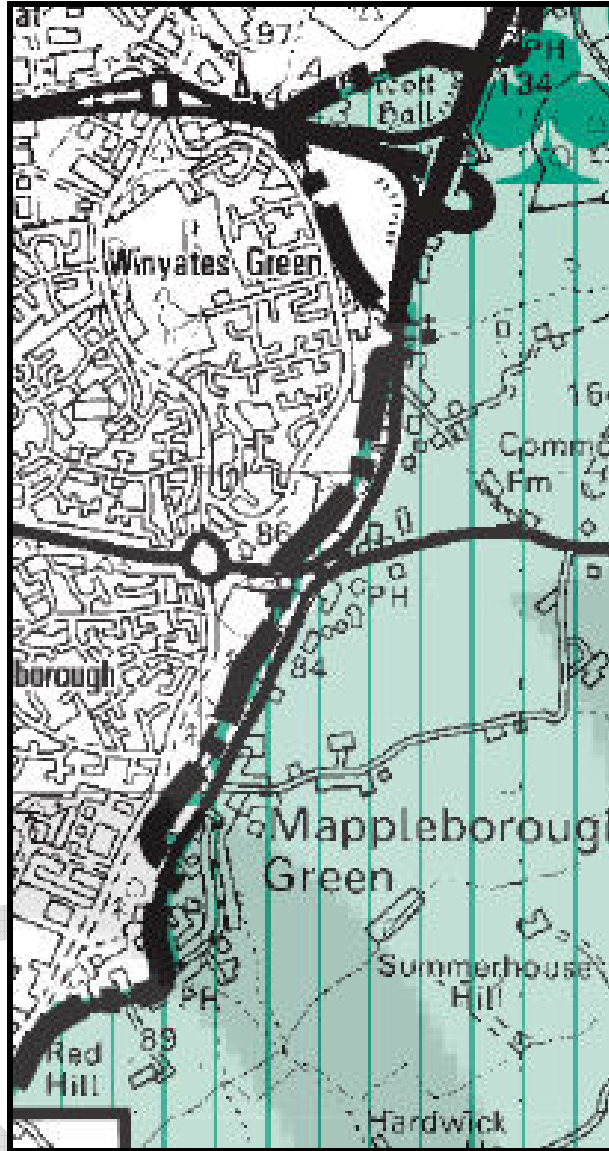
4.15 This is a linear area of land that lies between the A435 and the eastern boundary of Redditch. Much of the land would have been required for a now abandoned improvement scheme to this section of the A435 and ownership of land acquired for this purpose has been transferred to English Partnerships. The administrative boundary between Redditch Borough and Stratford on Avon District runs through the site. The section within Redditch Borough is designated as an ADR and land within Stratford has been excluded from the designated Green Belt.

Plan 6: Extract from the Redditch Local Plan Proposals Map



Note: The A435 ADR is shown hatched.

Plan 7: Extract from Stratford-on-Avon Local Plan Proposals Map



Note: The vertical hatching denotes an area of high landscape value, the green colour washed area is designated as Green Belt and shows that land to the west of the A435 is excluded.

- 4.16 Due to its status as an ADR the Phase I study attributed a potential capacity of 598 dwellings to this land with an estimated area of 30 ha.

- 4.17 Any significant extension to the urban area will involve the risk of amalgamation of settlements and this raises the issue as to when it would be deemed harmful for a settlement that was not regarded as a 'town' to be subsumed by the expansion of the primary settlement. Is it any less desirable for a village, hamlet or loose amalgamation of development to be coalesced?
- 4.18 Mappleborough Green is a loose knit settlement along the A435. The bulk of the village lies along Pratts Lane to the east of the main road. Development to the west of the A435 is limited to occasional properties. The village is separated from Redditch by a well treed strip of land which is in the most part between 120 and 150 metres in depth.
- 4.19 At the time that the Phase I report was written the Green Belt boundaries were not open to review. On this basis the ADRs were regarded as being sequentially preferable to land within the Green Belt. Consequently the whole of the land between the A435 and the existing boundary of development in Redditch was regarded as having development potential for 898 dwellings including the Winyates Green triangle.
- 4.20 The Preferred Option for the RSS Phase 2 Revision has allowed for adjustments to the Green Belt to ensure sustainable forms of development to take place and this opens the opportunity to reconsider the future of this land and the relationship between Mappleborough Green and Redditch. Clearly in the interests of good planning this area should be regarded as a single entity irrespective of the split in administrative responsibility between Redditch Borough and Stratford-on-Avon District Councils.
- 4.21 Mappleborough Green is 4.8 miles from the town centre via the Coventry Highway and routes for pedestrians and cyclists are poor. Sites could be served by bus services along Claybrook Drive and the area is close to the employment sites to the east of Redditch including those off Claybrook Drive and at Ravensbank. Access to local services is comparatively poor.

4.22 In our view it is inevitable that even if significant areas of woodland were retained and access were to be provided from Claybrook Drive the degree of separation between Mappleborough Green and Redditch would be eroded. The A435 skirts Redditch and it is not a route into the town unlike the A441 and A448. The general character of its route south of the Coventry Highway junction is rural with sporadic development with views of Redditch being effectively screened to travellers.

Conclusion

4.23 We would sum up the relative advantages and disadvantages of developing this land as follows:

Advantages	Disadvantages
Established ADR	Any significant development would require the removal of trees
Not in the Green Belt	Quality landscape
The land is flat and could be serviced from the west.	Erosion of the gap between Redditch and Mappleborough Green.
Could be regarded as 'rounding off'	Would change the character of the route of the A435
Close to Employment sites at Ravensbank and Claybrook Drive	Distant from the town centre
Easily drained to Sernal STW	Not well linked to cycleways and footpath systems

4.24 In our view the disadvantages of developing this site for any significant number of dwellings outweigh the benefits. Although close to some employment opportunities the distance to the town centre and difficulties of integrating the site with cycleways and footpaths result in the site having a relatively poor sustainability profile.

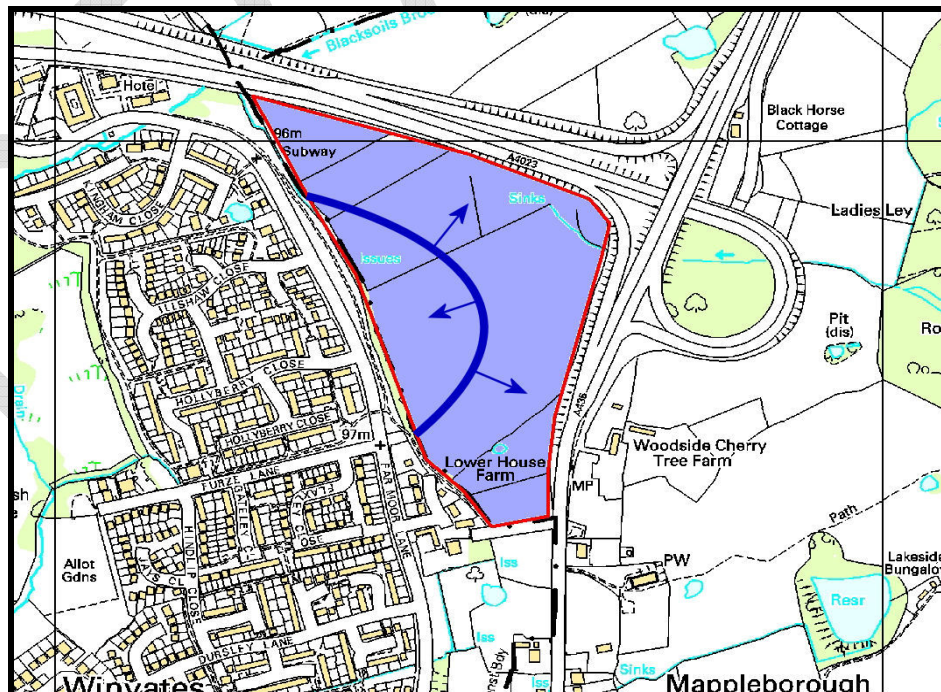
4. The Southern Gap

- 4.25 This belt of land running to the south of the Redditch urban area includes land within the administrative areas of both Redditch Borough and Stratford-on-Avon District and is included within their respective Local Plans as Green Belt.
- 4.26 The Phase I study concluded that accessibility to the south was poor and that the A441 and Crabbs Cross roundabout were congested. Traffic links to the north would involve journeys through the town centre or via the A435 which is also congested. Foul drainage to Sperrall STW would be easier than other options.
- 4.27 The narrow section of Green Belt that maintains the separation of Studley/Astwood Bank and Redditch is both valuable and vulnerable. Even a minor incursion would have a major effect on maintaining this separation and for this reason alone we are of the opinion that any extension of Redditch's development boundaries southwards would be harmful and we recommend that this area of Green Belt remains safeguarded.

5. Winyates Triangle

- 4.28 The Winyates Green Triangle is an area of 'white land' within Stratford-on-Avon District Council's administrative area. The site was included in the Phase I report as being suitable for residential development and contributed an estimated capacity of 300 units to the assessment.
- 4.29 The site relates to Redditch and unlike much of the A435 ADR land to the south we feel could be developed without detriment to the surrounding area.
- 4.30 The site has elevated roads to the north and east which may be a cause a noise nuisance. Whilst Redditch appears to have an adequate stock of B2 and B8 premises on established industrial estate we perceive that there is a shortage of quality B1 accommodation and given the need to identify additional employment land we are of the opinion that this site would be more suited to B1 rather than residential development.

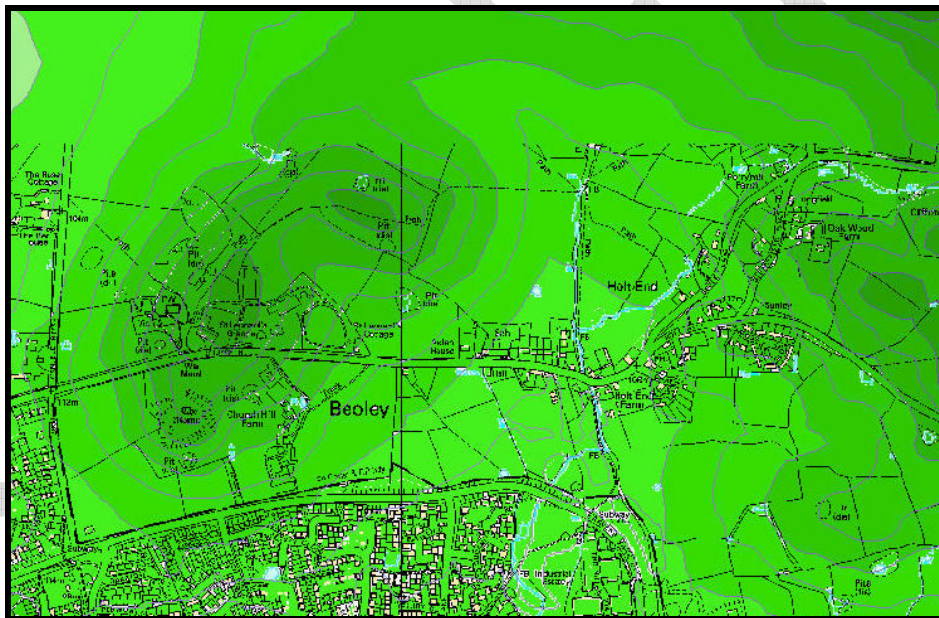
Plan 8: Winyates Triangle



6. Beoley

- 4.31 The area to the north-east of Redditch between the B4497 and the A435 contains very attractive landscape features particularly around St Leonard's Church to the west and the high ridge in the vicinity of Moss Lane and is shown on the Bromsgrove Local Plan as being within a Landscape Protection Area as well as the designated Green Belt. The main settlement is Holt End which is almost wholly within a Conservation Area.

Plan 9: Beoley Topography



- 4.32 The area is well located to the employment sites around Moon's Moat and Ravensbank but the town centre is less accessible. We are of the opinion that large scale development in this area would be very harmful to the countryside as a whole and the setting of Holt End in particular and for this reason we have disregarded the area from further consideration.
- 4.33 The photographs over page show the extent of the countryside between the northern edge of Church Hill and Beoley and Holt End.

Redditch Growth Strategy Phase II



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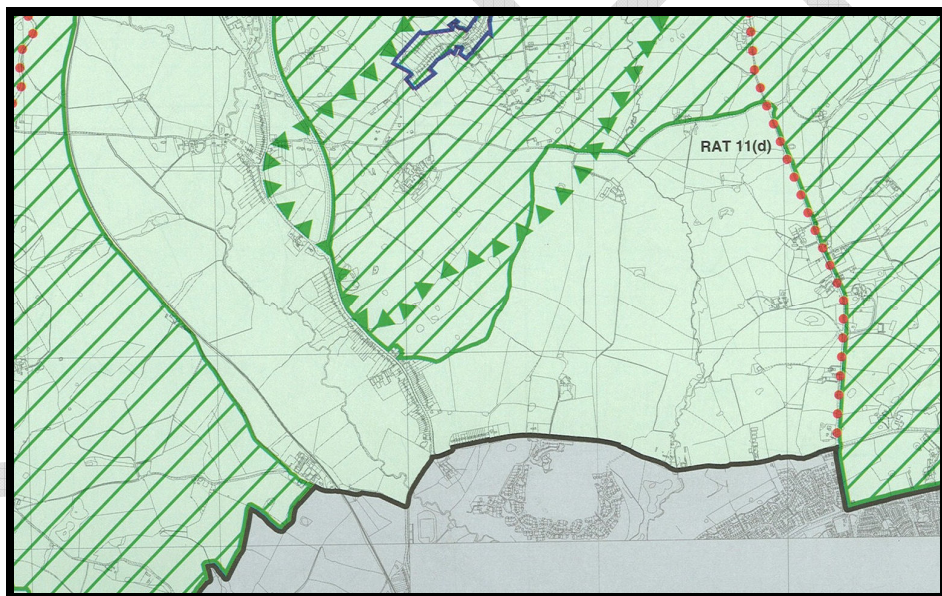
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7. Bordesley Park

- 4.34 This is an area to the north of Redditch containing the valleys of the River Arrow to the west and the Dagnell Brook to the east and an area of open countryside framed by rising land to the north. The Bromsgrove Local Plan designates the area within the Green Belt and the extract below shows both Landscape Protection Areas and Areas of Great Landscape Value (green triangles). These designations and the area's landform have been used to define the potential area of development.

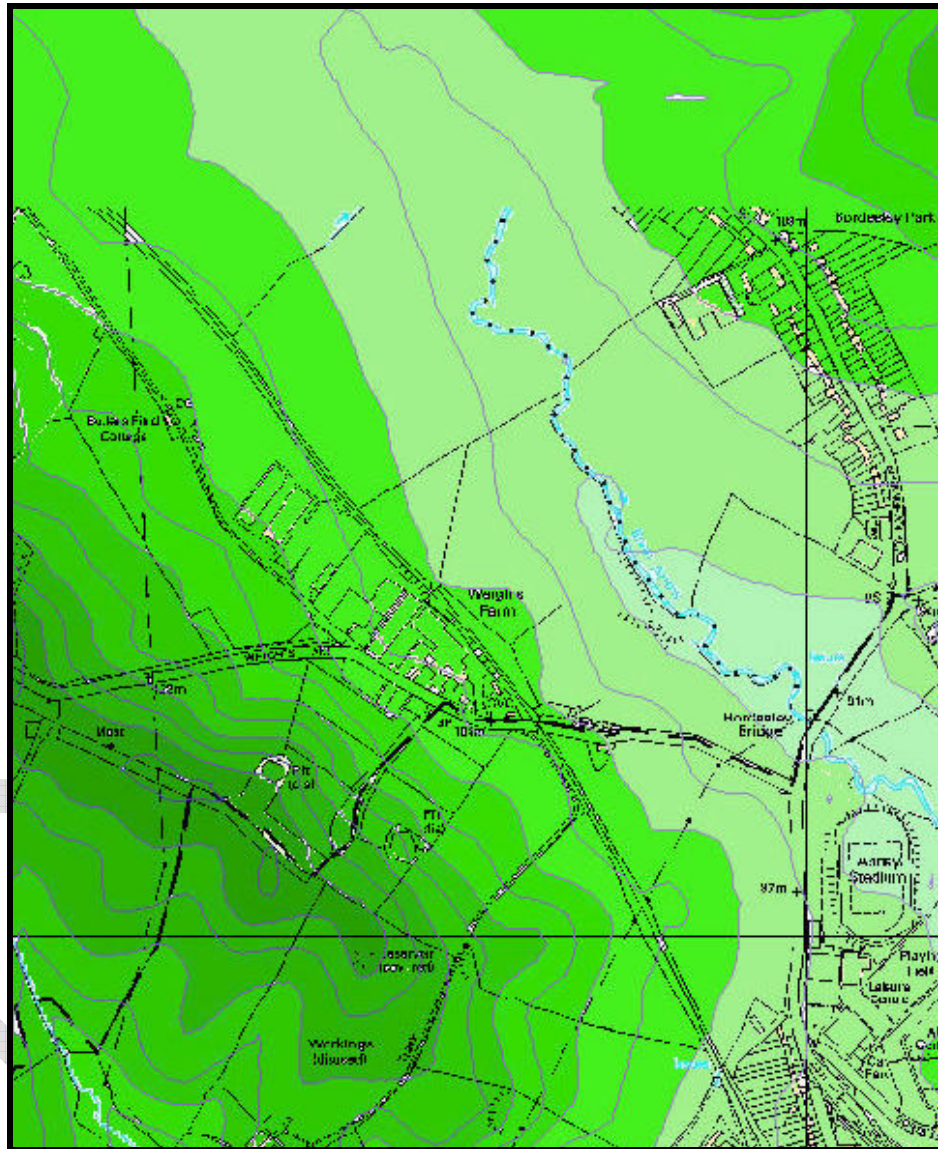
Plan 10: Extract from the Bromsgrove Local Plan



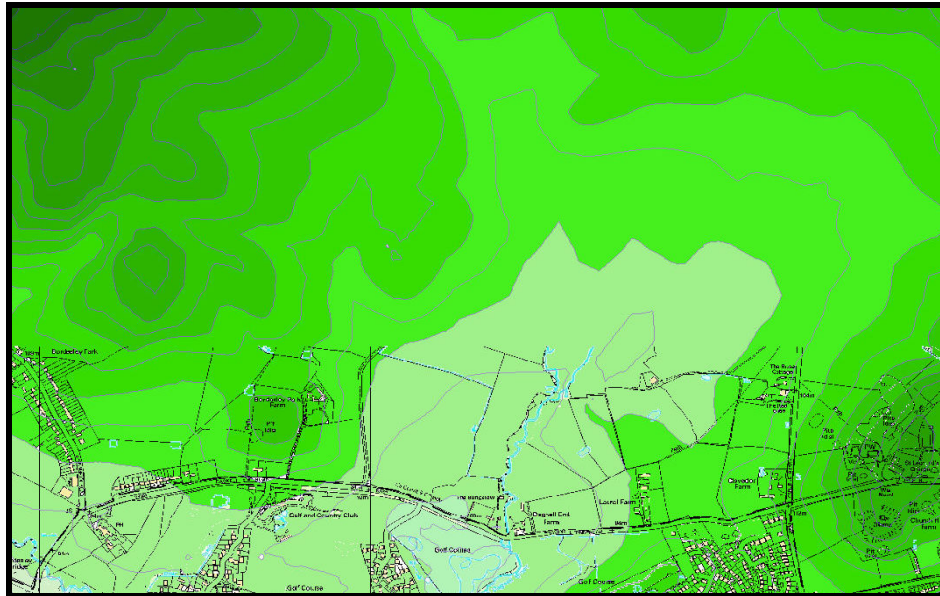
- 4.35 A further Landscape Protection Area is situated west of the railway line. The local plan designations are reflected in the topography with more pronounced undulating landscapes located to the north of Storage Lane and east of Icknield Street. Storage Lane is located along a natural ridgeline beyond which, views into the area are limited.
- 4.36 The following contour maps show the relatively flat, broad valley of the River Arrow between the railway to the west and A441 to the east and the

area to the north of the golf course in the form of a bowl with initial gentle slopes to the east, north and west.

Map 11: Bordesley Valley Topography



Map 12: Bordesley Park Topography



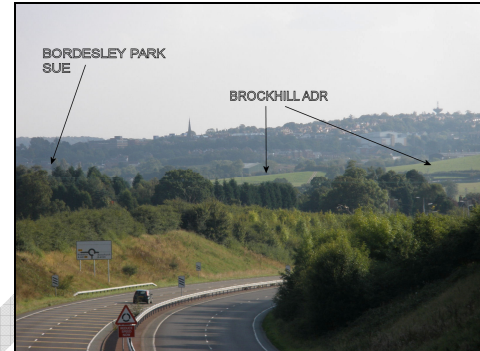
- 4.37 The photographs below illustrate the key topographical features. The photo of Church Hill (Photograph 4) shows the increase in ground height up to St Leonards Church. Mature woodlands around the top of the hill obscure views of the church from this camera location.
- 4.38 Photograph 5 illustrates the change in land levels when viewed from the A441 dual carriageway. Much of the area is not visible from the A441 as it travels past the site. This camera location also illustrates the higher land levels of the Brockhill ADR. Development from this perspective would be seen as development along a ridgeline, although views would be against Redditch urban area as a backdrop.
- 4.39 Photograph 6 is from Storage Lane's highest point. The site is most visible from this camera location although views further to the north are not available as the land height drops below this natural ridge. The photo clearly shows the top plateau with the lower plateau obscured by a further ridge to the centre of the photo.

Redditch Growth Strategy Phase II

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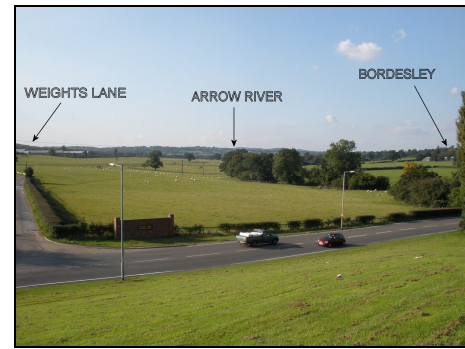
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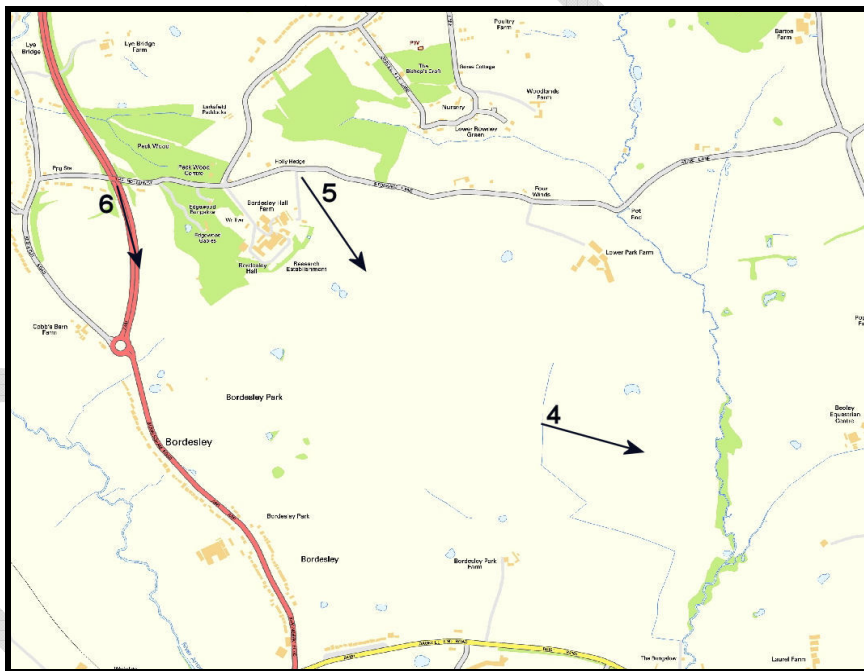
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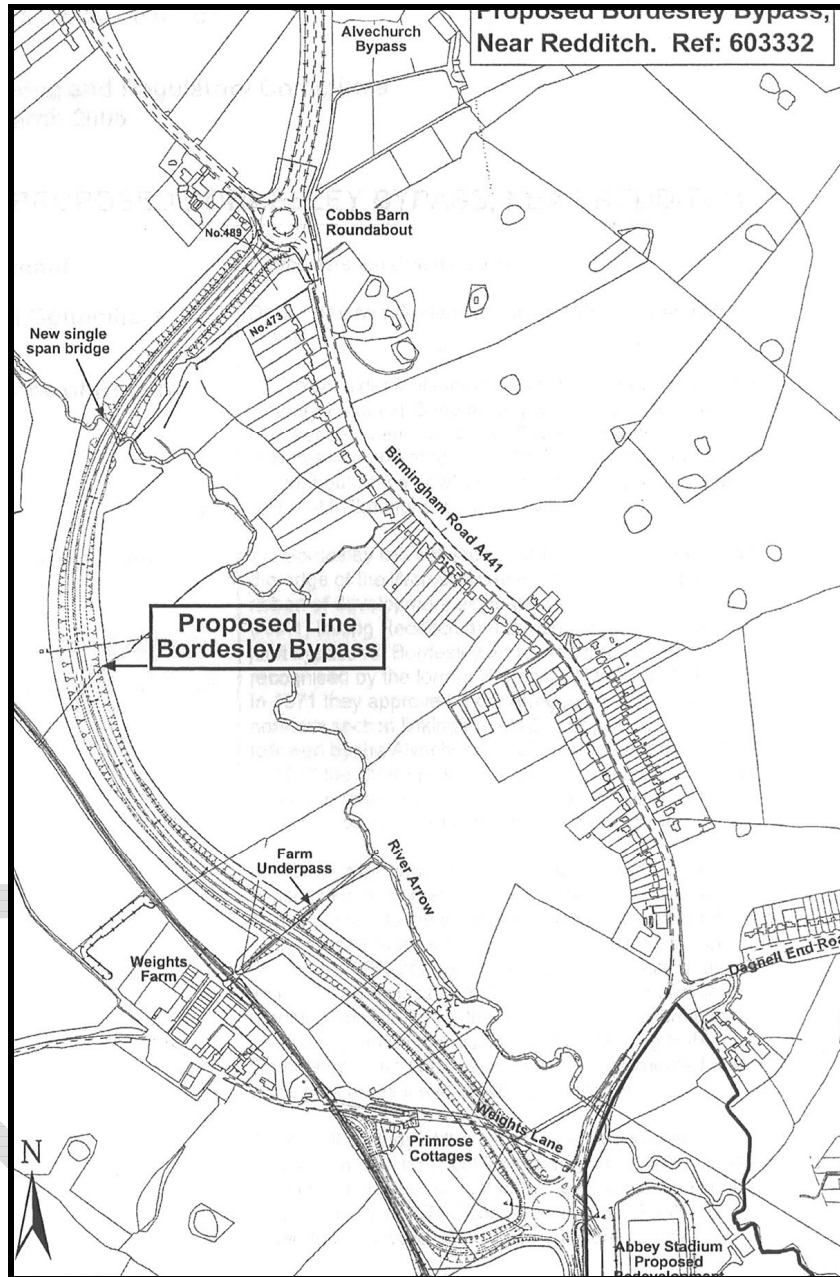
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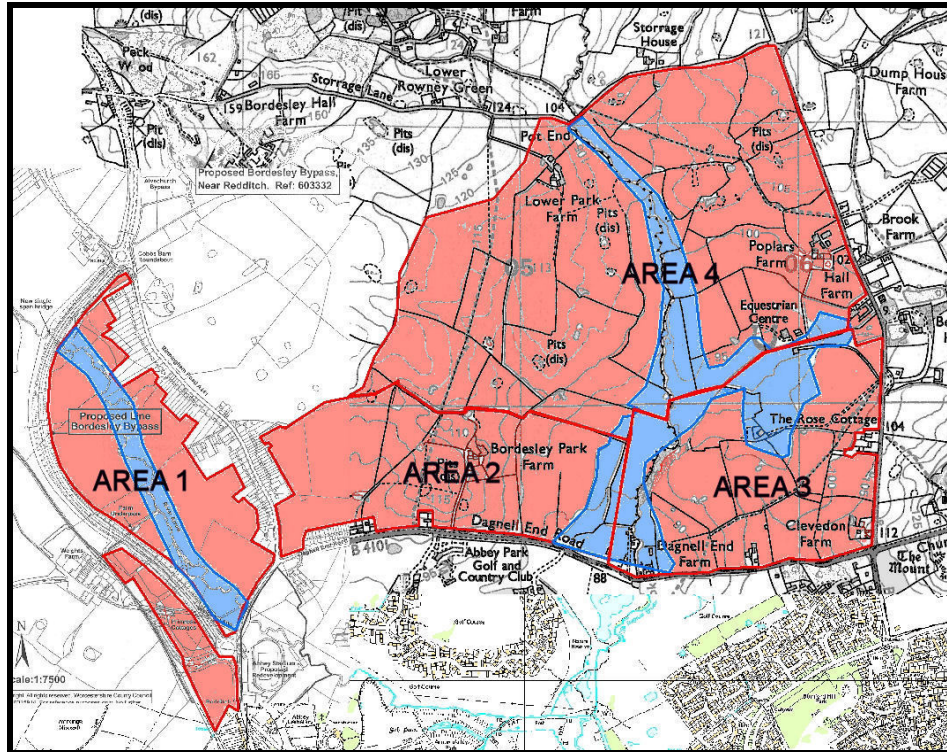
- 4.40 To the east of the A441 the land is relatively flat with the River Arrow running through the centre of the site. The railway line to the east provides a man made boundary beyond which the land height rises significantly.
- 4.41 Along the A441 is Bordesley itself which is a ribbon development primarily located on the eastern side of the main road. In our view Bordesley differs from Mappleborough Green and Beoley in its size and form with no defined village centre. Bordesley is currently dominated by the main A441 which as part of any significant development proposals for urban expansion would be replaced by the Bordesley Bypass, the proposed line of which is shown on the plan below.

Plan 13: Line of Bordesley Bypass



4.42 Taking into account all of the above observations it is considered that the most appropriate development boundary would be as shown below.

Plan 14: Bordesley Park Development Areas



Constraints

- 4.43 There is a significant area of flood risk at the lowest point in the site where the natural watercourse runs north to south (shown blue outline on map above).
- 4.44 The major constraint remains access and traffic impact with a development site of this size. Dagnell End Lane does not offer pedestrian access and narrows past the Hither Green Lane second access point. Significant improvements to this road would be required and an assessment completed of the traffic impact along the B4101 through Beoley and along Icknield Street to the north.
- 4.45 Development of a site this large would require the Bordesley Bypass link with evidence suggesting that during peak hours the Dagnell End Lane and A441 junction is approaching capacity.

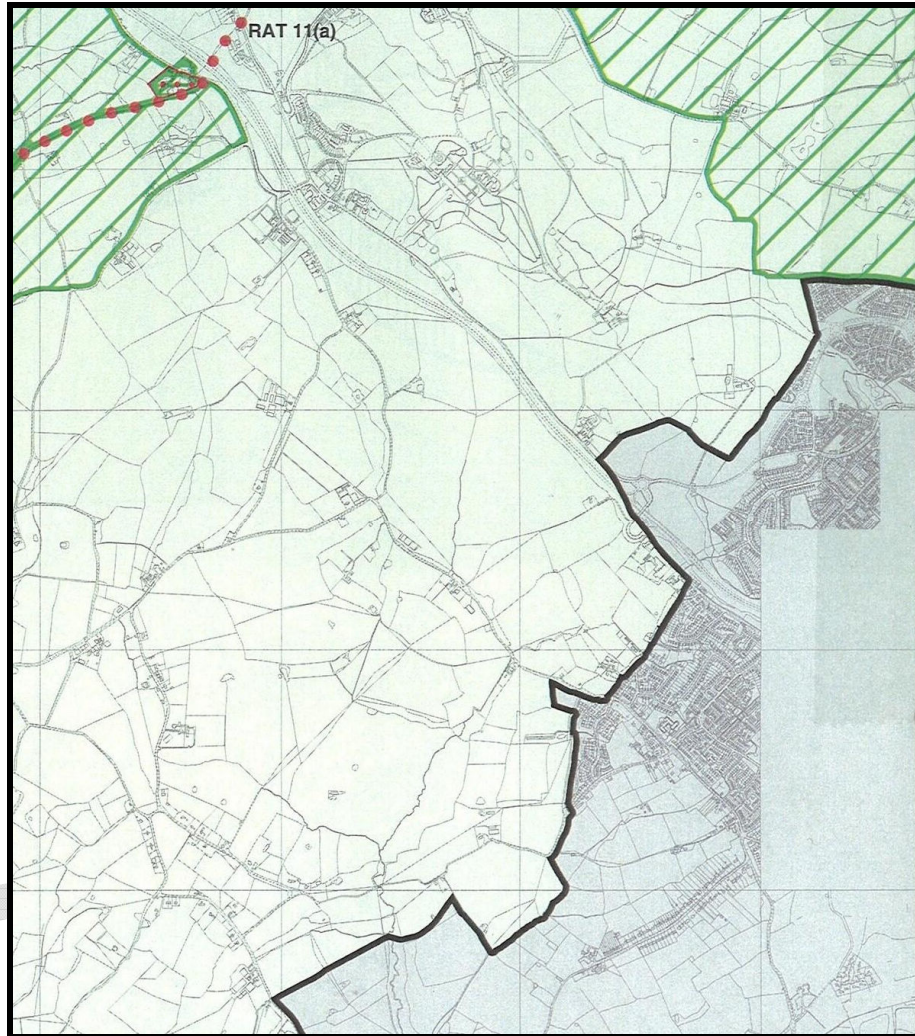
- 4.46 The impact on the environment and in particular the effect of development on the Area of Great Landscape value which surrounds the site to the north and east would also need to be considered.
- 4.47 The majority of the area is within 2 miles of the town centre (it is approximately 1.15 miles from the town centre to the junction of the A441 and Dagnell End Road). The site is relatively flat and is of sufficient size to enable footways, cyclepaths and bus routes to be planned incorporated and linked through to Arrow Valley Park and Abbey Stadium site or via Birmingham Road to the town centre.

Advantages	Disadvantages
Outside Landscape Protection Area and Area of Great Landscape Value	Green Belt
Contained by landscape features	Will require Bordesley Bypass
Mainly flat	Traffic management required to east
Big enough to accommodate Sustainable Urban Extension with good level of local facilities	
Provides Bordesley Bypass	
Mainly to east of River Arrow – easier drainage.	
Good linkages to town centre can be created	
Good links north	

8. Foxlydiate Woods

- 4.48 We have identified and coloured red on the above plan an area of land which we consider to have development potential. The site could be accessed from the existing grade separated junction to the Bromsgrove Highway. Although designated as Green Belt we are of the opinion that its development would not significantly reduce the gap between Redditch and Bromsgrove. The site is also reasonably well screened particularly from the Bromsgrove Highway and would not read as a major extension of the urban area into the surrounding countryside. As with the Webheath ADR sewage will need to be pumped to the Supermall STW.
- 4.49 Although a peripheral location Redditch town centre is approximately two miles away and the site could be well served by public transport. There is also the potential to form an access to Church Road which could help to ease congestion in the Webheath area.
- 4.50 Whilst this site is within Bromsgrove District Council's administrative area we feel that the site has much to commend it when compared to the Webheath ADR.
- 4.51 The second strategic urban expansion options centres around the Brockhill and Foxlydiate area. The original Brockhill estate has been developed over the last 15 years and is the largest residential urban expansion in Redditch to be completed over the last plan period. The estate extends as far as the Redditch authority boundary with provision in the road layout for a further extension into the Green Belt land to the west.

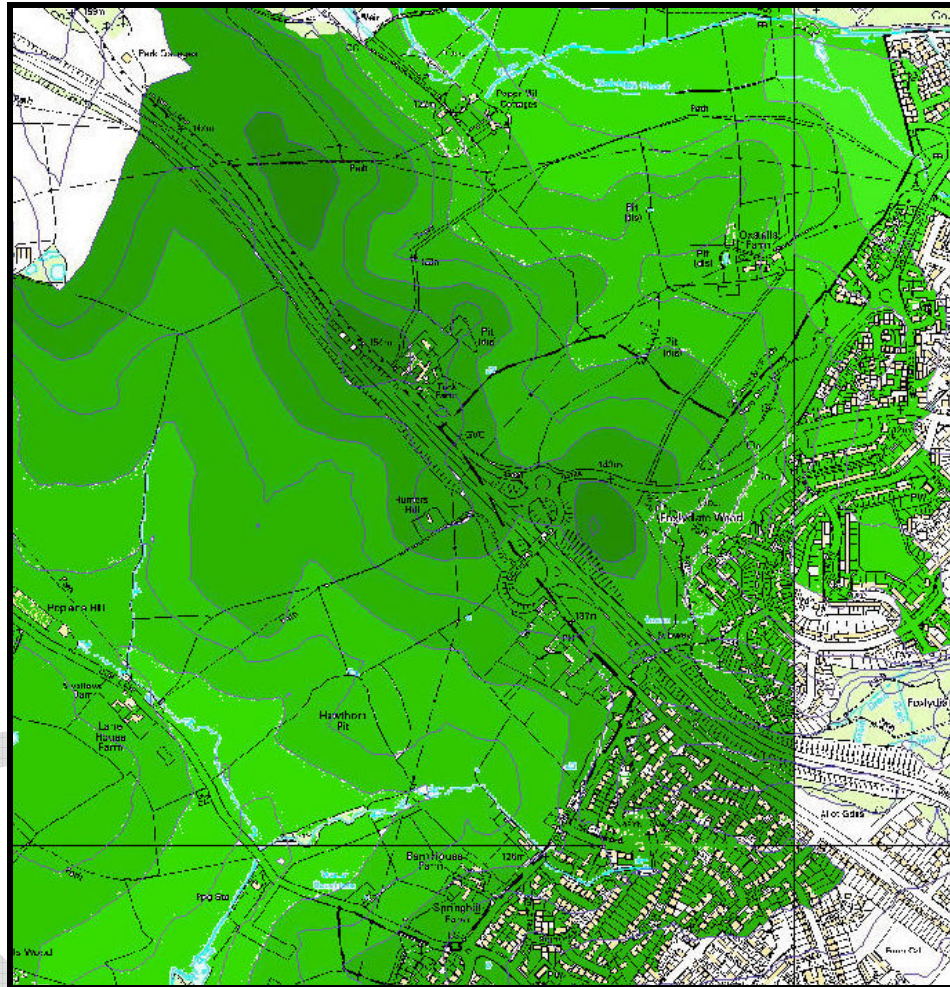
Plan 15: Extract From Bromsgrove Local Plan, Foxlydiate Woods



- 4.52 To the south of the Bromsgrove Highway is a further area of open countryside. The area is well screened from the main dual carriageway by virtue of earthworks created when the road was built. Foxlydiate Lane which runs along the current settlement boundary has mature tree screening running its entire length which obscures views into the site.
- 4.53 The dual carriageway runs along the highest part of the site and is cut into the hillside. It runs through this section of road obscuring views of the

countryside beyond. The land undulates and drops away to the north with the most severe gradients located close to the main highway. There areas adjacent to Brockhill and south of the main interchange are relatively flat.

Plan 16: Foxlydiate Woods Topography



Photographs Foxlydiate Woods Development Area



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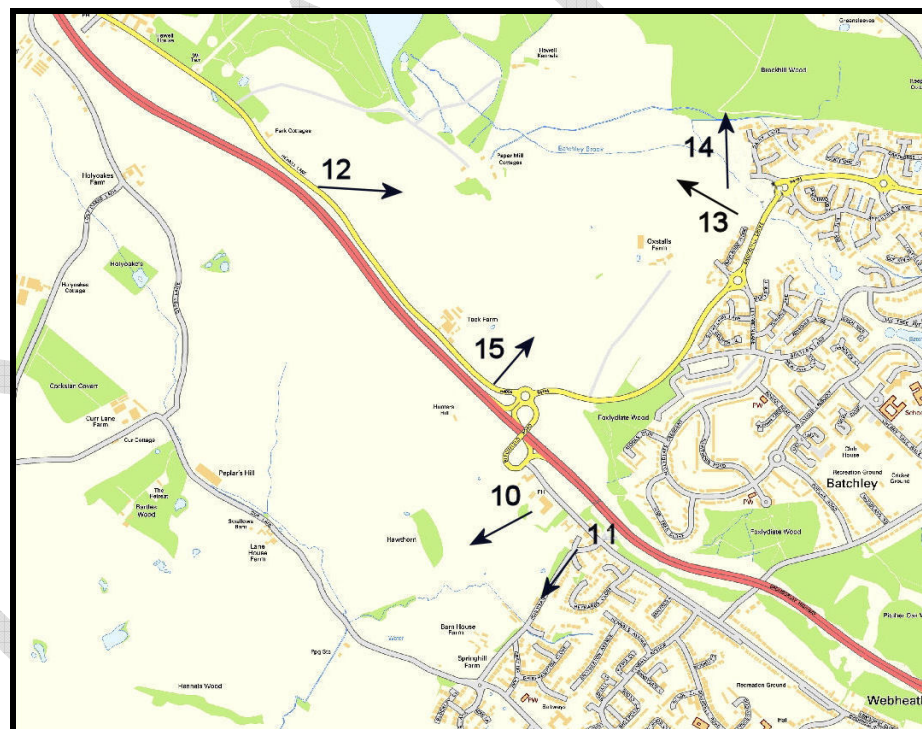


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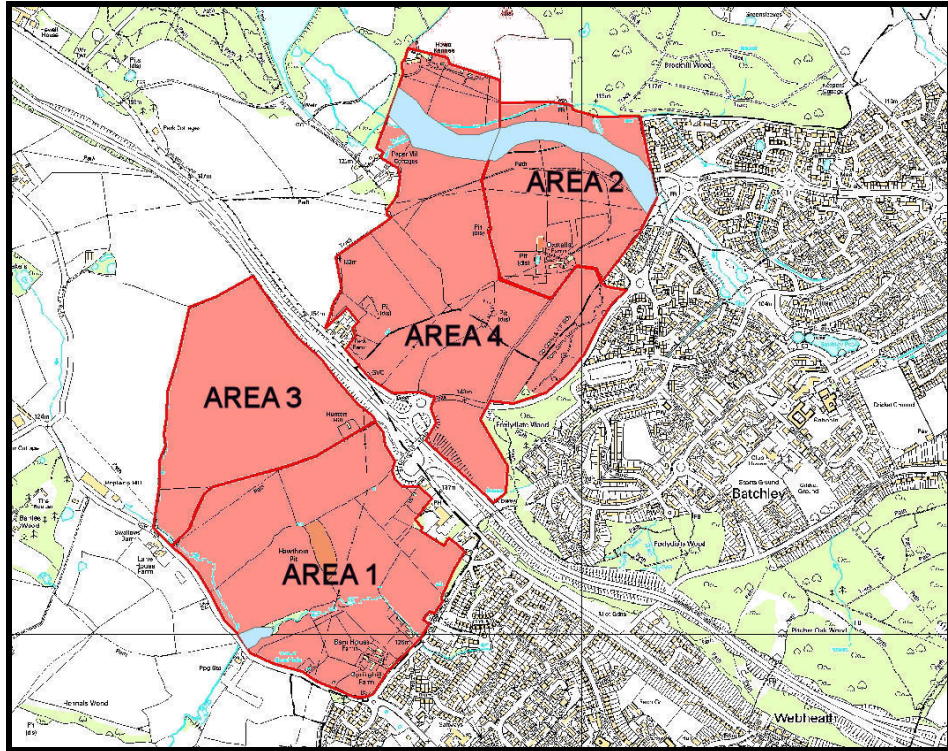


4.54 Photograph 10 shows the area to the south of the Bromsgrove Highway. The site is in agricultural use with a small area of mature woodland located toward its centre. The site is well screened with mature trees along Foxlydiate Lane (Photograph 11) and the Bromsgrove Highway to the

north. This part of the site is undulating with gradual slopes falling to the east.

- 4.55 There are only limited views from publicly accessible areas onto the northern part of the site from the south and the west. Photograph 12 shows distant views into the site from Hewell Lane. The site is viewed against a backdrop of the current Brockhill estate as the land drops towards the town.
- 4.56 Photographs 13 and 14 show a view of the northern part of the site adjacent to the current Brockhill estate. The brook to the centre of the picture marks the location of the flood risk area. Brockhill Wood provides a backdrop to the site from this perspective.
- 4.57 Photograph 15 is the view north located near to the main Bromsgrove Highway junction. The natural contours of the land screen the lower part of the site and the current Brockhill estate when viewed from this location.
- 4.58 Taking into consideration the landscape constraints at this location the plan below shows the potential strategic urban expansion for the Foxlydiate Woods Area.
- 4.59 The sites are generally within 1.7 miles of the town centre via either Bromsgrove Road or Salters Lane/Brockhill Drive.

Plan 17: Foxlydiate Woods Development Areas

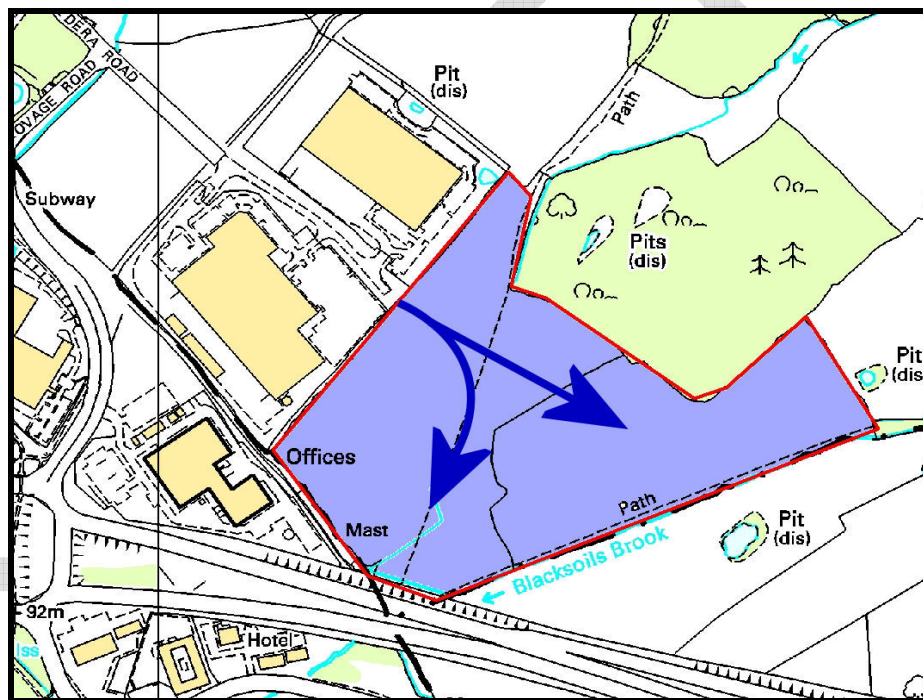


Advantages	Disadvantages
Good access via Bromsgrove Highway	Green Belt
Not within Landscape Protection Area	Not close to employment
Ridgeline site but not prominent	To west of River Arrow, drainage more difficult
Natural extension to urban form	

9. Ravensbank ADR

- 4.60 The Bromsgrove Local Plan makes provision for a 10 hectare extension to the established Ravensbank Business Park as an ADR. Ravensbank consists in the main of large scale sheds for industrial and distribution uses. We recommend retaining this allocation in order to meet employment needs over the plan period for B2 and B8 uses.

Plan 18: Ravensbank ADR



5 Development Strategy

- 5.01 Both the RSS Preferred Option and the NLP growth option would require considerable extensions to the urban area involving significant alterations to the Green Belt. The RSS Preferred Option allows for the adjustment of boundaries, where exceptional circumstances can be demonstrated to allow for the most sustainable form of development to deliver the specific housing proposals referred to within the sub-regional implications of the strategy.
- 5.02 Both the RSS Preferred Option and the NLP growth option would require considerable extensions to the urban area involving significant alterations to the Green Belt. All of the options considered are greenfield sites and many are currently allocated as Green Belt and the evaluation of the desirability of their development is largely a case of where impacts are least bad.
- 5.03 There are benefits in developing neighbourhoods that have sufficient critical mass to support a range of local services and the provision of public transport and the promotion of non-car use. We are therefore of the opinion that development should be concentrated in sustainable urban extension (SUEs) primarily at Bordesley Park and secondly at Foxlydiate Wood. Bordesley Park is better contained within the landscape, is closer to the town centre and with the construction of the Bordesley bypass and the A441 to the south is highly accessible both to the town centre and to the north. Investment in the Bordesley bypass will also have wider benefits to Redditch as a whole.
- 5.04 The following spreadsheet shows the potential capacities of the sites evaluated:

Redditch Growth Strategy Phase II

	Site Area	Flooding	Employment	Education	Other	Gross Residential	Net Residential	Dwellings	
Bordesley Park Area 1	49.3	10.8	8			30.5	19.825	694	
Bordesley Park Area 2	54.6	5.2				49.4	32.11	1124	
Bordesley Park Area 3	64	18.4				45.6	29.64	1037	
Bordesley Park Area 4	156.7	15.7		10	3.3	127.7	83.005	2905	5760
Foxlydiat Wood Area 1	42	0.4				41.6	27.04	946	
Foxlydiat Wood Area 2	23	3.8				19.2	12.48	437	
Foxlydiat Wood Area 3	26.7	0				26.7	17.355	607	
Foxlydiat Wood Area 4	50.8	2.9		10	2	35.9	23.335	817	2807
Brockhill						0	8.8	308	
A435	10	0				10	6.5	228	
Winyates Traingle	11.7		11.7			0	0	0	
Brockhill	10		10			0	0	0	
TOTAL	498.8	57.2	29.7	20	5.3	386.6	260.09	9103	

5.05 We calculate that Bordesley Park could accommodate 5,760 dwellings and there will be a need for additional allocations to meet even the RSS Preferred Option of 6,600 dwellings.

5.06 We recommend that the shortfall of 820 dwellings is provided on Foxlydiat Wood Area 1 to the south of the Bromsgrove Highway. In our view Bordesley Park is a better location than Foxlydiat Wood mainly due to better linkages to the town centre and to the north and the fact that the landscape at Bordesley Park contains the development. Bordesley should also prove easier to provide foul drainage to as it lies to the east of the River Arrow. However we are of the opinion that Foxlydiat is superior to the other sites considered including the present ADRs due to the quality of communications via the Bromsgrove Highway and the fact that the development can be better accommodated in the landscape and 'read' as a natural extension to Redditch than other sites.

5.07 To achieve the growth option of 9,100 dwellings, 358 hectares will need to be identified. This would require all the identified land at Bordesley Park and Foxlydiat Wood and this would still leave a shortfall of 533 units.

5.08 Our recommendation to accommodate this shortfall would be to release land at Brockhill and part of the land in the A435 ADR. Based on the North West Redditch Masterplan, we calculate land at Brockhill would amount to 8.8 hectares or 308 units at 35 dph. The A435 ADR north of the junction

with the A4189 Warwick Highway could provide 6.5 ha accommodating 228 units. For the reasons already stated we are of the opinion that the development of both of these areas is less than ideal but they represent sequentially the least harmful of the remaining alternatives. Brockhill is the closest major site to the town centre and the limited development in the A435 ADR would still enable the retention of that section which provides a buffer between Redditch and Mappleborough Green.

DRAFT

6 Appendix 1: Open Space Review

6.01 Redditch Borough Council commissioned Scott Wilson to carry out an Open Space Needs Assessment in 2005. This report recommended that the current amounts of Open Space be maintained and this was accepted by the Council. On this basis the previous Stage 1 WYG Report (2007) did not seek to identify any capacity that may have been derived from the development of 'surplus' green space.

6.02 Redditch is a new town which was designed to incorporate good levels of open space including the 'regional' facility of Arrow Valley Park. One of the town's defining characteristics is the amount of landscaping to the highway network which heightens this perception of open space.

6.03 As part of this study WYG have been asked to review open space in the town. The aim of this review is to identify land that could be considered surplus to 'open space' requirements. Of the 9 different typologies used to define open spaces in the 2005 assessment 7 are considered out of scope as part of the 2008 review. These are:

1. Allotments – Considered of value as open space and a community facility.
2. Churchyards – Considered unsuitable as a development and necessary as a current and future resource.
3. Civic Squares – Town centre designation only with no development potential.
4. Parks – These are large sites of strategic importance to the town and considered out of scope for this open space review.
5. Play Area – These locations are a community facility and not considered to be in scope for this open space review.

6. School Grounds – All education sites were excluded as they are out of scope for this open space review. Individual disposals sites would be considered in the SHLAA.

7. Sports Facilities – Managed sports facilities are not considered part of the open space review. Individual disposals sites would be considered in the SHLAA.

6.04 The two categories of open space considered worthy of a full review from the 2005 study were amenity open space and semi-natural open space.

Reviewing Semi-Natural Open Space

6.05 The 2005 Open Space Study identified that Redditch contains a significant amount of land in a semi-natural state. Semi natural spaces include woodlands, urban forestry, scrub, grasslands, wetlands, open and running water, wastelands and derelict open land.

6.06 As part of the review an independent report was commissioned to establish the ecological value of each semi-natural site identified in the 2005 study. WYG Environmental were appointed to conduct a desk-based review identifying of the most valuable and least valuable areas for conservation and wildlife habitat. The areas are located in a landscape of a predominantly suburban nature, but sites can also be found in areas better described as farmland.

6.07 In order to assess their value for wildlife and conservation, each land parcel of semi-natural space was assigned a value based on the following criteria:

- naturalness;
- habitat complexity;
- presence of protected and notable species;

- designation status, i.e. statutory and non-statutory nature conservation sites;
- habitat connectivity;
- site area size and
- proximity to statutorily designated sites.

6.08 The sites were categorised into three classes based on their total scores: 'high conservation value', 'moderate conservation value' and 'low conservation value'. Site visits were also completed for a sample of the sites to ensure that desk based findings were accurate and the assessment of relative value correct.

6.09 The assessment identified 11 areas as 'high' value to conservation and wildlife, 32 areas with 'moderate' value and 31 areas with 'low' value. The report categorised areas of 'low' value for conservation and wildlife as likely to pose the least constraints to any proposed developments. Areas falling in the 'moderate' category are believed to be more likely to pose constraints than 'low' value sites and it is considered that those areas categorised with 'high' value for nature conservation are highly likely to pose constraints to any development plans, particularly as most possess statutory nature conservation designations.

6.10 The 31 sites identified in the report as of 'low' value were then included into the review of amenity open space to assess their potential for development.

6.11 The full independent ecological assessment is included in the appendix to this report.

Reviewing Amenity Open Spaces

- 6.12 Amenity Open Space is defined as green space which includes informal recreation areas commonly found adjoining residential areas. They perform a range of function within Redditch from grassed open space play areas to landscaping buffers between different land uses.
- 6.13 There were approximately 78 sites classified as amenity open space in the 2005 study. These sites together with the 31 semi-natural sites classified as 'low' value in ecological terms were visited and assessed using the proforma on the following page.
- 6.14 The assessment of these spaces looked at the following key areas:





How does the site relate other open space locally?

One of the key considerations is the relationship the site has with other surrounding open spaces. The 2005 report included GIS maps illustrating the relationship number and type of other open spaces locally. These maps were used to evaluate if a shortage of local alternative open spaces exist. Where local shortages are identified sites would be excluded from further development evaluation. The accessibility and use of the space was also considered.

Is the open space required?

- 6.15 The quality of the space was assessed to ensure that good quality green spaces are safeguarded from development. This evaluation looks at how each space relates to surrounding land use and what impact development of the site would have on neighbouring sites and the overall local environment. Attention was paid to whether green spaces were there as recreational space or performed other functions such as landscape buffers or green networks. Sites incorporating obvious drainage infrastructure supporting surrounding uses were also discounted.

Example of Completed Site Survey Form

 REDDITCH BOROUGH COUNCIL - AMENITY OPEN SPACE REVIEW 	
Site Ref:	11
Address	Brockhill Drive
Ward	Batchley
Flood Risk	No
 	
Site Description	
The site is triangular in shape linking Brockhill Wood to the north with green space to the east of the Brockhill development. The site is too narrow for development to the north. Six mature trees are located along the southern boundary and site centre.	
How does the site relate to Open Space Standards? Is it accessible? Is it Used?	
There are other local open space immediately to the south of the site. The space is not used for formal recreation although there is evidence that the site is accessed regularly. The site does not link directly to residential estate to the east or west.	
Is the Amenity Open Space Required?	
The site forms part of Brockhill development green network and acts as a green link between Brockhill Wood and the agricultural land to the west.	
Is there any ecological or amenity value to the site?	
There is ecological value to the site through mature trees and linking of other green spaces locally. The site has some amenity value.	
Is the site suitable for development?	No
Potential Use	Open Space
Access Constraints	No
Physical Constraints	Partial
Neighbour Constraints	No
Good Market	Yes
Comments on Development Constraints	
Mature trees limit access options. Underground services checks would be required.	
Overall Comment	
The site has limited ecological and some amenity value. The space does form part of the POS provision planned as part of the Brockhill urban expansion site developed over the last 15 years.	

Is there any additional ecology and amenity value offered by the site?

6.16 The sites were also reviewed on their own value based on ecology and amenity factors such as the abundance on site of potential natural habitats, watercourses, hedgerows and woodlands. Sites which were planned open spaces as part of previous development sites were also generally excluded from further consideration.

What are the development constraints?

6.17 Basic development considerations such as access, topography and the physical relationship to neighbouring land uses were also considered. Sites which had obvious development constraints were excluded from further development considerations.

6.18 The evaluation process involved a degree of pre-survey filtering which looked to remove any sites which were too small or irregular in shape to offer any development potential. Due consideration was also given to the potential for larger sites to be subdivided with only parts of these sites offering any development potential.

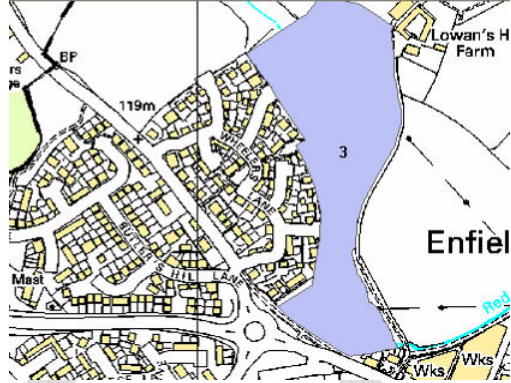
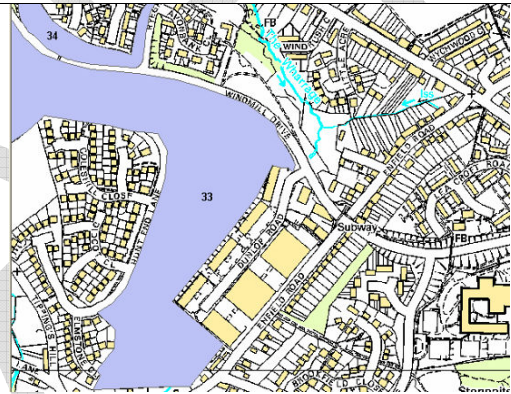
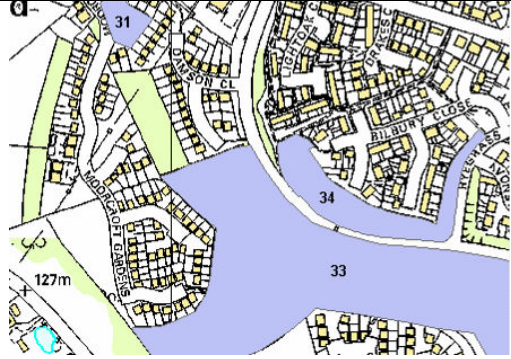
6.19 The survey sourced 6 sites with development potential and these sites were presented to the Council for further assessment as part of the Council's SHLAA. The sites are presented below with the SHLAA outcome.

6.20 The review of semi-natural and amenity open spaces is an important part of this growth options study and ensures that a thorough review of potential for development within the town is considered before looking to urban expansion sites to meet the RSS target. The review has identified 6 sites worthy of consideration in the SHLAA. The Council has assessed these sites as having a capacity of 147 dwellings reducing the need to develop 7.5 ha of land outside of the current settlement boundary.

- 6.21 Many of the amenity sites associated with planting to the highway corridors are not suitable for development due to limited depth and access difficulties.

Open Space Standards for Future Development

- 6.22 The Redditch Borough Council Local Plan No. 3 recognises the quantity and quality of open space as an integral part of the character of Redditch. This matter is discussed at paragraph 1.23 above.

<p>Site ref: 3 Name: Butler Hill Lane</p> <p>Review Comment: Is not used as a recreation site. Access possible through existing estate.</p> <p>SHLAA Outcome: Retained as open space to provide Brockhill ADR buffer.</p>	
<p>Site ref: 33 Name: Hunt End Lane</p> <p>Review Comment: Large site with woodland area. Potential to develop part of the site.</p> <p>SHLAA Outcome: Assessed a suitable for development. Woodland area to the east is to be retained as a landscape buffer.</p> <p>Yield: 42 Dwellings</p>	
<p>Site Ref: 34 Name: Rye Grass Lane</p> <p>Review Comment: Site has low amenity value with some development potential</p> <p>SHLAA Outcome: Assessed as too small a developable area</p>	

Redditch Growth Strategy Phase II

<p>Site ref: 40 Name: Pheasant Lane</p> <p>Review Comment: The site has development potential outside of the wooded areas running along the watercourse</p> <p>SHLAA Outcome: Assessed as having development potential.</p> <p>Yield: 13 Dwellings</p>	
<p>Site ref: 50 Name: Wirehill North</p> <p>Review Comment: Large site with potential for part development.</p> <p>SHLAA Outcome: Included for development on the western area.</p> <p>Yield: 66 Dwellings</p>	
<p>Site ref: 55 Name: Oakenshaw Road</p> <p>Review Comment: Low value amenity space local to significant good quality open space</p> <p>SHLAA Outcome: Suitable for development to include the adjacent field site.</p> <p>Yield: 26 Dwellings</p>	