

**Addendum to the Housing Growth
Development Study (CDX1.1) and the
Housing Growth Sustainability Appraisal
(CDR3.2/CDB3.1)**

November 2014



Bromsgrove
District Council

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Addendum to the Housing Growth Development Study (CDX1.1) and the Housing Growth Sustainability Appraisal (CDR3.2 & CDB3.1)

A1.1 Housing Growth Development Study

A1.2 The Housing Growth Development Study (HGDS) excluded areas 3A, 7 and 18 (all within Redditch Borough) from the broad site appraisal and the broad site appraisal for Area 3 excluded the Webheath ADR. The approach adopted by the two Councils considered that Areas 3A and 7 should be discounted immediately as they fell within the Borough boundary and were not considered suitable for development and Areas 3 and 18 were automatically counted towards development needs due to their ADR status. However, the Inspector's Post-Hearing Note of 3 October 2014 raised concerns about this approach and directed the Redditch Borough Council to address these Areas in more detail and in the context of the HGDS.

A1.3 As a result of this and at the request of the Inspector, this addendum to the HGDS and accompanying SA seek to include the above areas for completeness and clarity.

A1.4 This document should be read in conjunction with the HGDS and accompanying SA (CDX1.1 and CDR3.2). This document has been set out, firstly to update the HGDS, followed by the associated SA analysis. Each section has been signposted to clarify which section of the two original documents the supporting text relates to.

A1.5 Broad Area Appraisal

A1.6 Introduction

A1.7 The Housing Growth Development Study (HGDS) excluded areas 3A, 7 and 18 from the broad site appraisal and the broad site appraisal for Area 3 excluded the Webheath ADR. As a result of this Addendum, all Areas (1 to 20) have been appraised against the eight area assessment principles. This section should be read in conjunction with paragraphs 5.16 to 5.239 of the HGDS.

A1.8 Area 3 (Revised)

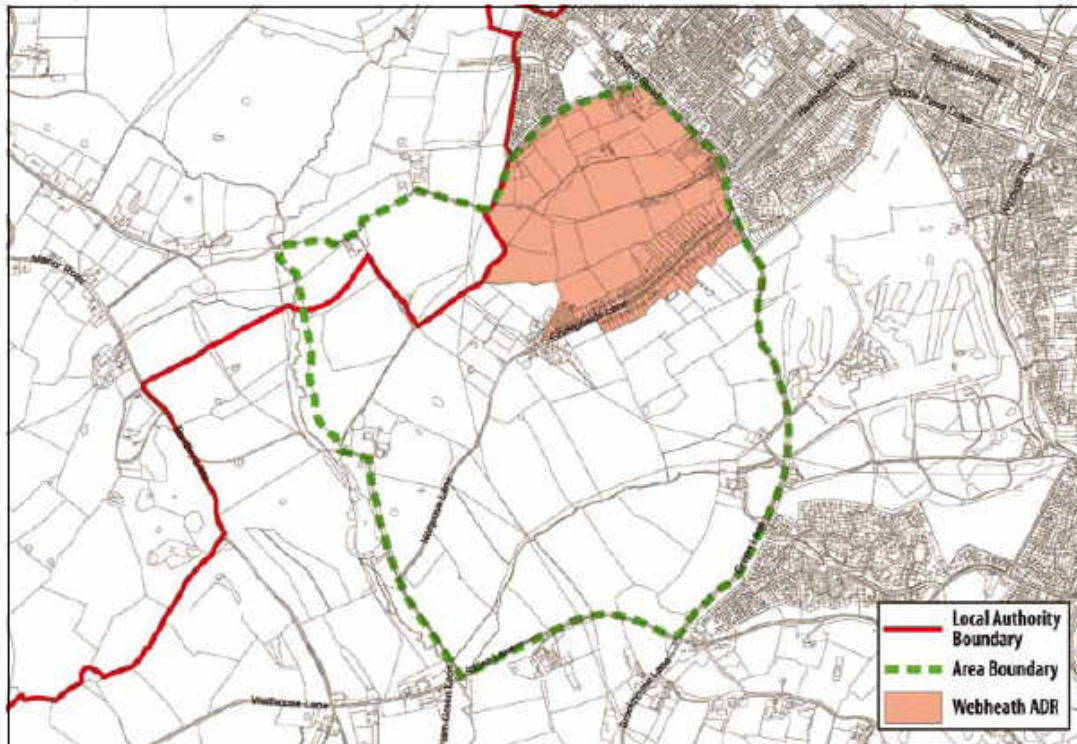
A1.9 This section supersedes paragraphs 5.46 to 5.58 of the HGDS.

A1.10 Area 3 is located to the west of Redditch's urban area partially within the Parish of Feckenham. The area is bound by Pumphouse Lane to the north, Swans Brook to the west, Sillins Lane to the south and Green Lane and Church Road to the east. The area abuts Morton Stanley Park on its eastern boundary. Two ordinary watercourses flow through the site, the first in the vicinity of Norgrove Court to the northern parts of Church Road and the second (Alders Brook) in the vicinity of the Monarch's Way footpath towards the south of the area.

A1.11 Area 3 includes the Webheath ADR. The ADR is designated within Redditch Local Plan No.3 to provide a reserve of land for housing beyond 2011. This

assessment includes the ADR land and the gross Area 3 has been used for the purpose of this broad area appraisal.

Figure 1: Map of Area 3



A1.12 Green Infrastructure

- The area contains no Sites of Special Scientific Interest (SSSIs) or Local Wildlife Sites (LWSs), highlighting that there are no significant environmental constraints. However, the area is in close proximity to LWSs to the east (Walkwood Coppice and Downsell Wood) and Swans Brook to the west. Mill Coppice, which is adjacent to Swans Brook, was a Special Wildlife Site (now referred to as LWS) until 2009 when its quality was reassessed and it was judged to be inappropriate to retain the designation.
- Potential harm to green infrastructure linkages between Morton Stanley Park and the wider countryside.

A1.13 Accessibility

- The area is 1.58km from Webheath First School which has academy status, and 3.42km from The Bridge Surgery at Headless Cross. There are very limited retail facilities available in Webheath approximately 1.4km from the area, with Headless Cross District Centre some 3.26km from the area. A dental surgery is located on Downsell Avenue 1.9km from the area.
- Access to public transport is considered to be poor. The nearest bus stop is 1.6km from the area which is beyond a reasonable walking distance (55/56 service to Redditch, every 30 minutes, Monday to Saturday and hourly on Sunday). In addition the area is approximately 4.3km from Redditch Train Station.

- Bus services are expected to improve in the Webheath area due to the improvements to services which were secured through recent planning consent.
- The area is approximately 4.5km distance from Redditch Town Centre and the Kingfisher Centre where a wide variety of retail, business, health and leisure opportunities are available.
- The area is 4.86km from the nearest Industrial Estate at Dunlop Road.
- The area benefits from good access to Morton Stanley Park which is adjacent to the area connected through the Monarch's Way footpath.
- The Monarch's Way connects at the south east of the site at Green Lane and follows Alders Brook on a west/east axis, before heading north/south near to the western boundary of area 3.

A1.14 Vitality and Viability

- The proximity to Webheath means that potentially the vitality and viability of the limited range of local facilities (1.4km) could be enhanced if development occurred in this location. Headless Cross District Centre is 3.26km from the area so any improvement to the vitality and viability of the District Centre may be reliant on the car.
- Development on the western side of Redditch will lead to traffic flows towards Bromsgrove which may help to improve the vitality and viability of both Town Centres.

A1.15 Flood Risk

- Swans Brook along the western boundary of the area and lies within Flood Zone 3a. Alders Brook is an ordinary water course that also runs through the area, however, this course has not been modelled in terms of flooding. The unnamed watercourse flowing through the Webheath ADR at the north of the site is a tributary of Swans Brook. This watercourse has been modelled in the Bromsgrove and Redditch Strategic Flood Risk Assessment Level 2, and very small areas within Flood Zone 3 are known to exist and it has minimal channel flow capacity.

A1.16 Infrastructure Capacity

- Many of the roads are single track country lanes and are unlikely to be able to cope with significant increases in traffic flows. It is therefore likely that significant investment in road infrastructure would be required to link to the existing road network to the more remote parts of this area. However, the Webheath ADR could connect easily to the existing highway network.
- The provision of drainage facilities could be problematic as the area is west of the ridgeline, however upgrades to the gravity feed to Priest Bridge STW can be implemented by STWL.

A1.17 Green Belt

- The topography of the area rises from 100m in the vicinity of the Monarch's Way and the watercourse up to 120m at the crest of the hill on Crumpfields Lane. The topography then rises along the ridge of Crumpfields Lane with those properties on the southern side of the Lane overlooking the valley of Area 3. Potential

development extending below the ridge of Crumpfields Lane would be prominent from a wider area and would represent sprawl into the countryside.

- Approximately one quarter of Area 3 is allocated as Webheath ADR to provide a reserve of land for housing beyond 2011

A1.18 Built Environment

- There are five listed buildings within the area including Norgrove Court (grade I) highlighting that development may have an impact on the historic built environment. In particular the setting of Norgrove Court could be affected if development was to occur in the north-western parts of the area.
- The location of Morton Stanley Park to the east of Area 3 (but within the urban area of Redditch) would mean that integration of the potential development south of Crumpfields Lane back into Redditch's urban area would be difficult.
- The ADR section of Area 3 offers good connectivity to the existing built form and would relate well to the urban area.

A1.19 Highways

- Without significant improvements to the public transport network, there is likely to be a heavy reliance on car based travel to access the Town Centre and employment opportunities.
- Development on the western side of Redditch will lead to traffic flows towards Bromsgrove and would cause pressures on the A38 and Bromsgrove Town Centre.

A1.20 Summary

A1.21 Access to good quality public transport is presently a significant barrier to the wider Area 3; however the planned improvements to the existing bus network secured through planning consent on the northern section of the Webheath ADR would increase access to bus services in this immediate vicinity. With the nearest bus stop 1.6km from the wider area there is likely to be a reliance on car based travel to access the Town Centre and employment opportunities. In addition there are very few local services and facilities within walking distance of the wider area; however these facilities are located within a reasonable distance of the ADR.

A1.22 There is also likely to be significant Green Belt harm due to the level of sprawl into the wider countryside and the visual prominence of large parts of the site. The presence of five listed buildings highlights the possible harm that could be caused to the historic environment. However, due to the different land zoning in this area (Green Belt and ADR), at this stage it is considered that **Area 3 is worthy of further consideration within the detailed focussed site appraisal stage.**

A1.23 Area 3A

A1.24 This section supersedes paragraphs 5.10 and 5.11 of the HGDS.

A1.25 This parcel of land lies within the south west of Redditch's urban area. It is surrounded on three sides by residential development and abuts Green Belt on its western edge. The area covers Morton Stanley Park and the Redditch Golf Course. The Park offers a variety of features including formal play, recreation and sports areas, wildflower meadows, ecologically rich ponds and a woodland setting. The golf course is privately owned and contains a small area of executive housing.

Figure 2: Map of Area 3A



A1.26 Green Infrastructure

- A significant proportion of the land is affected by important ecological designations including a Local Nature Reserve (LNR) (Walkwood Coppice) and two Local Wildlife Sites (LWS) (Downsell Wood and Walkwood Coppice). Development in this location could have a harmful environmental impact on these designations.
- Morton Stanley Park is managed and maintained to 'Green Flag' criteria.

A1.27 Accessibility

- The area is 1.7km from Headless Cross District Centre, where a range of facilities and services are available. Immediately adjacent to the District Centre is

The Bridge GP Surgery (1.8km). The nearest First School (Vaynor) is 0.75km from the area, which is considered to be within a reasonable walking distance.

- Access to public transport is considered to be poor. The nearest bus stop is 1km from the area (55H service, every 30 minutes to Redditch, Monday to Saturday and hourly on Sunday). In addition, the area is approximately 3.1km from Redditch Train Station.
- The area is 3.4km from Redditch Town Centre and the Kingfisher Shopping Centre where a wide variety of retail, business, health and leisure opportunities are available.
- The area is 2.6km from the nearest Industrial Estate (Dunlop Road).
- The Monarch's Way footpath runs east to west across the site through Morton Stanley Park. A second footpath links the Callow Hill residential area to the Park.

A1.28 Vitality and Viability

- The proximity of the area to Headless Cross District Centre (1.7km) and other limited services in Webheath (1.68km), means that potentially the vitality and viability of these facilities could be improved if development occurred in this location.

A1.29 Flood Risk

- There are a number of ordinary watercourses flowing through the area but there are no known areas of flood risk.

A1.30 Infrastructure Capacity

- No unreasonable infrastructure costs would be expected for development in this area. Connectivity to the local highway network could be relatively simple to achieve in this location.
- Connectivity to the existing drainage system should be relatively simple to achieve, however, improvements to the Priestbridge Sewage Treatment Works would be needed for development in this area.

A1.31 Green Belt

- This site is not covered by Green Belt designation, however the areas western edge abuts the Borough's south western Green Belt boundary.

A1.32 Built Environment

- There are two listed buildings within the area, in close proximity to the golf course and integrated with existing residential development, therefore impact on the historic environment is likely to be negligible. Development of this site would link well with the existing urban area. However, this area offers high quality and well valued open space benefits. The loss of such a well-integrated amenity open space would have a detrimental impact on the existing built environment.

A1.33 Highways

- Development in this area would benefit from some improvements to the public transport network to increase bus frequency. There is still likely to be a reliance on car based travel to access the Town Centre and employment opportunities.

- Easy connectivity to the local highway network at Windmill Drive may impact on the already congested Crabbs Cross roundabout at peak times.

A1.34 Summary

A1.35 Although Area 3A offers some advantages for development in this location, such as good accessibility, limited infrastructure constraints and no flood risk, together with opportunities to enhance the vitality and viability of an already thriving District Centre, these factors are outweighed by the following negative impacts.

A1.36 The area forms an important part of Redditch's sports and recreation provision, including Morton Stanley Park which is maintained to 'Green Flag' standards. This area provides an intrinsic and highly valued component of the Borough's open space network.

A1.37 A significant proportion of the land is affected by important ecological designations including a LNR (Walkwood Coppice) and two LWSs (Downsell Wood and Walkwood Coppice).

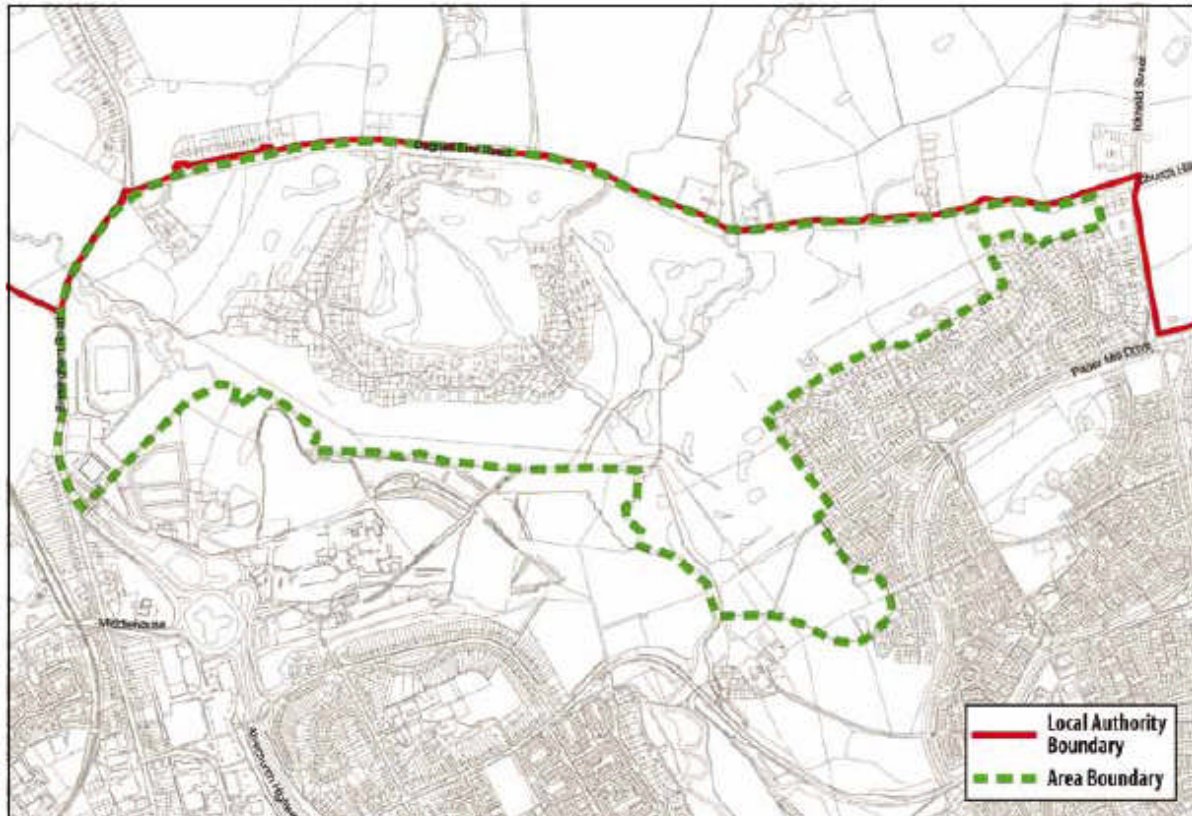
A1.38 It is therefore considered that Area 3A should be discounted at this stage.

A.139 Area 7

A1.40 This section supersedes paragraphs 5.12 and 5.13 of the HGDS.

A1.41 This area of land lies within the Redditch urban area to the north of the Borough. It abuts residential development to the east, the Bordesley Abbey Scheduled Ancient Monument (SAM) to the south and Green Belt to the north. Area 7 covers a large section of the Arrow Valley Park and includes a private golf course which is located within a large area of executive homes.

Figure 3: Map of Area 7



A1.42 Green Infrastructure

- Land is affected by important ecological designations. The area contains one SSSI (Dagnell End Meadow) and three Local Wildlife Sites (LWS) (River Arrow, Dagnell Brook and Papermill and Beoley Mill Ponds). There are additional LWSs adjacent to the site (Abbey and Forge Mill Ponds). Development in this location could have a harmful environmental impact on these designations.
- The area forms part of Arrow Valley Park, which is a multi-faceted parkland of Regional significance, hosting a range of activities and nature sanctuaries and is managed under high level stewardship schemes.

A1.43 Accessibility

- The area is 2.48km from the newly redeveloped Church Hill District Centre, where a range of facilities and services are available, including dentist and GP

facilities. The nearest First School (Abbey Wood) is 2.54km from the area, which is considered to be within a reasonable walking distance.

- Access to public transport is considered to be poor. The nearest bus stop is 1.15km from the area (57 and 58 services, every 15 minutes to Redditch, Monday to Friday and Sunday, and every 10 minutes on Saturday) (60 and 61 services, hourly, Monday to Saturday) (350 to Worcester, limited service) (52, hourly, Monday to Friday). In addition, the area is approximately 4.35km from Redditch Train Station.
- The area is 4.11km from Redditch Town Centre and the Kingfisher Shopping Centre where a wide variety of retail, business, health and leisure opportunities are available.
- The area is 3.03km from the nearest Industrial Estate (North Moons Moat). It is possible to access the majority of the town's industrial areas from the 57/58 bus service.
- There are several footpaths which cross the area and run along its southern boundary, connecting the area to the wider parkland.

A1.44 Vitality and Viability

- The area has limited connectivity to existing facilities at Church Hill District Centre; however there may be a slight improvement to the vitality and viability of these facilities if development occurred in this location.

A1.45 Flood Risk

- The River Arrow (a main river) flows through this area and lies within Flood Zone 3a. Other ordinary watercourses flow through the site, including Dagnell Brook. These watercourses also lie within Flood Zone 3a.

A1.46 Infrastructure Capacity

- Connectivity to the local highway network could be relatively simple to achieve in this location. However, some significant highway improvements to Dagnell End Road could be required.
- Connectivity to the existing drainage system should be relatively simple to achieve due to the location of existing development within the area.

A1.47 Green Belt

- This site is not covered by Green Belt designation, but it does abut Green Belt land within Bromsgrove District.

A1.48 Built Environment

- The area abuts the Bordesley Abbey Scheduled Ancient Monument (SAM). The SAM covers some 28ha and not only includes the Abbey ruins but also associated earthworks, arrangements of ancillary buildings, fish ponds, drainage/irrigation schemes and pasture land. There is likely to be a significant impact on the historic environment if development occurs in this location.
- There is one listed building within the area and three adjacent to this area, including Forge Mill (museum), which may be affected to some degree by development in this location.

- Development of this site would not link well with the existing urban area, due to its location within a large area of parkland. Furthermore, this area offers high quality and well valued open space benefits of Regional significance. The loss of such a facility would have a detrimental impact on the existing built environment.

A1.49 Highways

- Development in this area would benefit from some improvements to the public transport network to increase bus frequency to the more remote northern parts of the area. There is still likely to be a reliance on car based travel to access the Town Centre and employment opportunities.
- Connectivity to the local highway network at Dagnell End Road would probably require some carriageway improvements.

A1.50 Summary

A1.51 Although Area 7 offers some advantages for development in this location, such as better accessibility, limited infrastructure constraints and opportunities to enhance the vitality and viability of an already thriving redeveloped District Centre, these factors are outweighed by the following negative impacts.

A1.52 The area forms an important and intrinsic part of Redditch's open space provision and represents a significant proportion of the northern section of the Arrow Valley Park. The Arrow Valley Park has Regional significance as an area of parkland.

A1.53 A proportion of the land is affected by important ecological designations including a SSSI (Dagnell End Meadow) and three LWSs (River Arrow, Dagnell Brook and Papermill and Beoley Mill Ponds). Furthermore, a large proportion of the area lies within the Flood Zone.

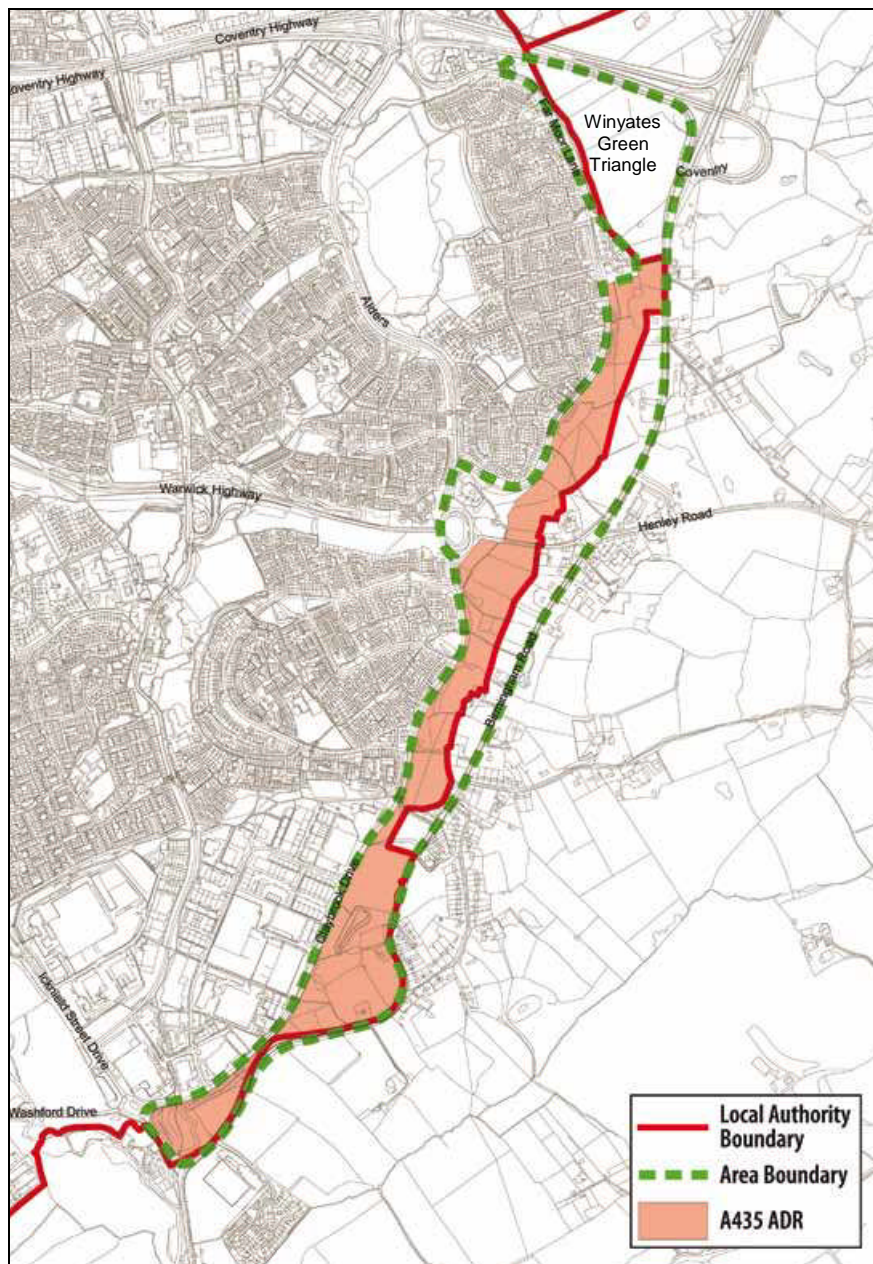
A1.54 It is therefore considered that Area 7 should be discounted at this stage.

A1.55 Area 18

A1.56 This section supersedes paragraphs 5.14 and 5.15 of the HGDS.

A1.57 The area, shown below is located to the east of Redditch and straddles the local authority boundary between Redditch Borough and Stratford on Avon District. The area primarily includes the A435 ADR (in Redditch Borough), the land known as Winyates Green Triangle, and two areas of 'white land' both in Stratford on Avon District. There is also a small amount of white land in Redditch Borough to the west of the A435 ADR. The area is bounded by the A435 road to the east; the Coventry Highway in the north; Far Moor Lane, a small part of Alders Drive and Claybrook Drive to the west; and Icknield Street Drive to the south west. Some of the land is currently used for the grazing of animals and there are a number of New Town era tree plantations of poplar trees. The New Town Masterplan did not designate this land as 'woodland' or for any other use. Anecdotal evidence suggests that the poplar plantations acted as a nursery for other New Town tree planting.

Figure 4: Map of Area 18



A1.58 Green Infrastructure

- There is a designated Local Wildlife Site (LWS) which runs alongside Far Moor Lane adjacent to Winyates Green Triangle called Ravensbank Drive Bridle Track. There could therefore be some environmental constraints to development in this northern part of the area. There are no environmental designations on the remainder of the site.
- Studies already carried out on parts of the area (namely the Review of the A435 ADR and Adjoining Lands and the Winyates Green Triangle Phase 1 Habitat Survey and Protected Species Survey Assessment) have identified a number of habitats and the potential for protected species. Whilst more detailed and up to date studies would be required appropriate buffers and/or mitigation measures

are likely to be required which may impact upon the capacity for development in the area.

- There are a number of Tree Preservation Orders on both the land within Redditch and in Stratford on Avon District. These are 'blanket orders' that protect any tree that was present when the order was made (1965 and 1966). Although protected trees are likely to influence the layout of any development, it is not considered an overriding constraint to development potential.
- Matchborough Allotments are located to the south of Warwick Highway. The allotments are well used and can be considered a valuable contribution to the open space in this area, therefore they should be retained.

A1.59 Accessibility

- Mappleborough Green First School is 0.46km to the east of the Area and Matchborough First School is 1.73km to the west.
- The nearest bus stop to the Area is 320m and is located at the junction of the A435 and Henley Road for the 512 service between Redditch and Stratford via Studley and Alcester. The 512 operates one service each way on a Monday. Stops for the number 62 service are located on Mill Hill Road (377m away) and Far Moor Lane (550m away). The 62 service, known as the Redditch circular visits the town centre and circumnavigates the eastern districts of the Borough. Two companies operate on this route and both provide an hourly service Monday to Saturday. Redditch train station is 5.3km away.
- The area is approximately 5.3km from the Town Centre and the Kingfisher Shopping Centre where a wide variety of retail, business, health and leisure opportunities are available.
- The nearest employment opportunities locally are available at Washford Industrial Estate which is located immediately west of the southern half of the Area on the other side of Claybrook Drive.
- The nearest GP service to the Area is at Winyates Medical Centre which is 1.29km away.

A1.60 Vitality and Viability

- Matchborough and Winyates District Centres could potentially benefit from additional development in this area. Both District Centres are around 1.3km from the Area.

A1.61 Flood Risk

- There are a number of unnamed watercourses that traverse the area, but the majority of the area is within flood zone 1 and is therefore appropriate for residential and mixed use development.
- The southernmost part of the area is within flood zone 3a where there is a high probability of flooding. Built development should be avoided in this part of the area and directed to areas at lower risk of flooding where possible.
- There are no known sewer flooding problems in this area.

A1.62 Infrastructure Capacity

- Connectivity to the road network would be very straightforward to achieve in this location and wouldn't attract unreasonable costs.
- There are no identified issues with water supply and in terms of waste water it is likely that a gravity solution to Sprenal Treatment works would be achieved which wouldn't require significant infrastructure investment.

A1.63 Green Belt

Unlike the areas that were appraised in the HGDS none of Area 18 is currently designated as Green Belt. There is however designated Green Belt to the east of the A435 road in Stratford on Avon District. The A435 road is already considered to serve as a defensible boundary to the Green Belt in Stratford on Avon District. However, careful consideration would need to be given to the effect any development would have on the settlement of Mappleborough Green. The settlement is located predominantly to the east of the A435 road but it would be important to avoid any coalescence between any new development and the existing settlement.

A1.64 Built Environment

- There is one Grade II Listed Building at Lower House Farm just south of Winyates Green Triangle. It is therefore considered that impact on the historic environment is likely to be limited. It should be noted that records also show listed buildings at Claybrook Farm in Stratford on Avon District but these have now been demolished.
- There is existing sparse development throughout the area consisting mainly of residential dwellings and a village hall some of which forms part of the settlement of Mappleborough Green.
- There is excellent potential to connect development in this area with the existing urban form of Redditch given its proximity to existing residential and employment areas.

A1.65 Highways

- The area is adjacent to Redditch's existing highway network and would therefore not require significant investment or improvement
- The area's proximity to employment areas and other services mean there is the potential to enhance existing walking and cycling infrastructure. There is already a good bus service to the town centre and other Redditch districts.

A1.66 Summary

A1.67 In summary, the area has very good access to public transport and a wide variety of services and facilities including the town centre and employment opportunities. There is also excellent potential to connect development in this area to the existing urban area of Redditch. Whilst the area itself is not designated as Green Belt, the land to the east is and the tree planting in the area currently acts as a visual buffer between the settlement of Mappleborough Green and the urban area of Redditch. This would, therefore, be a major consideration in any detailed appraisal of the area for development. The southernmost part of the area is in a high flood risk area and it would be preferable to avoid built development in this part. In addition, it

is preferable that the allotments are retained as they make a valuable contribution to the existing community and have the potential to serve any new development in the Area. Overall, it is considered that **the area is worthy of further consideration within the focussed site appraisal stage.**

A2.1 Focussed Area Appraisals

A2.1 As a result of the above additional Broad Area Appraisals, Areas 3 and 18 were identified to be examined in more detail. The following two Focussed Area Appraisals represent additional text, which should be read alongside Section 6 of the HGDS.

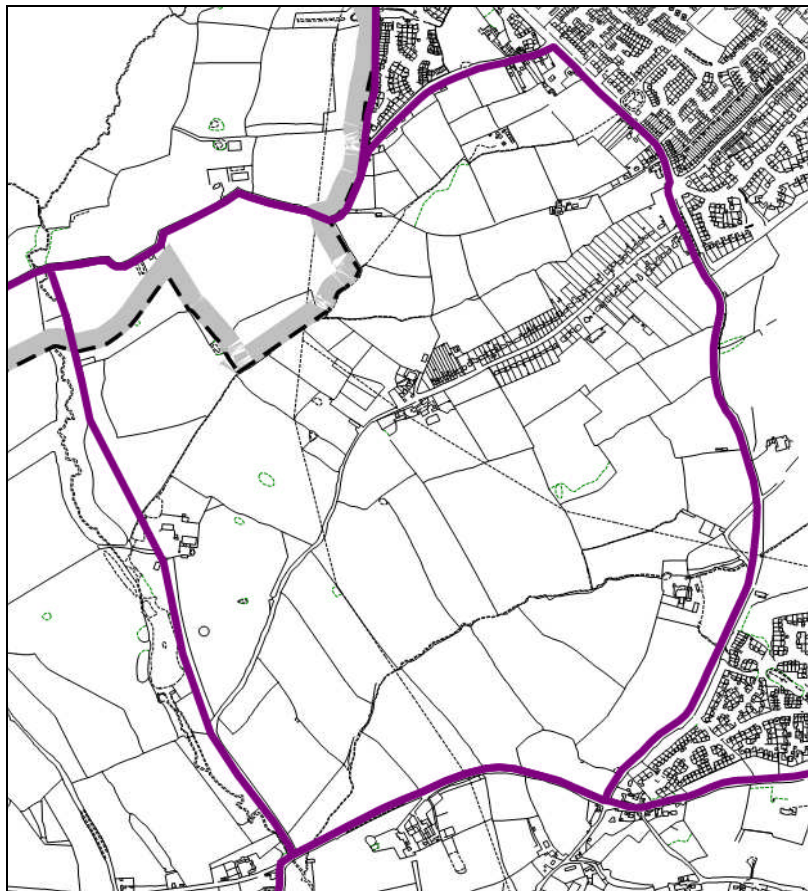
A2.3 Area 3

A2.4 Area Description

A2.5 Area 3 is located to the west of Redditch's urban area partially within the Parish of Feckenham. The area is bound by Pumphouse Lane to the north, Swans Brook to the west, Sillins Lane to the south and Green Lane and Church Road to the east. The area abuts Morton Stanley Park on its eastern boundary. Two ordinary watercourses flow through the site, the first in the vicinity of Norgrove Court flowing from the northern parts of Church Road and the second (Alders Brook) in the vicinity of the Monarch's Way footpath towards the south of the area.

A2.6 Area 3 includes the Webheath ADR. The ADR is designated within the Borough of Redditch Local Plan No.3 to provide a reserve of land for housing beyond 2011. This Focussed Area Appraisal will assess the appropriateness of both the Green Belt and ADR zoned areas to meet development needs.

Figure 5: Map of Area 3



A2.7 Green Infrastructure

A2.8 Landscape and Topography

A2.9 A spot height of 140 metres is recorded at the northern most point of the ADR along Pumphouse Lane, which falls away to the south west to 120 metres in the vicinity of the watercourse valley which dissects the ADR, before rising steeply to the ridge along Crumpfields Lane (145 metres in the vicinity of the Crumpfields Lane/ Green lane intersection) (photo 11b). Beyond the Crumpfields Lane Ridge, the land falls sharply away to the south, across the Green Belt land, reaching 89 metres along Sillins Lane (photo 2b).

Photo 11b: (ADR, Pumphouse Lane looking across the watercourse in the valley bottom up to Crumpfields Lane ridge)



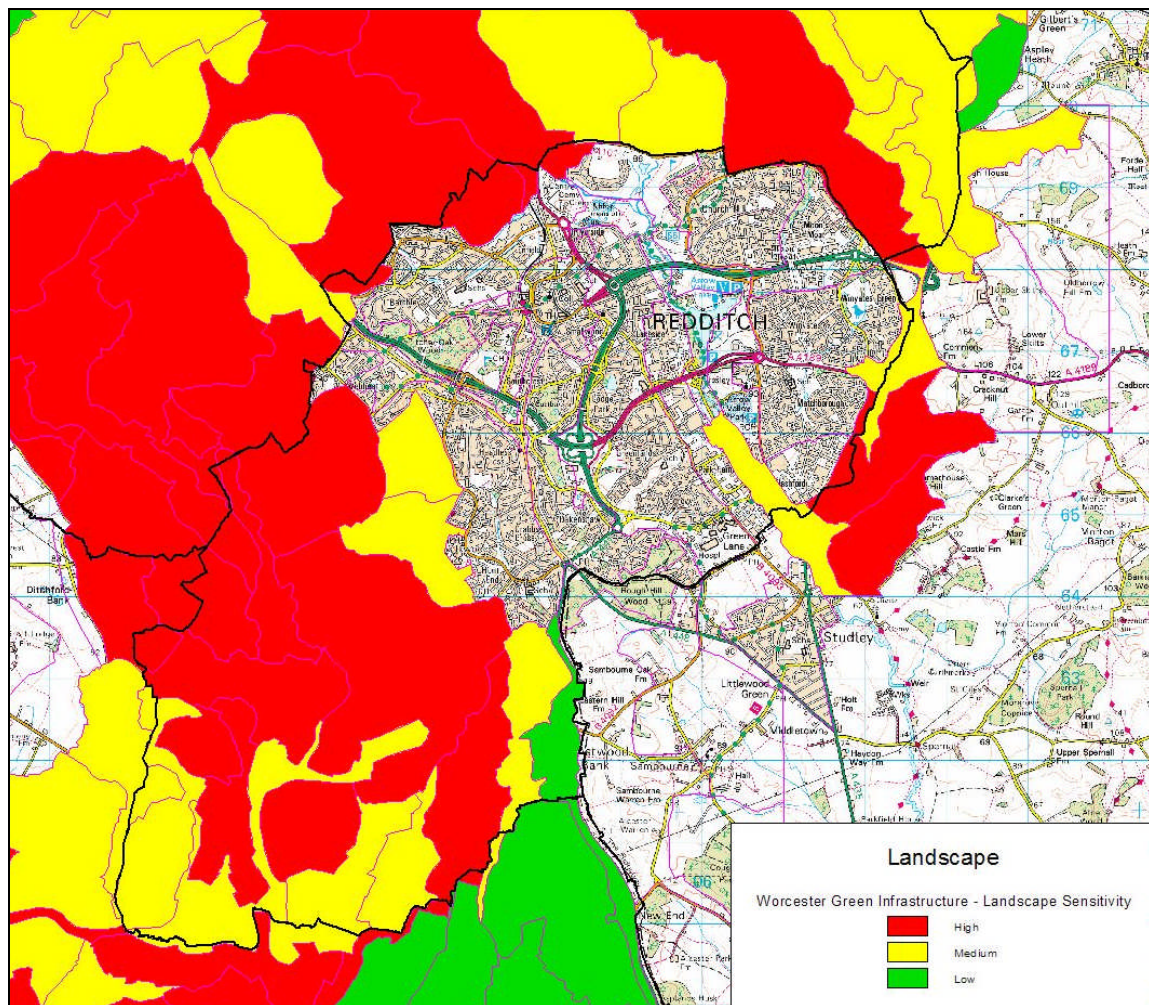
Photo 2b: Sillins Lane/ Norgrove Lane looking up towards Crumpfields Lane ridge



A2.10 Area 3 is situated within a Principled Timbered Farmlands landscape type¹ and is located within a high landscape sensitivity risk (see Figure 6). This level of risk is similar to other areas subject to this Focussed Area Appraisal; therefore sensitive design would be required to mitigate the impact on the landscape.

¹ Classified from the Worcestershire Landscape Character Assessment

Figure 6: Landscape Sensitivity Areas

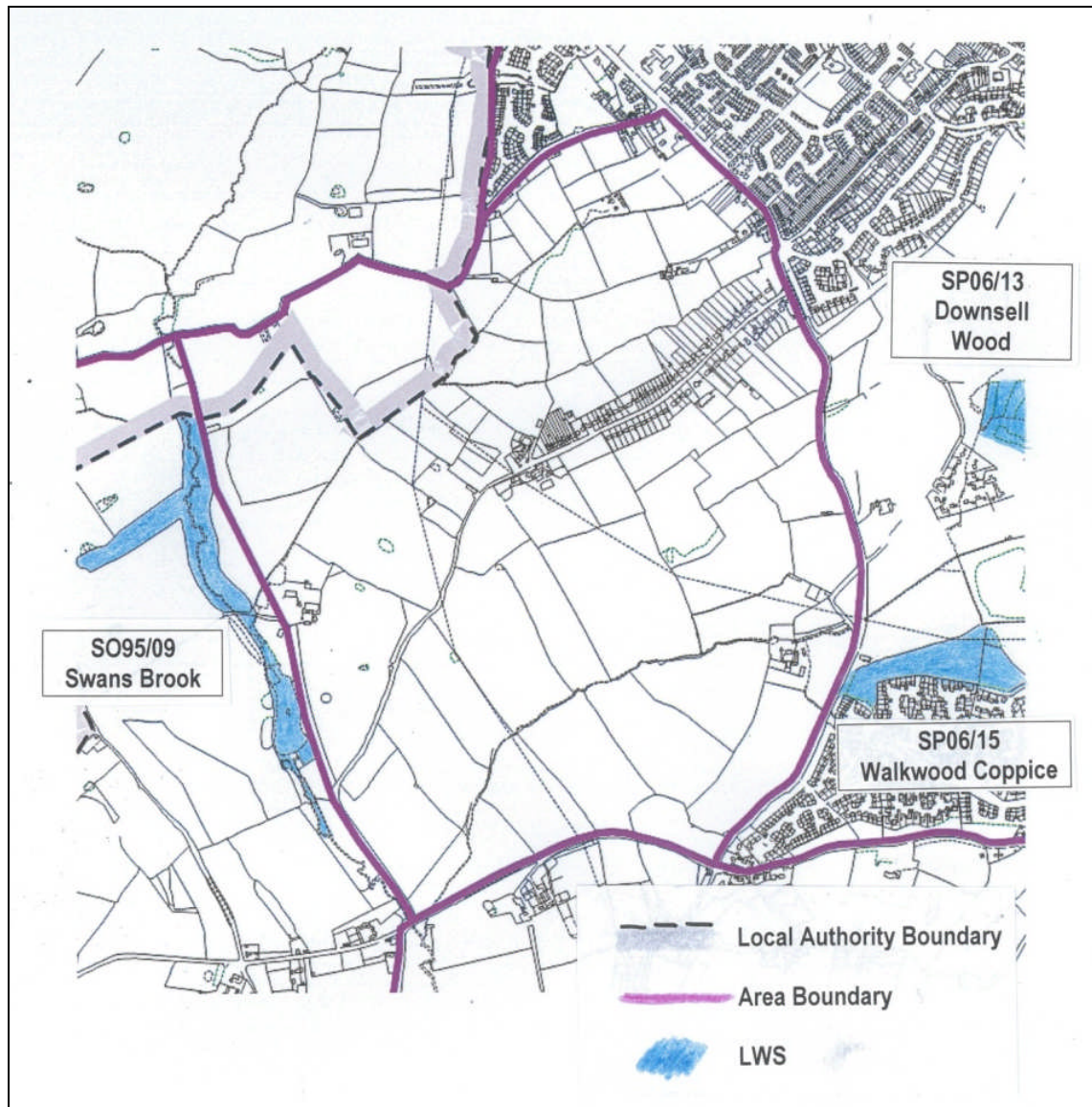


A2.11 Whilst it is preferable for development to occur in areas of low sensitivity, all of the land around the periphery of Redditch's urban area is of high/medium sensitivity, meaning that some high/medium landscape sensitivity area will inevitably be lost.

A2.12 Statutory Environmental designations

A2.13 The area contains no Sites of Special Scientific Interest (SSSIs) or Local Wildlife Sites (LWSs), highlighting that there are no significant environmental constraints (see Figure 7). However, the area is in close proximity to LWSs to the east (Walkwood Coppice (SP06/15) and Downsell Wood (SP06/13)) and Swans Brook (SO95/09) to the west.

Figure 7: Environmental designations relating to Area 3



A2.14 Swans Brook is part of a larger LWS (SO95/09) with a number of other smaller watercourses which flow south and west before draining via Bow Brook into the River Arrow at Defford. Though the brooks vary in quality along their length they are predominantly rich in both aquatic and emergent vegetation. In places the brooks flow through woodland or associated marshland, but for the most part flow through open agricultural land and form an important wildlife corridor through this part of the East Worcestershire Plain.

A2.15 Downsell Wood (SP06/13) is a modified ancient semi-natural woodland, somewhat compartmentalised by tracks and fairways associated with the golf course within which it sits, but nonetheless has sufficient value to qualify as a LWS. For the most part the canopy is dominated by oak, but where a small stream cuts through, there are wetter areas with willow and alder that conform more closely to a wet woodland community. Although there are no records for particularly rare species the woodland has a reasonable species diversity given its size and modification.

A2.16 Walkwood Coppice (SP06/15) is an ancient semi-natural woodland that was partly clear felled about 50 years ago and has now regenerated. The wood forms the southern edge of Morton Stanley Park and lies on a steep ridge. Much of the original canopy has been lost, but there are still a few oak standards remaining. The understorey includes a diverse range of woody species. Faunal information for the site is incomplete but there are past records for Frog, Toad, Great-crested and Smooth Newts from the ponds.

A2.17 Habitats²

A2.18 There are a number of different habitats within Area 3. The main habitats are 'arable and horticulture' and 'grassland', some of which requires survey. There is a small amount of 'broadleaved woodland' and 'woodland (unknown type)'.

A2.19 Trees and woodlands

A2.20 There are a number of trees, mature hedgerows and wooded areas within Area 3, including Luke's Coppice, Brookes Coppice and Poorhill Coppice, which are covered by TPOs. These assets should be preserved and enhanced as part of the green infrastructure provision within any new development, thereby minimising the impact on natural features and biodiversity. Furthermore, large parts of the area are covered by blanket TPOs (Borough of Redditch TPO No.72-75). However, this does not negate an area from development, but care must be taken to preserve trees worthy of protection through sensitive and good design.

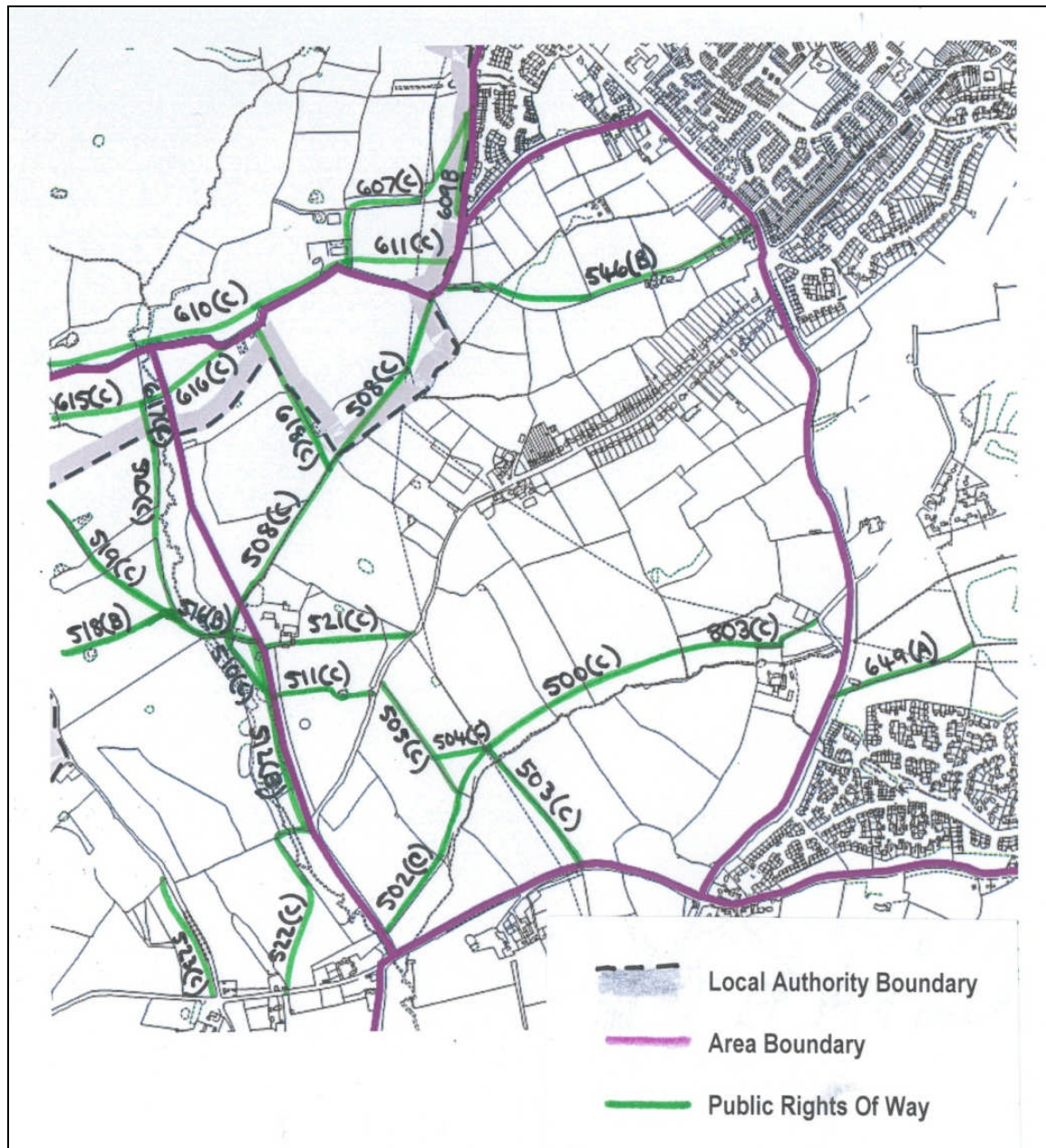
A2.21 Public Rights Of Way

A2.22 There are several public rights of way across the area (see Figure 8). This includes the Monarch's Way route which is a 615 mile long distance footpath in England, which marks the escape route of King Charles II in 1651 after being defeated in the Battle of Worcester. The footpath starts in Worcester and runs northwards to Boscobel, then South to Stratford-on-Avon continuing through England before finishing at Shoreham-By-Sea. It is the route after Boscobel that the footpath crosses through the north of Worcestershire with a small section within Area 3 from Pumphouse Lane to Green Lane (footpaths 609, 508, 510, 511, 505, 500, 803). Most of the route has been radically changed in the intervening centuries by enclosure, the building of roads, canals and railways, mining, and urbanisation however the route remains an important historic asset.

A2.23 There are other short footpaths which cross the south western part of the area, linking to the wider countryside. One other footpath/bridleway (546B) crosses the northern section of the site in an east-west direction through the middle of the ADR, starting at Hill Top through to Pumphouse Lane.

² Source: *Worcestershire Habitat Inventory by Worcestershire County Council*

Figure 8: Public Rights Of Way
 (From Countryside Mapping Worcs CC)



A2.23 “Best and Most Versatile” (BMV) Land and Agricultural Land Quality

A2.24 The area has a “20 - 60% likelihood” to be BMV land and is classified as grade 3 agricultural land. As land is of a similar quality across all of the areas of Focussed Area Appraisal, the loss would be equivalent in any area chosen and therefore it is considered a minor constraint to development.

A2.25 Accessibility

A2.26 Distance to and frequency of public transport and highway issues

A2.27 Access to public transport is considered to be poor and the area is approximately 4.3km from Redditch Train Station. The nearest bus stop is 1.6km

from the centre of the area which is beyond a reasonable walking distance. The 55/56 service to Redditch runs every 30 minutes, Monday to Saturday and hourly on Sunday. There is also an hourly service to Bromsgrove (143) and an hourly service to Kidderminster via Bromsgrove (X3). However, bus services are expected to improve in the Webheath area due to the improvements to services which were secured through recent planning consent on part of the ADR land. Further development in this location could help to sustain these services by making them more viable.

A2.28 National Cycle Route 5 runs along the northern boundary of Area 3 along Pumphouse Lane. This is part of a long distance cycle network through England and Wales, which at a more local level connects Redditch to Stratford-on-Avon, Bromsgrove and Birmingham. Development would offer the opportunity to improve upon these linkages.

A2.29 Distance to retail, school, GP, employment, town centre

A2.30 The Town Centre, including a range of facilities at the Kingfisher Shopping Centre, is approximately 4.5km away. Dunlop Road employment area is located approximately 4.8km away. Access to these facilities would be predominantly dependent on car or bus, without significant improvement to walking and cycling facilities.

A2.31 Webheath and Our Lady of Mount Carmel first schools are located just over 1.5km from the area, which is considered to be within a reasonable walking distance. Vaynor First School and Walkwood Middle School are both 3.68km from the area. Birchensale Middle School is slightly further afield at 4.88km away. Both Trinity and St. Augustine's High Schools are over 5.7km away. North East Worcestershire College (on Peakman Street) in Redditch is situated within 4.7km and Pitcheroak College for children with special needs and learning difficulties is 3.68km away. Doctors Surgeries are not located within walking distance of the area, the closest being approximately 3.4km at The Bridge Surgery in Headless Cross. The Alexandra Hospital is 6.3km away and just over a 10 minute drive.

A2.32 Although Area 3 lies further from the Town Centre than some of the other areas, it does have easy access, especially from the northern part of the area to the Town Centre by several routes and is just under a 10 minute drive away. Area 3 (northern section) will benefit from planned bus service improvements secured through recent planning consent on part of the Webheath ADR, which has the potential to reduce the need to travel for certain needs.

A2.33 Vitality and Viability

A2.34 There are limited local facilities in Webheath, within 2.6km of the central point of Area 3. These include a post office/convenience store (1.4km), two public houses (Foxlydiate Arms with Premier Inn at 2.6km and the Rose and Crown at 1.76km), a general store (Biddles/Simply Fresh 1.83km), Webheath Village Hall (1.68km) and a dentist on Downsell Road (1.9km).

A2.35 Development on Area 3 may improve the vitality and viability of local services primarily within Webheath (within 2.6km), Redditch Town Centre (4.5km) and to some extent, Headless Cross District Centre (3.26km).

A2.36 Flood Risk

A2.37 Swans Brook along the western boundary of the area and lies within Flood Zone 3a. Alders Brook is an ordinary water course that also runs through the area, however, this course has not been modelled in terms of flooding. The unnamed watercourse flowing through the Webheath ADR at the north of the site is a tributary of Swans Brook. This watercourse has been modelled in the Bromsgrove and Redditch Strategic Flood Risk Assessment Level 2, and very small areas within Flood Zone 3 are known to exist and it has minimal channel flow capacity.

A2.38 Infrastructure Capacity

A2.39 Water:

A2.40 In terms of receiving water quality Priest Bridge discharges to Bow Brook and it fails significantly on reactive phosphorus. Consideration of potential land contamination when development is proposed is important to ensure protection of human health and the wider environment and would be considered at the planning application stage. All development has the potential to impact upon water quality and increase demand for water usage. The water conservation hierarchy³ must be followed and measures will be expected to be in place to manage water resources efficiently.

A2.41 Severn Trent Water confirmed in the Outline Water Cycle Study Update that the strategic water supply to the study area (i.e. Bromsgrove and Redditch) will support the proposed development but local distribution network is likely to require reinforcement in many cases. Although from the wastewater collection side, it is recommended that additional development sites should be located in larger catchments such as Sernal or Priest Bridge, both Sernal and Priest Bridge STWs have minimal or negligible spare treatment capacity. This being noted there is no land or other constraints preventing STW network expansion.

A2.42 Area 3 is located within the Priest Bridge STW catchment and close to Sernal STW catchment; it could therefore potentially drain to either catchment depending on the sewer connection point. It is understood that to drain Area 3 by gravity to Priest Bridge STW would be more sustainable than pumping to Sernal STW, but this option will require a capacity upgrade to the sewerage system which will be significantly more expensive and would take a longer time to complete. Severn Trent's initial feasibility indicates that the pumped option to Sernal STW would be more favourable for development in this location. However, if Area 3 is proposed for development, subject to a further feasibility study, Severn Trent may consider a gravity drain more favourable and if so it would be preferable for development in Area 3 to be phased in accordance with the infrastructure upgrade. The most sustainable and cost effective measure should be implemented, which may make the timeframe for infrastructure delivery a lengthier process than

³ *Avoid, reduce, recycle and disposal.*

delivering short-term solutions. However, it may be that short term solutions can be provided in the interim with a view to more sustainable solutions in the long term.

A2.43 Education:

A2.44 Worcestershire County Council Education Department has advised that the County is experiencing an increase in the numbers of children starting school in reception classes and that Redditch is a 'hotspot'. Provision planning has a very short lead in time, typically around 3 years. WCC has completed an assessment of Redditch schools for the 2014 intake and know where there is room for expansion to deal with demographic change.

A2.45 In terms of future provision, WCC generally favours expansion of schools rather than new build due to cost constraints. Funding for schools comes in the form of developer contributions (expected to fund around 50% of provision) and from central government grant given to WCC to deal with demographic changes. The Borough Council has adopted a specific SPD on planning obligations for education facilities. The Infrastructure Delivery Plan identifies that financial contributions towards additional provision at existing schools would be appropriate for development in the Webheath area. Worcestershire County Council will monitor pupil numbers to judge when additional provision needs to be made. A proportion of growth may be accommodated in schools with existing capacity.

A2.46 Transport:

A2.47 Analysis of the performance of the highway network across Redditch was undertaken for the purposes of the Redditch Development Site Highway Impact Report. This work was based on the evidence produced from a bespoke gravity vehicle/trip generation transport model developed specifically to assess the impact of proposed development sites in Redditch. The work identified a number of key links and junctions where uplifts in traffic flows resulting from the development sites were likely to impact on the Redditch highway network. Webheath ADR land was identified as 'Cluster 1' in this Report.

A2.48 The junctions below are shown to have an increase in trips of greater than 5% uplift as a result of the combined impact of residential and development sites in the vicinity of Area 3:

- B4504 (Windmill Drive)/ Middle Piece Drive
- A448 (Bromsgrove Highway)/ B4504 (Windmill Drive)
- Heathfield Road/ Blackstitch Lane/ Green Lane/ Church Road
- Birchfield Road/ Foxlydiate Lane
- B4096 (Hewell Lane)/ B4184 (Alcester Road)/ A448 (Bromsgrove Highway)/ Birchfield Road

A2.49 The Redditch Local Plan - Transport Network Analysis and Mitigation Report (Appendix D), indicates that Webheath requires a Silver Standard Bus Route⁴ as a result of additional development in the area.

⁴ Service Frequency: Mon-Sat (15 mins), Evenings and Sundays; min half hourly.
Periods of Operation: Mon-Sat (0600-1900), Evenings (1900-2300), Sundays (0800-2000)

A2.50 Health services ie GP's, dentists:

A2.51 The Borough of Redditch Infrastructure Delivery Plan (IDP) Report (March 2014) details the health infrastructure provision for Redditch and Bromsgrove and the strategy for future provision. The Redditch and Bromsgrove Clinical Commissioning Group (CCG) represents GP practices across the Borough and District and commission health and care services for the registered population. The CCG acknowledges the anticipated increase in population and housing will increase demands for healthcare services, but do not anticipate that there will be a proportionate increase in hospital estate in response to this, as the overall strategy for health economies is to deliver a greater proportion of care outside of the hospital environment. There is, however, likely to be an impact on the need for GPs and the number of GP surgeries. Analysis of GP premises indicates that there is a shortfall of spare accommodation capacity. There will therefore need to be a proportionate expansion of GP premises infrastructure to serve this additional patient demand.

A2.52 Based on development of the Webheath ADR, the IDP indicates that further accommodation for an additional 1,150 patients at one or more of the following surgeries/ medical centres: Bridge, Dow, Elgar House, Hillview, and St. Stephens, which should come forward in line with the development.

A2.53 Green Belt

A2.54 Green Belt Gap

A2.55 Checking unrestricted sprawl of large built-up areas

A2.56 Due to the size, location and topography of Area 3, strong defensible boundaries are required to restrict the visual appearance of urban sprawl into the wider countryside. Crumpfields Lane ridge (boundary 4) offers the strongest boundary within the area to prevent development sprawling southwards down steep slopes where long distance views back towards any development could not be contained.

Photo 8a: From Crumpfields Lane (Pool Farm), showing unrestricted views south east towards Callow Hill estate



A2.57 The public roads around the perimeter of the area (boundaries 1, 3, 5 and 6) are strong defensible boundaries in terms of definition. However, these roads offer little in the way of screening to aid visual containment to check developmental sprawl.

Photo 3a: *Norgrove Lane looking across Alders Brook (trees) (boundary 2) and views beyond the Sillins Lane hedgerow (boundary 1)*



A2.58 Preventing neighbouring towns merging

A2.59 There are no major issues regarding coalescence of neighbouring towns. Development in the northern part of Area 3 would offer a natural extension to and connectivity with the existing urban area.

A2.60 Development in the south east of Area 3 could be seen as having connectivity to Callow Hill, another residential estate within the urban area. However, Callow Hill has no direct access on to Green Lane (boundary 3) and all properties along the Green Lane stretch at Callow Hill are inward facing towards the remainder of the estate. There would be no connectivity or integration into the existing Callow Hill estate, thus leaving development in the south east of Area 3 isolated from the urban area.

A2.61 Green Belt Encroachment

A2.62 Safeguarding countryside from encroachment

Area 3 has two distinct land designation areas within it, the existing Webheath ADR to the north east of Area 3 and the remainder of Area 3, which has Green Belt status.

A2.63 The existing Webheath ADR was identified to meet long term growth in the adopted Borough of Redditch Local Plan No.2 and the appropriateness of the Green Belt boundary in this vicinity was determined at that time. There has been little in the way of landscape change over the intervening 20 years or so, which would alter the conclusions drawn with respect to containing development and preventing encroachment into the countryside. This Focussed Area Appraisal has reviewed the

appropriateness of boundaries within Area 3 and their ability to perform Green Belt functions.

A2.64 The strength of Crumpfields Lane ridge (boundary 4) to contain development to the north remains the most appropriate option both in terms of physical and visual intrusion into the wider countryside.

Photo 11a: View across ADR from Pumphouse Lane to Crumpfields Lane ridge (boundary 4)



Photo 9d: View across ADR from Church Road to Crumpfields Lane ridge (boundary 4)



A2.65 The analysis of the strength of boundaries within Area 3 has highlighted that the majority are weak and ineffective in preventing both physical and visual encroachment into the countryside, especially in the southern half of Area 3. Although Alders Brook (boundary 2) offers a strong boundary in terms of definitions, its sparse tree lining offers little in the way of visual containment, unlike other watercourses which have been assessed within other Focussed Area Appraisals.

Photo 2c: Alders Brook (boundary 2)



A2.66 Furthermore, the nature of the valley bottom boundary along Alders Brook is also weakened due to the rise in the landscape back up towards the ridge at Crumpfields Lane.

Photo 2a: Along Alders Brook (boundary 2) with land rising in the distance to Crumpfields Lane ridge (boundary 4)



A2.67 Encroachment into the setting of Norgrove Court (Grade I Listed Building), was, and still remains an issue. Therefore, the existing position of the Green Belt boundary to the north east of Norgrove Court (boundaries 44, 35, 54 and 55) is considered to offer an appropriate level of protection to the historic setting, despite several other strong boundaries being identified in this vicinity (boundaries 43, 50, 51, 49, 63 and 65).

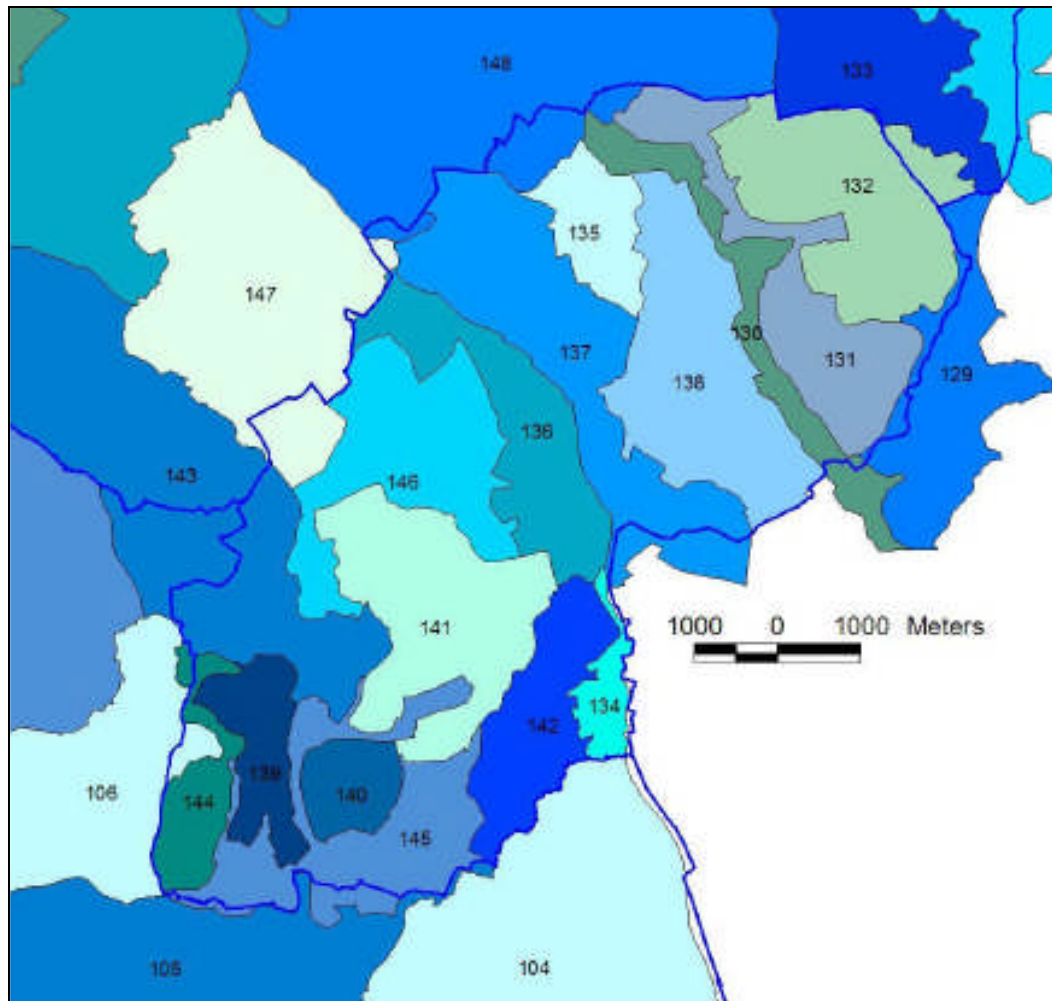
A2.68 Regeneration opportunities

A2.69 Development in the northern part of Area 3 would have a positive effect on the vacant Upper Norgrove House if it were to be incorporated into a design scheme. This neglected site is currently having a negative impact on Church Road frontages.

A2.70 Built Environment

A2.71 Area 3 is located predominantly within Historic Environment Character Zone (HECZ) 146 and a small section to the north west of the area falls within HECZ 147 (see Figure 9).

Figure 9: Historic Environment Character Zones

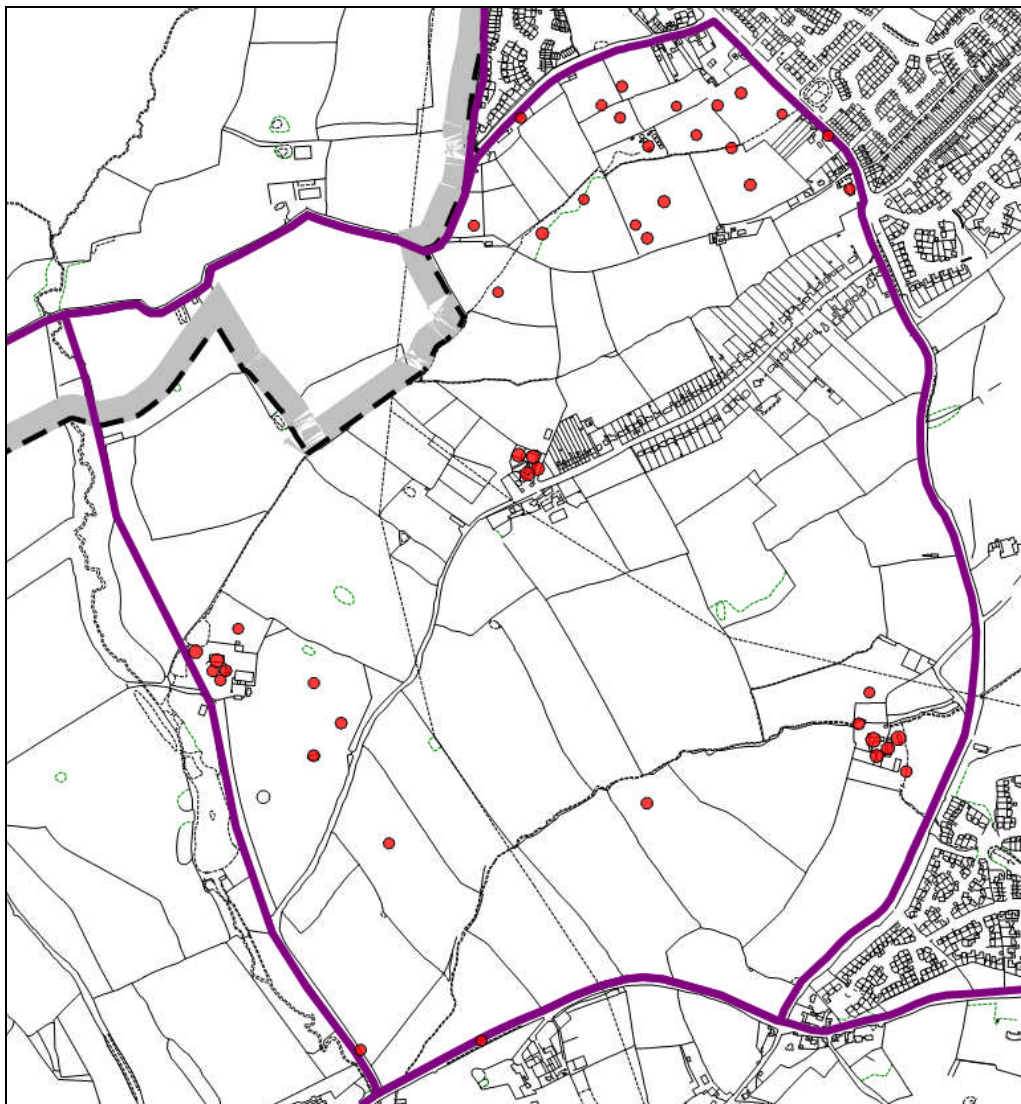


A2.72 HECZ 146 is predominantly pastoral with a settlement pattern of farmsteads and wayside dwellings associated with a moderate to high level of dispersal and a small to medium scale piecemeal enclosure field pattern. The landscape survives well with earthwork features of the medieval period visible throughout the zone. Ridge and furrow still exists across much of the area and the other known archaeology is also of medieval date. Below ground preservation is unknown as the archaeological works are generally confined to building survey and field survey.

A2.73 Within HECZ 147 the settlement pattern is one of farmsteads and clusters of wayside cottages associated with a moderate to high level of dispersal and a medium scale field pattern of Enclosure of the former Bentley Heath. The land use is mixed and the tree cover comprises a few relic patches of ancient woodland often associated with densely scattered hedgerow oaks. The historic landscape survives well here with a significant number of historic and Listed buildings and the Scheduled moat at the Banqueting Orchard. Archaeological features include earthworks and buried remains. Archaeological fieldwork and spot finds indicate good survival.

A2.74 Figure 10 identifies the location of heritage assets identified on the Historic Environment Record (HER) within Area3. These are predominantly associated with past rural land management e.g. ridge and furrow earthworks and former ponds from the Medieval and post-Medieval periods. There are a few listed and unlisted historic buildings, including Crumpfields Farm and Norgrove Court, which are both former moated sites of probable Medieval date. There may be further sites within this area that have not yet been recorded and the potential for Roman and prehistoric below ground remains is unknown. Any development would need to consider the impact on these heritage assets, their setting and the wider historic landscape. The landscape here is piecemeal enclosure of former heath land. There has been some field amalgamation, but there is good survival.

Figure 10: Location of HER findings



A2.75 Proposed Boundary

A2.76 Area 3 contains numerous weak field boundaries, especially within the southern part of the area. The ability to contain sprawl and encroachment into the wider countryside are issues which are further compounded by the steep topography from Crumpfields Lane ridge, southwards. These factors, coupled with the need to protect the historic setting of Norgrove Court, offer justifiable reasons to make no alterations to the current Green Belt boundary within Area 3. However, the area identified as ADR land, north of Crumpfields Lane, is considered to be sufficiently well screened and capable of both physical and visual intrusion from the wider countryside. Therefore, the area identified in blue (Figure 11) is considered suitable to meet development needs within Redditch.

Figure 11: Area 3 boundary analysis

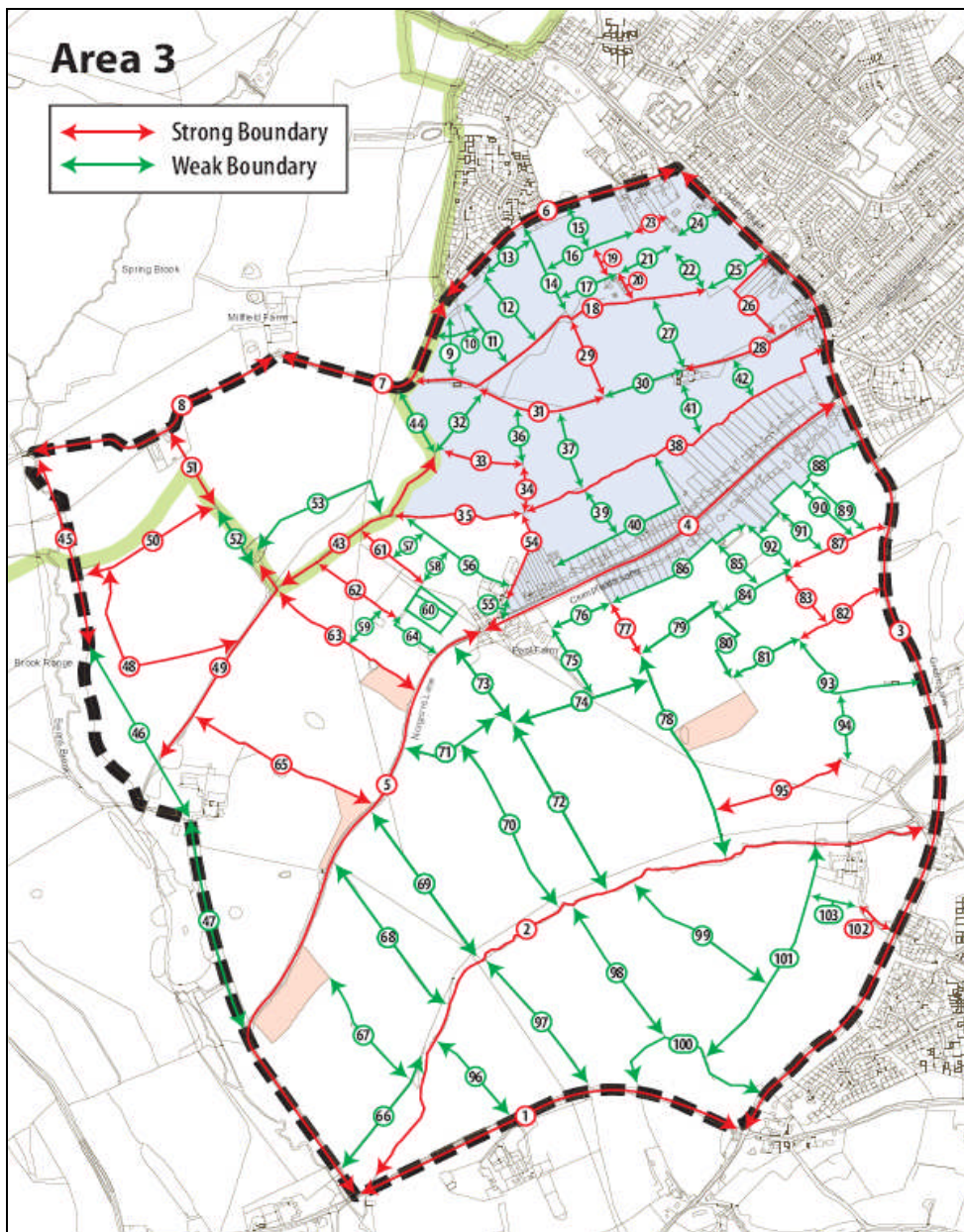


Photo 14d: View from southern end of Green Lane up to Crumpfields Lane ridge (rooftop indicates valley bottom and location of Alders Brook)



Photo 14a: View from southern end of Green Lane, across valley bottom, up to Crumpfields Lane ridge (Pool Farm)



Photo 14c: View from southern end of Green Lane, across valley bottom, up to Crumpfields Lane ridge (Poorhill Coppice)



Photo 14b: Uninterrupted views from southern end of Green Lane westwards across Green Belt (Wychbold Masts (circled) in far distance)



A2.76 Whilst boundaries 86 and 88 to the rear of the properties along the southern side of Crumpfields Lane are identified as weak boundaries, it would be inappropriate to restrict household planning applications on these properties to meeting stringent Green Belt criteria. Boundaries 86 and 88 represent the current extent of the Green Belt boundary in this location and it is considered appropriate to reflect this through this Focussed Area Appraisal rather than draw the boundary back to Crumpfields Lane (boundary 4).

Photo 12a: View from Green Lane to rear property boundaries on southern side of Crumpfields Lane ridge (boundary 88)



A2.77 Conclusion

A2.78 Development in Area 3 would need to overcome the specific constraints identified in this chapter, including flood risk areas associated with Spring Brook and impact on the historic environment, in particular, impact of Norgrove Court and its setting. Development in this area would result in the loss of agricultural land and principled timbered farmlands and there could be wider impacts on surrounding habitats.

A2.79 The sprawling nature of the Green Belt land within Area 3, the unrestricted views south and westwards to the wider countryside and the potential compromise of Green Belt function and purposes gives cause for concern if development was to occur across this area. However, development could occur in the vicinity of the Webheath ADR. This Focussed Area Appraisal has identified strong defensible boundaries which are capable of containing development both physically and visually from encroachment into the wider sprawling countryside.

A2.80 Development on the ADR land and distances to services and facilities in Redditch Town Centre would be reliant on the car. However, local facilities in Webheath are within reasonable distances and planned improvements to the bus services in the Webheath area will increase more sustainable modes of travel.

A2.81 Development of the Webheath ADR would connect well to the existing built form of Redditch's urban area without compromise to open space and recreational facilities at Morton Stanley Park.

A2.82 In conclusion, it is considered that the northern part of Area 3 could provide some land to meet Redditch's housing requirement. The extent of the developable area is identified in blue on Figure 11 above.

Photo Points

Figure 12: Photo Points



A2.83 Area 18

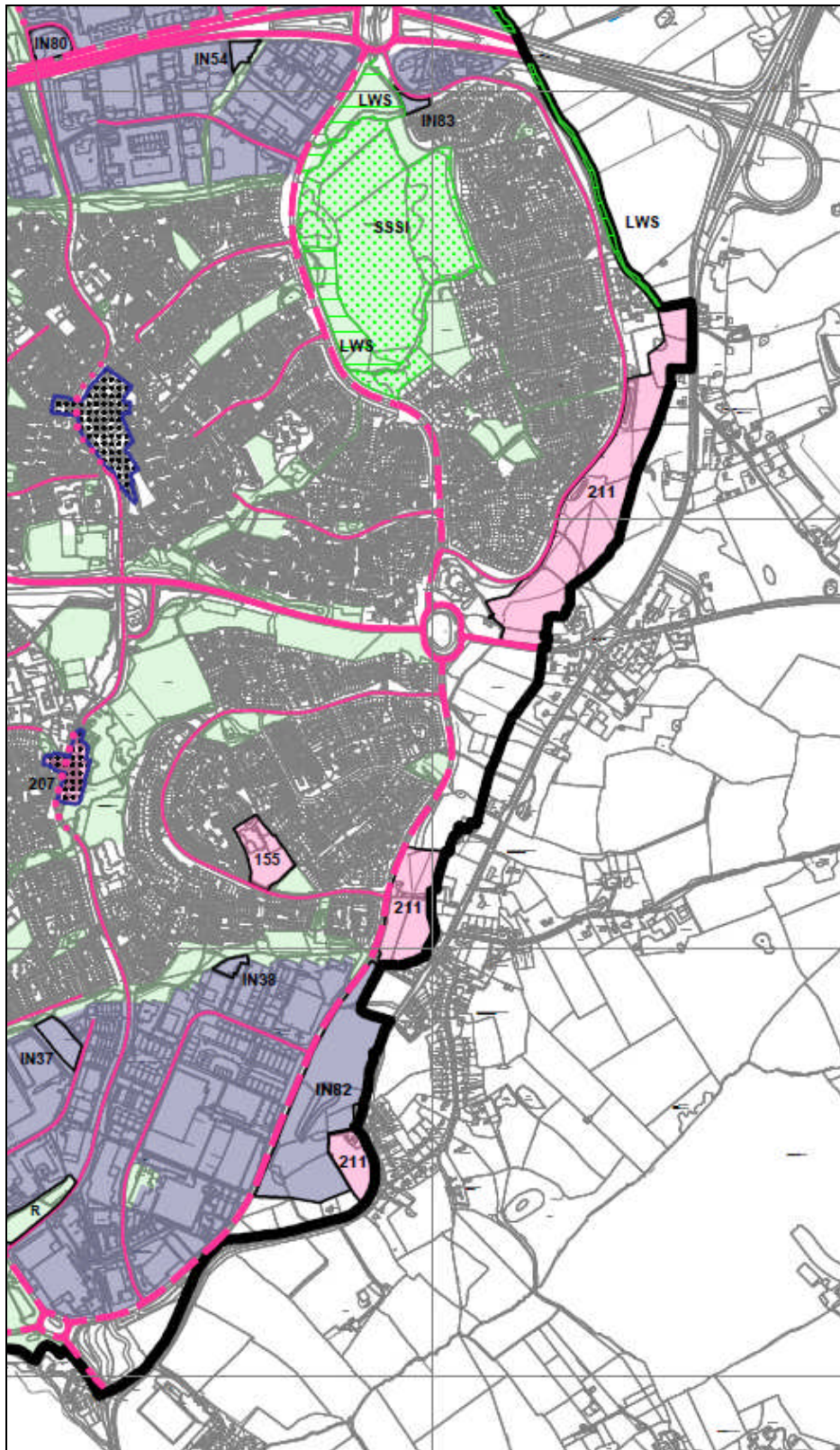
A2.84 Area 18 Focussed Area Appraisal

A2.85 Area 18 was excluded from consideration in the original study for the reasons set out in paragraph 5.15 of the HGDS. The area is now being appraised following the Inspector's consideration of proposed allocations within the area at the Borough of Redditch Local Plan No.4 (BORLP4) Examination and the subsequent Inspector's Post-Hearing Note of 3 October 2014.

A2.86 The Broad Area Appraisal for Area 18 concludes that the Area is worthy of a focussed area appraisal. In the original HGDS, the purpose of the focussed area appraisal is to use the area assessment principles (detailed in Chapter 4 of the HGDS) along with further evidence to identify defensible Green Belt boundaries as well as the most appropriate area for development which could take place to meet Redditch's needs. Unlike the other Areas subject to the original focussed area appraisals in the HGDS, Area 18 is not currently within designated Green Belt. There is designated Green Belt in Stratford on Avon District to the east of the Area and the A435 road is already considered to serve as a very strong defensible boundary to this designation. The focussed area appraisal for Area 18 therefore differs to that for other areas because it does not consider Green Belt boundaries.

A2.87 In the Proposed Submission BORLP4, parcels of the land currently designated as the A435 ADR are proposed to be allocated for residential or employment development. The proposed allocations are identified as housing site 211 which is formed of three separate parcels and employment site IN82 (see Figure 13). In addition, Winyates Green Triangle forms part of the Redditch Eastern Gateway site which will help meet Redditch's employment needs but is comprised on land in Bromsgrove and Stratford on Avon Districts.

Figure 13: Extract of BORLP4 Proposed Submission Policies Map showing proposed allocations (Employment Site IN82 and Residential Site 211)



A2.88 These allocations were derived from a 'Review of the A435 ADR and Adjoining Land' (carried out by Redditch Borough Council in 2013). However, the Inspector's Post-Hearing Note concluded that limited weight can be attached to that study as it does not adequately explore the landscape quality or visual quality of the land concerned.

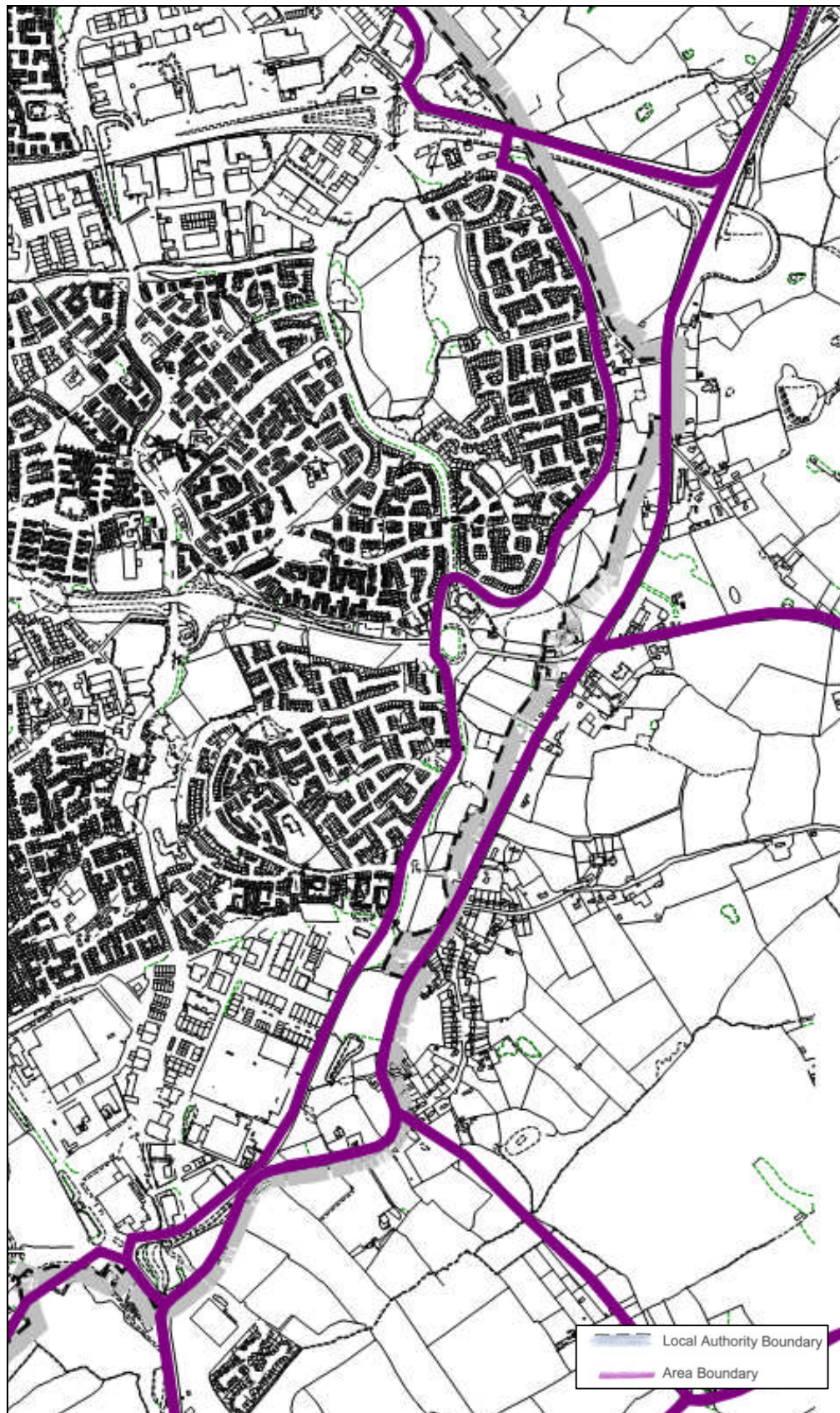
A2.89 Stratford on Avon District Council objected to the proposed allocations because of the potential impact on the settlement of Mappleborough Green and based on a report by White Consultants. In response to this, RBC proposed a reduction in the size of the proposed allocations in the Submission version of BORLP4. The Inspector's comments on the proposed allocations and objections are reported in paragraphs 12-19 of the Inspector's Post-Hearing Note.

A2.90 This focussed area appraisal has been completed with the benefit of the expert conclusions of the White Consultant's Report to inform considerations of the impact of potential development on the settlement of Mappleborough Green.

A2.91 Area Description

A2.92 Area 18 is located to the east of Redditch and straddles the local authority boundary between Redditch Borough and Stratford on Avon District. The area primarily includes the A435 ADR (in Redditch Borough), the land known as Winyates Green Triangle, and two areas of 'white land' both in Stratford on Avon District. There is also a small amount of white land in Redditch Borough to the west of the A435 ADR. The area is bounded by the A435 road to the east; the Coventry Highway in the north; Far Moor Lane, a small part of Alders Drive and Claybrook Drive to the west; and Icknield Street Drive to the south west. Some of the land is currently used for the grazing of animals and there are a number of New Town era tree plantations of poplar trees. The New Town Masterplan did not designate this land as woodland or as a landscape buffer or indeed for any other use. Anecdotal evidence suggests that the poplar plantations acted as a nursery for other New Town tree planting. There is dispersed development throughout the area which is predominantly farmsteads and wayside cottages.

Figure 14: Area 18



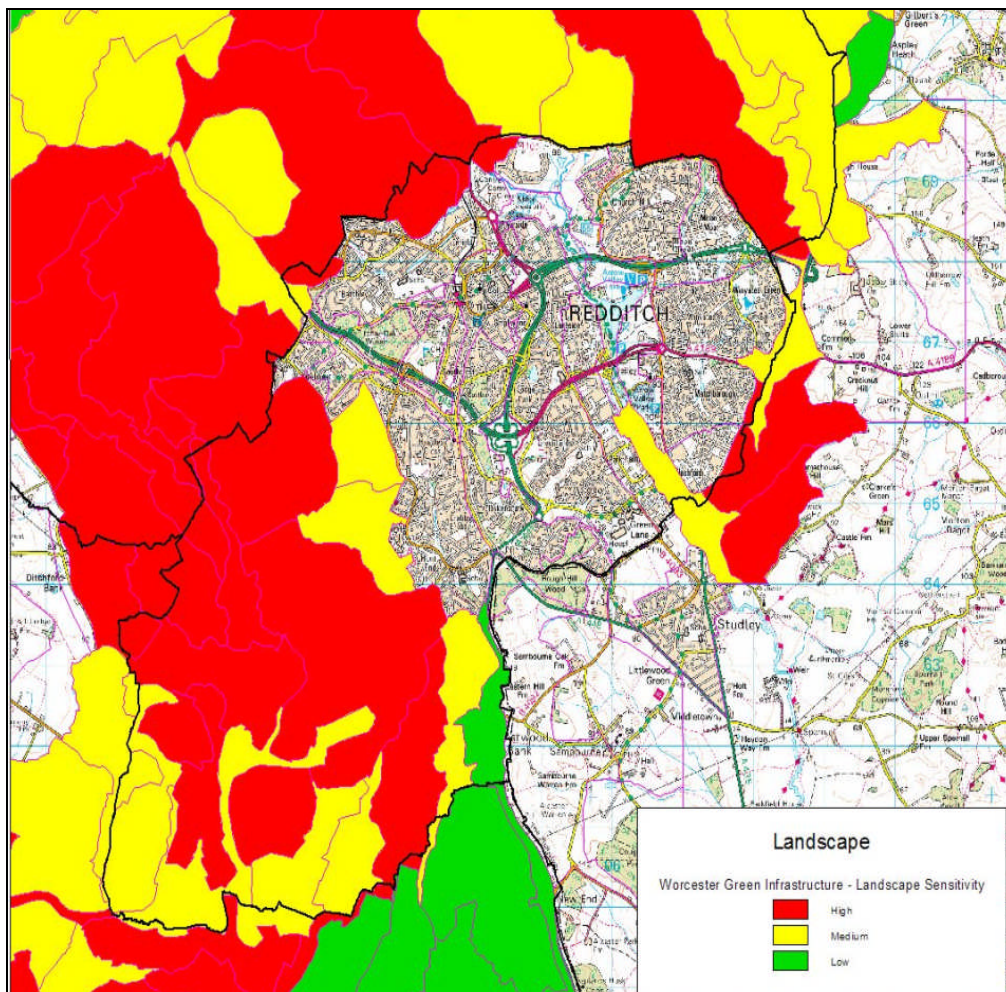
A2.93 Green Infrastructure (GI)**A2.94 Landscape and topography**

A2.95 The area slopes gently from north to south from a spot height of 96 metres at Far Moor Lane in the north western corner of Winyates Green Triangle. This drops to 89 metres at the roundabout junction of the A435 and the Warwick Highway and then to 66 metres at the southern tip of the area. Winyates Green Triangle is predominantly grassland with some hedgerows, scrub and scattered trees. The remainder of the area is a combination of grassland and tree plantations with hedgerows and other natural features such as ditches and ponds. Matchborough Allotments are located within the area to the south of Warwick Highway. The allotments are well used and can be considered a valuable contribution to the open space in this area and therefore they should be retained as part of any proposed development.

A2.96 Area 18 is located predominantly in the Principal Timbered Farmlands landscape type as classified by the Worcestershire Landscape Character Assessment. The most southern part of the area is in the Riverside Meadows landscape type. Winyates Green Triangle has not been classified by the Worcestershire Landscape Character Assessment as it is considered part of the urban area and an assessment of urban landscape character has not yet been undertaken.

A2.97 The landscape of the area is both high and medium sensitivity (see Figure 15). Whilst it would be preferable for development to occur in low sensitivity areas, landscape that is of high sensitivity means that developments have to be designed carefully to ensure that the effect on landscape character is minimised. Moreover, as Figure 15 shows all but a small amount of the land around Redditch that has been assessed is of high and medium sensitivity, meaning that some high/medium landscape sensitivity area will regrettably need to be lost.

Figure 15: Landscape Sensitivity produced by Worcestershire County Council



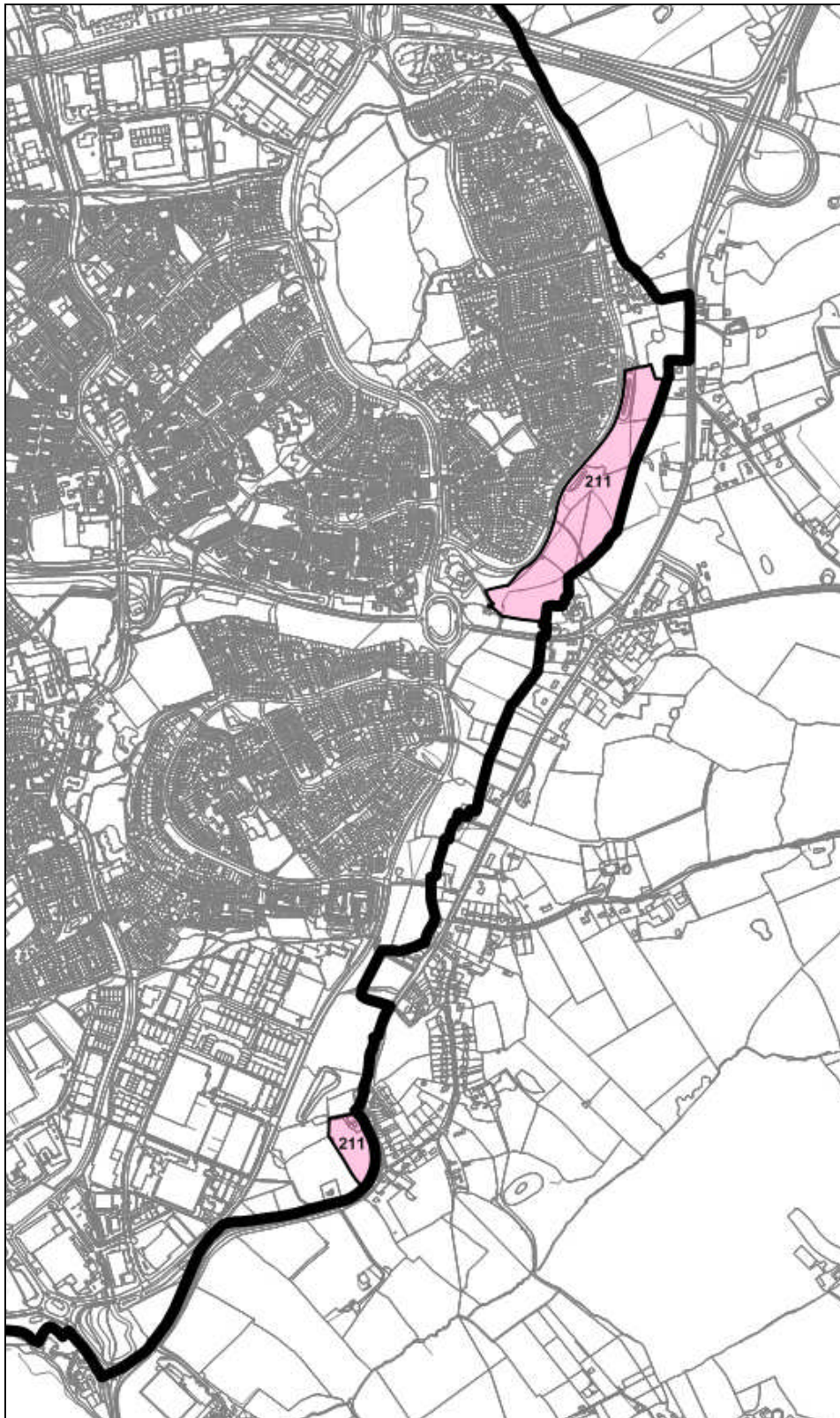
A2.98 As stated above, the Inspector’s Post-Hearing note raises particular concerns about the landscape implications of development on the A435 ADR. The report prepared by White Consultants for Stratford on Avon District Council provides a detailed assessment of the landscape context of the area in the context of the proposed residential and employment allocations in Redditch (the report does not cover Winyates Green Triangle).

A2.99 The report highlights the difference between the dense estate housing and industrial estate in Redditch to the west of the area and the relatively loose knit settlement of Mappleborough Green surrounded by pasture or garden land lying to the east. These two contrasting settlements are separated by a large part of Area 18 (namely the A435 ADR and the adjoining land in Stratford on Avon) and it acts as visual buffer between the two.

A2.100 The report concludes that, overall, it would be preferable to maintain and enhance the areas character in terms of its role as a screening buffer between the settlements, for biodiversity and for access and recreation. However, if the area is developed, mitigation measures are recommended.

A2.101 The buffer varies in width across the area but is widest in the northern part and becomes narrower further south. At this time, only land within Redditch Borough is proposed to be allocated in this area and, therefore, in order to maintain the buffer between Redditch and Mappleborough Green it would only be appropriate to propose development in the northern part of the land currently designated as the A435 ADR. The exact boundary of this proposed allocation should be that shown in the Submission version of the BORLP4 Policies Map which reflects the recommendations of the White Consultants Report in respect of this parcel of land. In addition, there is a very small number of housing proposed in the southern part of the ADR within the curtilage of Broadacres Farm. Given the low density of development proposed and the fact the site has existing boundaries, there is unlikely to be a detrimental impact on the character of Mappleborough Green. Figure 16 below shows the extent of these two proposed residential allocations.

Figure 16: Proposed residential development allocations in Area 18



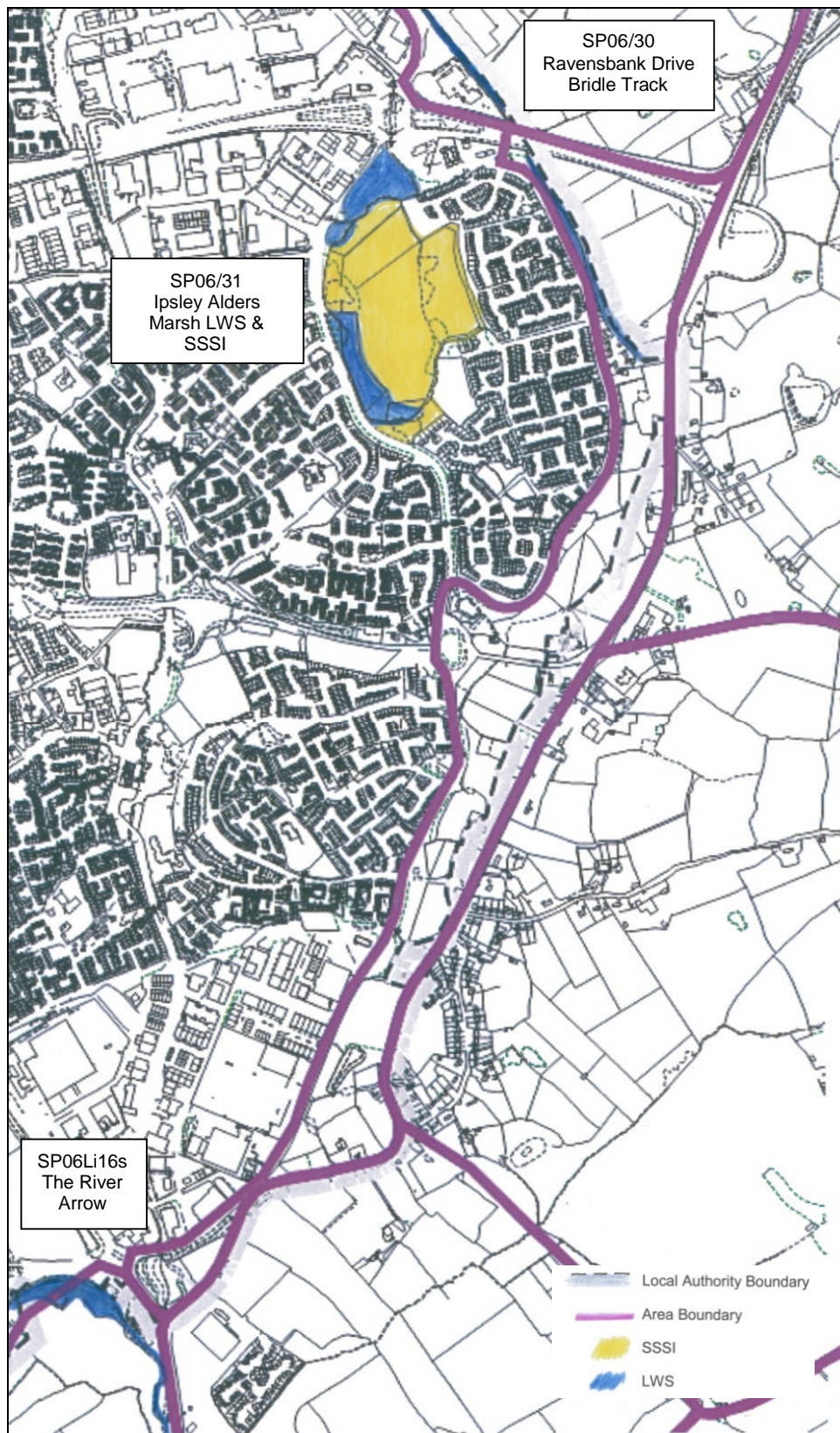
A2.102 Trees and woodland

A2.103 There are blanket Tree Preservation Orders (TPOs) covering both the land in Redditch Borough and in Stratford on Avon District. This does not necessarily negate an area from development, but care must be taken to preserve trees worthy of protection through sensitive and good design. These assets should be preserved and enhanced as part of the green infrastructure provision within any new development, thereby minimising the impact on natural features and biodiversity.

A2.104 Statutory environmental designations

A2.105 Figure 17 shows the statutory environmental designations in the vicinity of Area 18. There are no statutory environmental designations within the area other than the Ravensbank Drive Bridle Track Local Wildlife Site which runs along Far Moor Lane adjacent to the western boundary of Winyates Green Triangle. Ravensbank Drive Bridle Track LWS (SP06/30) is a long double hedged trackway that provides an important wooded wildlife corridor. This LWS also has historic significance (see Built Environment section below). Development on the Winyates Green Triangle section of the area would need to be planned carefully to ensure there is no negative impact on this LWS. Near to the area is Ipsley Alders Marsh LWS which is two wooded compartments that make up the part of the wider Ipsley Alders Nature Reserve. Both parts of the LWS abut a SSSI of the same name. The SSSI is a fen, marsh and swamp lowland and is in an unfavourable recovering condition. To the south of the area in Stratford on Avon District is the linear River Arrow LWS which provides an important habitat and green corridor for wildlife. Development in the area is unlikely to have an impact on these LWS and the SSSI given they are not directly adjacent to the site.

Figure 17: Environmental designations relating to Area 18



A2.106 Habitats⁵

A2.107 The Worcestershire Habitat Inventory identifies the area as part of the County's network of semi-improved and possibly unimproved grassland. Grassland is one of the most extensive habitats in Worcestershire, covering nearly 50% of the county. Development in this area may therefore result in development on grassland habitats but this would need to be confirmed by further survey and development would need to be sensitively designed.

A2.108 Studies already carried out on parts of the area (namely the Review of the A435 ADR and Adjoining Lands and the Winyates Green Triangle Phase 1 Habitat Survey and Protected Species Survey Assessment) have identified a number of habitats and the potential for protected species. Whilst more detailed and up to date studies would be required appropriate buffers and/or mitigation measures are likely to be necessary which may impact upon the capacity for development in the area.

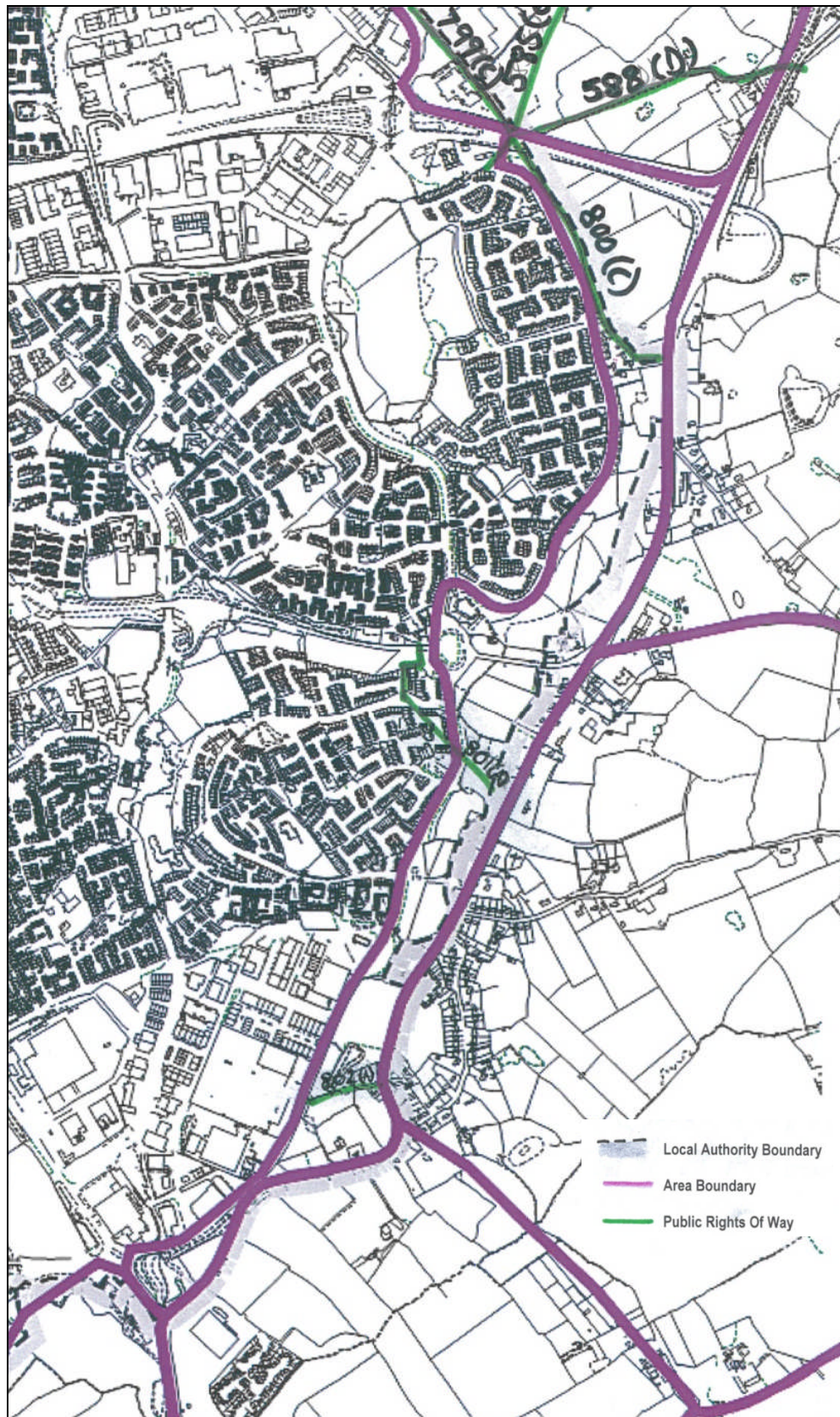
A2.109 Public Rights of Way

A2.110 There are three public rights of way within the area: footpath 800(C) runs from the Coventry Highway along Far Moor Lane to the southern part of Winyates Green Triangle (see Figure 18). This public rights of way is also a Local Wildlife Site known as Ravensbank Drive Bridle Track which has both ecological and historical value. Footpath 801(A) runs from the Warwick Highway through the existing residential development west of Claybrook Drive, crosses Claybrook Drive and goes into the area, terminating inbetween Claybrook Drive and Birmingham Road. Footpath 802(A) runs across the area from Claybrook Drive to the A435 north of Broadacres Farm. In addition, there are three footpaths outside of the area (588(D), 585(C) and 799(C)) which all start near the north western corner of the Winyates Green Triangle and run away from the area.

A2.111 Given there is a limited number of public rights of way within the area, development would be unlikely to have a negative impact on them. Development can also bring improvements by enhancing existing routes and integrating additional routes.

⁵ Source: *Worcestershire Habitat Inventory by Worcestershire County Council*

Figure 18: Public Rights of Way



A2.112 Best and Most Versatile (BMV) Land and Agricultural Land Quality

A2.113 All of the land in this area is has between 20% to 60% likelihood of being the best and most versatile (BMV) agricultural land. As land is of a similar quality across all of the areas of Focussed Area Appraisal, the loss would be equivalent in any area chosen and would therefore be considered a minor constraint to development.

A2.114 Accessibility**A2.115 Distance to and frequency of public transport and highway issues**

A2.116 The area is located very close to the route of the 62 bus service, known as the Redditch circular, which visits the town centre and circumnavigates the eastern districts of the Borough. The closest stops for the number 62 service are located on Mill Hill Road (377m away) and Far Moor Lane (550m away). Two companies operate on this route and both provide an hourly service Monday to Saturday. The nearest bus stop to the Area is 320m and is located at the junction of the A435 and Henley Road for the 512 service between Redditch and Stratford via Studley and Alcester. The 512 operates one service each way on a Monday. Redditch train station is 5.3km away.

A2.117 The existing bus services are well within reasonable walking distances from the area and the service provision within Redditch (no.62 service) is considered to be good. Development could provide the opportunity to enhance this service for example by extending the route and/or increasing the frequency.

A2.118 Redditch's existing highway network forms the western boundary to the area meaning access to it would not require significant investment or improvement.

A2.119 Distance to retail, school, GP, employment, town centre

A2.120 Redditch Town Centre including the Kingfisher Shopping Centre and a range of other service is approximately 5.3km away from the area. This is further away than some of the other areas and not within a reasonable walking distance so access would be predominantly dependant on car or public transport. However, bus service provision close to the area is already good and the area has excellent potential to connect with the existing highway network in Redditch. Mappleborough Green First School is 0.46km to the east of the Area and Matchborough First School is 1.73km to the west. The nearest employment opportunities locally are available at Washford Industrial Estate which is located immediately west of the southern half of the Area on the other side of Claybrook Drive. The nearest GP service to the Area is at Winyates Medical Centre which is 1.29km away. All of these services are within reasonable walking distances.

A2.121 Vitality and viability

A2.122 Matchborough and Winyates District Centres are both around 1.3km from the area and so within reasonable walking distance. These centres already have a range of services to meet local daily needs and their proximity to the area means they could also serve new development in the area. Both centres could potentially benefit from additional development in this area.

A2.123 Flood risk

A2.124 There are a number of unnamed watercourses that traverse the area, but the majority of the area is within flood zone 1 and is therefore appropriate for residential and mixed use development. The Level 2 SFRA shows that the southernmost part of the area is within flood zone 3a where there is a high probability of flooding. A site specific flood risk assessment is required to support all proposed development in flood zone 3a but the SFRA states that development should be avoided in this part of the area and directed to areas at lower risk of flooding where possible. It is therefore recommended that no development is proposed in this location.

A2.125 Infrastructure capacity

A2.126 Water: All development has the potential to impact upon water quality and increase demand for water usage. The water conservation hierarchy must be followed and measures will be expected to be in place to manage water resources efficiently. Severn Trent Water confirmed in the updated Outline Water Cycle Study (2012) that the strategic water supply to the Bromsgrove and Redditch study area will support the proposed level of development but that the local distribution network is likely to require reinforcement in many cases. In terms of waste water collection, development in this area would connect to the sewage network and be processed at Sprenal Treatment Works where Severn Trent Water is responsible for ensuring there is adequate capacity. As with other development within Redditch there may be a requirement to upsize local sewers to provide additional capacity but this is not a constraint to development.

A2.127 Schools: Worcestershire County Council Education Department has advised that the County is experiencing an increase in the numbers of children starting school in reception classes and that Redditch is a 'hotspot'. Provision planning has a very short lead in time, typically around 3 years. WCC has completed an assessment of Redditch schools for the 2014 intake and know where there is room for expansion to deal with demographic change.

A2.128 Transport: Analysis of the performance of the highway network across Redditch was undertaken for the purposes of the Redditch Development Site Highway Impact Report. This work was based on the evidence produced from a bespoke gravity vehicle/trip generation transport model developed specifically to assess the impact of proposed development sites in Redditch. The work identified a number of key links and junctions where uplifts in traffic flows resulting from the development sites were likely to impact on the Redditch highway network.

A2.129 The junctions below are shown to have an increase in trips of greater than 5% uplift as a result of the combined impact of residential and development sites in the vicinity of Area 18:

- Ravensbank Drive/Coventry Highway (A4023)/Alders Drive
- Warwick Highway (A4189)/A435
- Alders Drive/Far Moor Lane
- Alders Drive/Warwick Highway (A4189)/Claybrook Drive
- Icknield Street Drive (B4497)/Claybrook Drive/Washford Drive

A2.130 The Borough of Redditch Infrastructure Delivery Plan Report (March 2014) identifies sustainable transport schemes required to support development in the area (Redditch Cluster 16, Appendix A, page XIII). These include eight gold standard bus stops at four locations and an upgrade to the quiet walking route linking Claybrook Drive and Matchborough Way.

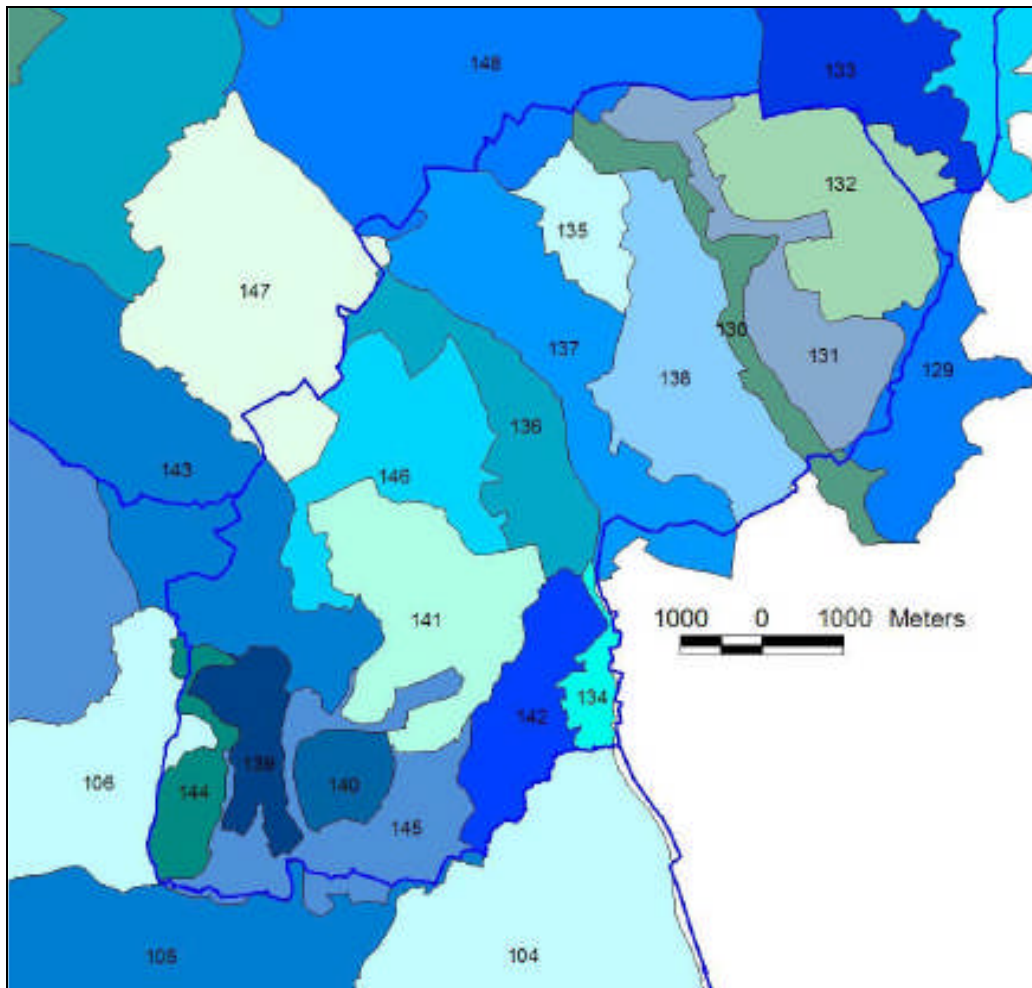
A2.131 Health services i.e. GP's, dentists: The Borough of Redditch Infrastructure Delivery Plan Report (March 2014) details the health infrastructure provision for Redditch and Bromsgrove and the strategy for future provision. The Redditch and Bromsgrove Clinical Commissioning Group (CCG) represents GP practices across the Borough and District and commission health and care services for the registered population. The CCG acknowledges the anticipated increase in population and housing will increase demands for healthcare services, but do not anticipate that there will be a proportionate increase in hospital estate in response to this, as the overall strategy for health economies is to deliver a greater proportion of care outside of the hospital environment. There is, however, likely to be an impact on the need for GPs and the number of GP surgeries. Analysis of GP premises indicates that there is a shortfall of spare accommodation capacity. There will therefore need to be a proportionate expansion of GP premises infrastructure to serve this additional patient demand.

A2.132 Built environment

A2.133 Area 18 is located within the Mappleborough Green Historic Environment Character Zone (HECZ 129) as defined by the Historic Environment Assessment (HEA) for Redditch Borough Council (2010) (see figure 19 below). HECZ 129 covers all of Area 18 and extends further east into the Green Belt in Stratford on Avon District. The zone is characterised by rolling lowland topography with historic tree cover within the Worcestershire part of the zone comprised of scattered oaks in historic hedgerows and significant areas of modern plantation. This zone has low sensitivity to change due to the fact that development of the New Town has already had a significant impact on the historic character of the landscape.

A2.134 Areas that have low sensitivity to change could accommodate medium to large-scale development but specific assets may suffer adverse effects. The Zone also shows low historic environment survival due to much of the known archaeology being damaged by the New Town, although there are some surviving features. There is very good potential for below ground settlement associated with the medieval or earlier village of Mappleborough Green. However, this is likely to be outside of Area 18 given that the majority of the current settlement is to the east of the A435 road. The HECZ has low potential for amenity value meaning that the historic environment does not appear to contribute strongly towards defining a sense of place. The HEA does conclude that there is the potential to use the public rights of way that lead out of Redditch to the Warwickshire Countryside, particularly the post-Roman road, which is both a right of way and a Local Wildlife Site (identified as footpath 800(C) above).

Figure 19: Historic Environment Character Zones



A2.135 The Worcestershire Historic Environment Record identifies a number of assets in the area. These include a Grade II Listed Building at Lower House Farm (WSM10221 and WSM54862) and elements of ridge and furrow (WSM20652 and WSM20653) as well as former roman roads (WSM30441 and WSM37511). The LWS (shown above) also has historic significance as a Substantial Hollow Way (WSM37252). It should be noted that the buildings associated with Claybrook Farm (WSM37519) were previously listed but have now been demolished.

Figure 20: Worcestershire Historic Environment Record features



A2.136 As highlighted above, some of the assets identified have already been affected by more recent development and, as such, the area has low sensitivity to change. Overall, development in this location is unlikely to have a significant impact on the historic environment, nor would the historic environment pose any serious constraints to development in the area.

A2.137 Given the proximity of Area 18 to the urban area of Redditch there is excellent potential to connect to the existing built form. There could be a natural progression of both the residential and employment areas that are to the west of the area. The A435 road already forms a defensible boundary to the Green Belt to the east and could also provide a boundary to any development in the area.

A2.138 Conclusion

A2.139 The proximity of Area 18 to the existing urban area of Redditch including its infrastructure and services means the principle of development in the area could be considered very favourable. The HEA shows the area has a low sensitivity to change given the impact the New Town development has already had on the area. The listed building towards the north of the area would require any development around it to be sensitively designed but does not pose a significant constraint. The area is mostly free from many other constraints that can affect development such as environmental designations and flood risk.

A2.140 However, the impact that development in some parts of the area would have on the settlement of Mappleborough Green outweigh those positive aspects. The area (specifically south of Winyates Green Triangle) currently has great value as a visual and amenity landscape buffer between Redditch and Mappleborough Green. It is therefore concluded that it would not be appropriate to propose development where this buffer is at its narrowest as it would have a detrimental impact on the character of Mappleborough Green.

A2.141 The Submission BORLP4 proposes a series of residential and employment allocations in Area 18. These are based primarily on the 'Review of the A435 ADR and adjoining lands' and took into account some identified constraints such as the allotments in the middle of the area and the high flood risk zone in the very south of the site. They were not, however, based on a proper assessment of the impact on the settlement of Mappleborough Green. Based on the expert advice now available in the report by White Consultants on behalf of Stratford On Avon District Council it is therefore suggested that the proposed allocations within Area 18 are amended from that in the Submission BORLP4. The proposed development areas are shown in Figure 16 along with employment development at Winyates Green Triangle as part of the Redditch Eastern Gateway site.

A3.1 Additional Scenario justification

A3.2 The original scenarios identified in the HGDS were for highways modelling work purposes. As the abovementioned sites within Redditch were modelled as part of the Redditch modelling work [CDR11.1] no further highway modelling work is considered necessary.

A3.3 The final scenarios identified in the HGDS remain the same as the additional work does not reveal any changes to the overall conclusions, apart from the Webheath ADR which is already included in the BORLP4.

A4.1 Housing Growth Sustainability Appraisal

A4.2 Introduction

A4.3 As a result of the additional analysis for the HGDS, additional work has also been undertaken to the supporting SA document. The following SA text completes the analysis for the previously excluded Areas (3A, 7 and 18) and also includes a revised analysis for Area 3, which now includes the Webheath ADR land.

A4.4 The conclusion to the Broad Area Appraisal updates the text from the Housing Growth Sustainability Appraisal, to include a complete comparison across all 20 Areas.

A4.5 Area 3 (Revised)

A4.6 This section supersedes paragraphs 4.37 to 4.54 of the HGDS SA.

A4.7 Area Description

A4.8 Area 3 is located to the west of Redditch's urban area partially within the Parish of Feckenham. The area is bound by Pumphouse Lane to the north, Swans Brook to the west, Sillins Lane to the south and Green Lane and Church Road to the east. The area abuts Morton Stanley Park on its eastern boundary. Two ordinary watercourses flow through the site, the first in the vicinity of Norgrove Court to the northern parts of Church Road and the second (Alders Brook) in the vicinity of the Monarch's Way footpath towards the south of the area.

A4.9 Area 3 includes the Webheath ADR. The ADR is designated within Redditch Local Plan No.3 to provide a reserve of land for housing beyond 2011. This assessment includes the ADR land and the gross Area 3 has been used for the purpose of this broad area appraisal.

A4.10 Key Strengths

A4.11 The area has the ability to deliver affordable housing and the opportunity to design out crime, which applies to all areas. This area, like any of the other areas, could follow the waste hierarchy and also include renewable forms of energy generation.

A4.12 There are two watercourses flowing through the site, neither of which have significant flooding implications, although further detailed flood risk work would be required.

A4.13 There are no significant environmental constraints within the area, although nearby designations would need to be taken into consideration. And further work would be required to fully assess the impacts on biodiversity.

A4.14 In terms of sustainability, the Webheath First School and local convenience store/ Post Office are within an acceptable walking distance. Improvements to bus services which were secured through recent planning consent on part of the Webheath ADR should encourage a modal shift away from car based travel. In

addition Area 3 is close to other local facilities including Morton Stanley Park and the Golf Club which could provide health benefits for residents.

A4.14 Good connectivity to the existing built form could be achieved from the ADR section of Area 3, which would relate well to the urban area.

A4.15 Key Weaknesses

A4.16 As with all areas, there will be a loss of greenfield land. This area is covered by Green Belt designation across approximately three quarters of its extent, whilst one quarter is allocated as ADR to provide a reserve of land for housing beyond 2011. The Green Belt extending southwards, below the ridge of Crumpfields Lane would be prominent from a wider area and sprawl into the countryside. The close relationship with Morton Stanley Park is also a concern as existing green infrastructure networks to the wider countryside could be harmed if development occurs adjacent to the Morton Stanley Park boundary and it may be difficult to integrate new development back into the existing built form of Redditch due to proximity of the park.

A4.17 Development could have a harmful impact on the historic environment due to the presence of listed buildings, one of which is Norgrove Court (Grade 1 listed).

A4.18 Connectivity to infrastructure in this location would require upgrading. With respect to highway infrastructure, there would need to be a significant investment to improve the highway network in and around this area, less so in relation to the Webheath ADR. Development on the western side of Redditch would cause pressures on the A38 and Bromsgrove Town Centre. With respect to drainage and waste water infrastructure, although connectivity could be problematic as the area is west of the ridge line, STWL can implement upgrades to the Priest Bridge gravity feed network.

A4.19 Recommendations for Mitigation

A4.20 The interrelationship of any development with Morton Stanley Park and the Redditch Golf Club would need careful consideration in order to maintain visual amenity and green infrastructure networks. This could potentially be mitigated by sensitive location of development, careful design and strategic landscaping if necessary.

A4.21 Detailed design guidance would need to be provided to protect and enhance the setting of historic assets in the area, in particular Norgrove Court.

A4.22 A detailed Flood Risk Assessment would be required to consider the implications of development on the Alders Brook and Swans Brook. Appropriate buffer zones may need to be provided as part of any mitigation.

A4.23 An ecological survey would also be required to assess any biodiversity impacts.

A4.24 The public transport network would require some improvements to connect the wider area to the existing bus service and its proposed improvements.

A4.25 Transport modelling would be required to assess the impact on the highway network, especially in relation to the network of country lanes and the A38 at Bromsgrove.

A4.26 Area 3A

A4.27 This text represents an addition to Section 4 of the HGDS SA.

A4.28 Area Description

A4.29 This parcel of land lies within the south west of Redditch's urban area at Webheath, Headless Cross and Callow Hill. It is surrounded on three sides by residential development and abuts Green Belt on its western edge. The area covers Morton Stanley Park and the Redditch Golf Course. The Park offers a variety of features including formal play, recreation and sports areas, wildflower meadows, ecologically rich ponds and a woodland setting. The golf course is privately owned and contains a small area of executive housing.

A4.30 Key Strengths

A4.31 The area has the ability to deliver affordable housing and the opportunity to design out crime, which applies to all areas. This area, like any of the other areas, could follow the waste hierarchy and also include renewable forms of energy generation.

A4.32 There are a number of watercourses flowing through the southern half of this area. None of them are in areas of flood risk, although further detailed flood risk work would be required.

A4.33 In terms of sustainability, the Vaynor First School is within an acceptable walking distance from the site, and an accessible footpath network exists, which is likely to have a positive impact on the health and well-being of future occupants. The proximity to Headless Cross District Centre and other local retail facilities could potentially improve their vitality and viability.

A4.34 Infrastructure connectivity to both the highway network and the sewage and waste water network would be less problematic in this area due to the close proximity of the existing infrastructure network; however some improvements may be necessary.

A4.35 Key Weaknesses

A4.36 As with all areas, there will be a loss of greenfield land; this area is not covered by a Green Belt designation unlike the majority of other areas. However, the area contains one LNR (Walkwood Coppice) and two LWSs (Downsell Wood and Walkwood Coppice), indicating that there are environmental constraints in this locality. Furthermore, Morton Stanley Park has Borough-wide significance as a recreational facility, which provides an intrinsic and highly valued component of the Borough's open space network. It would be difficult to replace an open space/

recreation amenity of this value in a location that is readily accessible to a large proportion of the population from across the Borough.

A4.37 Although the nearest bus stop is only 1km away from the centre of this site, the frequency of the bus service (every 30 minutes), is likely to increase a reliance on the car.

A4.38 Recommendations for Mitigation

A4.39 A Flood Risk Assessment would be required to determine the potential flood risk of the watercourses in this location.

A4.40 An ecological survey would be required to assess any biological impacts on the LNR and LWSs.

A4.41 The public transport network would require some improvements to the frequency of the service to reduce a reliance on the car.

A4.42 Transport modelling would be required to assess the impact on the local highway network, especially in connection with Crabbs Cross roundabout.

A4.43 Priest Bridge Sewage Treatment Works would require improvements to take increased capacities. This would be a necessity for any development location which drains to Priest Bridge.

A4.44 Area 7

A4.45 This text represents an addition to Section 4 of the HGDS SA.

A4.46 Area Description

A4.47 This area of land lies within the Redditch urban area to the north of the Borough. It abuts residential development to the east, the Bordesley Abbey Scheduled Ancient Monument (SAM) to the south and Green Belt to the north. The area covers a large section of the Arrow Valley Park and includes a private golf course which is located within a large area of executive homes.

A4.48 Key Strengths

A4.49 The area has the ability to deliver affordable housing and the opportunity to design out crime, which applies to all areas. This area, like any of the other areas, could follow the waste hierarchy and also include renewable forms of energy generation.

A4.50 In terms of accessibility, there is a regular bus service into the Town Centre which can be reached from the footpaths in the south eastern part of the area; however the bus services available at the northern part of the site would need significant improvement. The area is also located closer to the Borough's industrial areas, which could easily be accessed by bus. The proximity to the Church Hill District Centre and associated facilities could offer some improvement to its vitality and viability.

A4.51 Infrastructure connectivity to both the highway network and the sewage and waste water network would be less problematic in this area due to the close proximity to the existing infrastructure network; however the highway network would probably require some carriageway improvements.

A4.52 Key Weaknesses

A4.53 As with all areas, there will be a loss of greenfield land if development occurs in this location. Whilst this area is not covered by a Green Belt designation unlike the majority of other areas, it does abut Green Belt land within Bromsgrove District. The area contains one SSSI (Dagnell End Meadow) and three Local Wildlife Sites (LWS) (River Arrow, Dagnell Brook and Papermill and Beoley Mill Ponds), indicating that there are environmental constraints in this locality. Furthermore, Arrow Valley Park has Regional significance as a leisure and recreation facility, coupled with areas of high ecological and historical importance, which provides an intrinsic and highly valued component of the Borough's open space network, which is managed under high level stewardship schemes. It would be difficult to replace an amenity of this value.

A4.54 A significant part of the area falls within Flood Zone 3a.

A4.55 The Bordesley Abbey Scheduled Ancient Monument lies adjacent to this area's southern boundary. Any development is likely to have a significant impact on this historic asset and its setting.

A4.56 Although the frequency of the 57/58 bus service is good, the distance to bus stops is considered poor, which is likely to increase a reliance on the car.

A4.57 Recommendations for Mitigation

A4.58 An ecological survey would be required to assess any biological impacts on the SSSI and LWSs.

A4.59 A Flood Risk Assessment would be required to determine the level of flood risk from the watercourses in this location.

A4.60 A Statement of Significance would be required to determine the level of impact development may have on the nearby Bordesley Abbey SAM and listed buildings.

A4.61 The public transport network would require some improvements to the frequency of the service to the north of the site and ease of access to the more frequent bus services to the south of the area to reduce a reliance on the car.

A4.62 Transport modelling would be required to assess the impact on the local highway network, especially in connection with increased traffic on Dagnell End Road.

A4.63 Area 18

A4.64 This text represents an addition to Section 4 of the HGDS SA.

A4.65 Area Description

A4.66 This area located to the east of Redditch and straddles the local authority boundary between Redditch Borough and Stratford on Avon District. The area is bounded by the A435 road to the east; the Coventry Highway in the north; Far Moor Lane, a small part of Alders Drive and Claybrook Drive to the west; and Icknield Street Drive to the south west. Some of the land is currently used for the grazing of animals and there are a number of New Town era tree plantations of poplar trees.

A4.67 Key Strengths

A4.68 The area has the ability to deliver affordable housing and the opportunity to design out crime, which applies to all areas. This area, like all other areas, could follow the waste hierarchy and also include renewable forms of energy generation.

A4.69 In terms of accessibility, the southern part of the area is located adjacent to an existing employment area within Redditch. Bus stops for a service into the town centre are within walking distance of the area. The proximity to both Matchborough and Winyates District Centres and associated facilities could offer some improvement to their vitality and viability.

A4.70 There is the potential to integrate with the existing urban form of Redditch due to the area's proximity to existing development. Furthermore, connections to the highway network and water supply and waste water infrastructure are likely to be unproblematic.

A4.71 There are some unnamed watercourses in the area but the majority of the site is in flood zone 1.

A4.72 Key Weaknesses

A4.73 As with all areas, there will be a loss of greenfield land; this area is not covered by a Green Belt designation unlike the majority of other areas. There is, however, designated Green Belt to the east of the area. Some of the settlement of Mappleborough Green is within the area and the remainder is located to the east of the area in the designated Green Belt. The area has a number of New Town era tree plantations which currently act as a visual buffer between the settlement of Mappleborough Green and the urban area of Redditch. Large scale development of this area would require the removal of some or all of the tree plantations. It will therefore be necessary to understand the potential visual landscape implications of the removal of this visual buffer on the settlement of Mappleborough Green.

A4.74 There is one Grade II Listed Building in the area so impact on the historic environment is likely to be limited. The Historic Environment Assessment finds that there is the potential for some below ground settlement associated with Mappleborough Green but that development of the New Town has already had a significant impact on the historic environment character.

A4.75 Ravensbank Drive Bridle Track Local Wildlife Site runs along the western boundary of the area known as Winyates Green Triangle and previous assessments covering parts of the area have identified other features which may impact on the capacity for development and/or require mitigation measures. Further work will be required to fully assess the impact on biodiversity.

A4.76 There are blanket Tree Preservation Orders covering the area meaning that protected trees, although not necessarily a constraint to development, could impact on the design and layout of development.

A4.77 The southernmost part of the site is in flood zone 3a but it is recommended that no development takes place in this location. Whilst the rest of the site is in flood zone 1 there are some unnamed watercourses that do not currently have flood zones attributed to them.

A4.78 Recommendations for Mitigation

A4.79 A landscape assessment is needed to understand the potential impact on Mappleborough Green and where tree plantations should be retained and/or could be removed.

A4.80 The setting of the listed building within the area would require careful consideration in the context of any new development.

A4.81 Appropriate buffer zones and mitigation measures would be required around the LWS if development is to take place in this location. This would need to be informed appropriate ecological assessments.

A4.82 A site specific flood risk assessment would be required to identify any flood risk which has not yet been modelled and appropriate mitigation measures employed based on the assessment.

Table 4: Assessment of Areas against SA Objectives

	Area 1	Area 2	Area 3 Superseded	Area 3 Revised	Area 3A	Area 4	Area 4 R	Area 5	Area 6	Area 7	Area 8	Area 9	Area 10	Area 11	Area 11R	Area 12	Area 13	Area 14	Area 15	Area 16	Area 17	Area 18	Area 19	Area 20
Sustainability Objectives																								
S1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
S2	0	-1	1	1	-2	1	1	1	1	-2	1	1	-1	1	1	1	0	2	2	-2	-2	1	-2	-2
S3	1	-1	1	-1	1	0	1	1	1	-1	-1	1	-1	0	1	0	0	0	0	-2	-1	1	-1	-2
S4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
S5	0	-1	-1	1	1	1	2	2	1	-1	1	-2	-1	-1	1	1	0	1	1	-2	-2	1	-2	-2
S6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-total	4	0	4	4	3	5	7	7	6	-1	4	3	0	3	6	5	3	6	6	-3	-2	6	-2	-3
E1	-1	-1	-1	-1	-2	-2	-1	-2	-1	-2	-2	-2	-2	-2	-2	-2	-1	-2	-2	-1	-1	-1	-1	-1
E2	-2	-1	-1	-1	-1	-1	-1	-2	-1	-1	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	1	-1	-2
E3	-1	-1	-1	0	-1	-1	-1	-1	-1	-1	-2	-2	-1	-2	-2	-2	-2	-1	-2	-2	-2	-1	-2	-2
E4	-1	-2	-1	-1	0	0	0	-2	0	-2	-1	-2	-2	-2	0	0	-2	0	-2	-2	0	0	-1	0
E5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
E6	-1	-1	-1	-1	0	-1	-1	-2	-1	-2	-2	0	0	-2	-2	-1	-1	-2	-2	-1	0	-1	0	0
E7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
E8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0
E9	0	0	0	1	1	1	1	2	1	1	1	-1	0	-1	0	1	0	1	1	-1	-1	2	-1	-1
Sub total	-4	-4	-3	-1	-1	-2	-1	-5	-1	-5	-6	-7	-5	-9	-6	-4	-6	-5	-8	-7	-4	2	-4	-4
EC1	0	0	0	0	0	0	0	0	1	0	1	0	2	1	1	1	0	2	1	0	0	1	0	0
EC2	0	0	0	0	0	0	0	0	1	0	1	0	2	1	1	1	0	2	1	0	0	1	0	0
EC3	0	0	0	0	0	0	1	1	2	0	2	0	1	1	2	0	0	1	1	0	0	2	0	0
Sub-total	0	0	0	0	0	0	1	1	4	0	4	0	5	3	4	2	0	5	3	0	0	4	0	0
Grand total	0	-4	1	3	2	3	7	3	9	-6	2	-4	0	-3	4	3	-3	6	1	-10	-6	12	-6	-7

A4.83 Conclusion of Broad Area Appraisal

A4.84 Table 4 above, compares each individual area, including those areas which form the basis for this Addendum (3, 3A, 7 and 18), against the SA objectives. It highlights that a number of areas would have a negative impact overall in sustainability terms or just have a neutral effect. These areas (1, 2, 7, 9, 10, 11, 13, 16, 17, 19 and 20) can be discounted without any further consideration.

A4.85 Areas 3A, 12, 14 and 15 achieve positive scores in sustainability terms but are not considered worthy of any further assessment within the Focussed Area Appraisal chapter within the Housing Growth Development Study. This is because in most cases there is a fundamental reason that makes the areas unsuitable for further consideration, but this cannot be fully expressed within the SA scoring matrix because of the limitations of the weighting the scoring. For example, if Area 14 were developed it would lead to coalescence between Redditch and Studley. This is a major issue which cannot be overcome, yet can only achieve a score of -2 when assessed against objective E2. Likewise, if the newly assessed Area 3A were developed, Morton Stanley Park would be lost, which has Borough-wide significance as an open space and recreational amenity and its loss would impact on the Borough as a whole. Again, this is a major issue but can only achieve a score of -2 when assessed against objective S2.

A4.86 Areas 12, 14 and 15 performed well primarily due to the close relationship with Studley. However, it is necessary to remember that it is important for the proposed developments to have strong relationships with Redditch Town Centre and other District Centres within the Borough of Redditch to ensure that economic gains are maximised. Development of this scale could greatly increase the vitality and viability of a range of services and facilities in the Town Centre if well located. A detailed analysis of the reasons for areas 12, 14 and 15 to be removed from further consideration is provided within the Broad Area Appraisal Chapter of the Housing Growth Development Study. Area 3 was originally dismissed at this stage. However, the revised assessment which includes Webheath ADR, has resulted in a higher overall score, and the area is considered worthy of further assessment.

A4.87 The remaining areas (3, 4, 5, 6, 8, 11R and 18) are considered to be the most sustainable in social, environmental and economic terms and were therefore considered in more detail within the Housing Growth Development Study.

A4.88 SA justification for additional Scenarios

A4.89 The original scenarios identified were for highways modelling work purposes. As the abovementioned sites within Redditch were modelled as part of the Redditch modelling work [CDR11.1] no further highway modelling work is considered necessary.

A4.90 The final scenarios identified remain the same as the additional work does not reveal any changes to the overall conclusions, apart from the Webheath ADR which is already included in the BORLP4.

Appendix A: Assessment Matrices for Broad Area Appraisal

Area 3 (Revised)

This table supersedes the table on pages 104 to 108 of the HGDS SA.

Area 3		
SA Objectives	SA Effects	Commentary
Social Objectives		
S1 Provide decent affordable housing for all, of the right quality and tenure and for local needs in clean safe and pleasant local environment	++	All areas would deliver an element of affordable housing in accordance with the NPPF and incorporate high quality design principles.
S2 To improve the health and well-being of the population and reduce inequalities in health	+	Health facilities are not located within walking distance, with the nearest being The Bridge Surgery which is 3.42km away. Morton Stanley park and Redditch golf club are located adjacent to the area providing good access to sports and recreation facilities. The Monarch's Way historic footpath crosses the area.
S3 Improve the vitality and viability of Town centres, other centres and communities and the quality of and equitable access to local services and facilities regardless of age, gender, ethnicity, disability, socio-economic status or educational attainment	-	Headless Cross District Centre is 3.26km from the area and offers a good range of retail and community facilities, but it is not considered to be within a reasonable walking distance. Vitality and viability of these facilities may be improved by development in this area, but this improvement may be reliant on car use. However, the convenience store/ Post Office on Heathfield Road is considered to be within an acceptable walking distance (1.4km) and may benefit from development in this area. Redditch Train Station is 4.3km from the area and the Town Centre is 4.5km from the area.
S4 Reduce crime, fear of crime and anti social behaviour	+	Measures to design out crime can be incorporated into any large scale development.
S5 Increased sustainable travel choices and move towards more sustainable travel patterns	+	There is limited access to bus services (55/56 service to Redditch, every 30 minutes and hourly on Sunday) as the nearest bus stop is not within a reasonable walking distance (1.6km). However, improvements to bus services secured through recent planning consent would improve the existing facility towards the north of the area.

Area 3		
SA Objectives	SA Effects	Commentary
		The train station is 4.3km away. Given the distance of the area to sustainable modes of transport, development in this location is unlikely to promote strong sustainable travel patterns and increase car travel.
S6 To provide opportunities for communities to participate and contribute to decisions that affect their neighbourhood and quality of life, encouraging pride and social responsibility in the local community	0	The same opportunities for consultation and community involvement apply to each area.
Environmental Objectives		
E1 To conserve and enhance biodiversity and geodiversity	-	<p>The area does not contain any SSSIs or SWSs. There are a number of coppices within the area which could be preserved and enhanced as part of the green infrastructure provision network within any new development, however, development adjacent to the Morton Stanley Park boundary could harm green infrastructure linkages between Morton Stanley Park and the wider countryside.</p> <p>Further ecological surveys would be required to examine the full extent of biodiversity in this location.</p>
E2 Ensure efficient use of land through safeguarding of mineral reserves, the best and most versatile agricultural land, land of Green Belt value, maximising of previously developed land and reuse of vacant buildings where this is not detrimental to open space and	-	<p>Development on any of the areas will result in the loss of greenfield land. Approximately three quarters of this area is designated as Green Belt and one quarter is designated as ADR. Development on the Green Belt extending southwards, below the ridge of Crumpfields Lane would be prominent from the wider area and difficult to contain. Due to the ADR designation, this area would benefit from further investigation to assess the strength of existing Green Belt boundaries and the extent to which the Green Belt performs its functions.</p> <p>The area is classified as grade 3 agricultural land and has</p>

Area 3		
SA Objectives	SA Effects	Commentary
biodiversity interest.		a 20 - 60% likelihood of BMV land.
E3 Safeguard and strengthen landscape and townscape character and quality	0	<p>The setting of Redditch golf course and Morton Stanley park would require careful consideration in design terms and therefore it may be difficult to integrate development into the existing built form of Redditch.</p> <p>However, the ADR section of the area offers good connectivity to the existing built form and would relate well to the urban area.</p>
E4 Conserve, protect and enhance the architectural, cultural and historic environment heritage and seek well designed, high quality built environment in new development proposals.	-	There are 5 listed buildings within the area including Norgrove Court (grade 1) meaning development could potentially have a harmful impact on the historic environment for example setting issues would need careful consideration at design stages.
E5 To manage waste in accordance with the waste hierarchy; reduce, re-use, recycle, compost, recovery and disposal	+	Waste minimisation measures can be incorporated in any location.
E6 Ensure inappropriate development does not occur in high risk flood prone areas and does not adversely contribute to fluvial flood risk or contribute to surface water flooding in all other areas	-	Swans Brook runs north/south to the western boundary of the area and an un-named watercourse and Alders Brook east/west through the north and the centre of the area. Flood zone definitions are only available for Swans Brook (Level 1 Strategic Flood Risk Assessment) and the un-named watercourse that runs through the north of the area (Level 2 Strategic Flood Risk Assessment). Some locations within the area along Swans Brook and the un-named watercourse fall within flood zone 3a (L1 SFRA) and flood zone 3b (L2 SFRA). However development on the flood risk areas can be avoided and incorporated into the GI network to also protect biodiversity. Sewer flooding was recorded on Blaze Lane. SuDS could potentially be incorporated in any new development to manage surface water run off.
E7 Promote resource efficiency and energy	+	All areas could promote the use of renewable or low

Area 3		
SA Objectives	SA Effects	Commentary
generated from renewable energy and low carbon sources		carbon energy.
E8 Protect and enhance the quality of water, soil and air quality	?	<p>All development has the potential to impact upon water quality and increase demand for water usage. The water conservation hierarchy must be followed and measures will be expected to be in place to manage water resources efficiently.</p> <p>Severn Trent Water confirmed in the Draft Outline Water Cycle Study Update that the strategic water supply to the study area (i.e. Bromsgrove and Redditch) will support the proposed development but local distribution network is likely to require reinforcement in many cases. Although from wastewater collection perspective, it is recommended that additional development areas should be located in larger catchments such as Spernal or Priest Bridge, both Spernal and Priest Bridge STWs have minimal or negligible spare treatment capacity. But there is no land or other constraints preventing the STWs expansion. In terms of receiving water quality, Spernal discharges to the River Arrow and the river fails significantly on Ammonia and reactive phosphorus. Priest Bridge discharges to Bow Brook and it fails significantly on reactive phosphorus.</p> <p>Consideration of potential land contamination when development is proposed is important to ensure protection of human health and the wider environment and would be considered at the planning application stage.</p> <p>Air quality is monitored throughout the Borough but no AQMA's are located within the immediate vicinity of this area.</p> <p>Further studies would be required to assess the impact development would have on this SA objective.</p>
E9 Reduce causes of and adapt to the impacts of climate change	+	The area is not well served by public transport with no bus stops within walking distance. Development in this location is therefore likely to encourage car based travel. However, improvements to bus services secured through recent planning consent would improve the existing facility

Area 3		
SA Objectives	SA Effects	Commentary
		towards the north of the area. All the areas have the potential to incorporate energy efficiency measures and to incorporate appropriate future proofing design measures.
Economic Objectives		
EC1 Develop a knowledge driven economy, the infrastructure and skills base whilst ensuring all share the benefits, urban and rural	0	Employment sites are not located within walking distance with the nearest being Dunlop Road Industrial Estate which is 4.86km away. A housing led development in this locality is unlikely to help develop a knowledge driven economy.
EC2 promote and support the development of new technologies of high value and low impact especially resource efficient technologies and environmental technology initiatives	0	There are no employment opportunities near this location. Therefore there is limited potential to promote and support new technologies of high value and low impact especially resource efficient technologies and environmental technology initiatives.
EC3 To raise the skills levels and qualifications of workforce and quality of educational opportunities for all	0	The area is 4.98km from the nearest High School and North East Worcestershire College is 4.74km away. This does not provide sustainable access to educational opportunities.

Area 3A

This table represents an addition to Appendix A of the HGDS SA.

Area 3A		
SA Objectives	SA Effects	Commentary
Social Objectives		
S1 Provide decent affordable housing for all, of the right quality and tenure and for local needs in clean safe and pleasant local environment	++	All areas would deliver an element of affordable housing in accordance with the NPPF and incorporate high quality design principles.
S2 To improve the health and well-being of the population and reduce inequalities in health	--	This area includes Morton Stanley Park, which has Borough-wide significance as an open space and recreational amenity with health-related benefits. Loss of this facility would impact on the Borough as a whole. Access to health care is poor with the nearest GP surgery 1.7km away from the centre of the area. The Alexandra Hospital is approximately 5.15km away.
S3 Improve the vitality and viability of Town centres, other centres and communities and the quality of and equitable access to local services and facilities regardless of age, gender, ethnicity, disability, socio-economic status or educational attainment	+	The closest school is Vaynor First School which is approximately 0.75km away. There are limited local facilities within the immediate neighbouring residential areas which are considered to be within a reasonable walking distance. The Headless Cross District Centre is only 1.7km from the area and the convenience store/ Post office at Webheath is 1.68km from the area. Redditch Train Station is 3.1km from the area and is within cycling distance.
S4 Reduce crime, fear of crime and anti social behaviour	+	Measures to design out crime can be incorporated into any large scale development.
S5 Increased sustainable travel choices and move towards more sustainable travel patterns	+	There is a regular bus service running adjacent to the area, with access into the Town Centre, but this would benefit from an increase in the service frequency. The nearest bus stop is 1km from the area and Redditch Train Station is considered to be within cycling distance.

Area 3A		
SA Objectives	SA Effects	Commentary
S6 To provide opportunities for communities to participate and contribute to decisions that affect their neighbourhood and quality of life, encouraging pride and social responsibility in the local community	0	The same opportunities for consultation and community involvement apply to each area.
Environmental Objectives		
E1 To conserve and enhance biodiversity and geodiversity	--	This area contains a LNR (Walkwood Coppice) and two LWSs (Downsell Wood and Walkwood Coppice). There are watercourses within the site, which could suffer negative impacts from development. Further ecological surveys would be required to examine the full extent of biodiversity in this location.
E2 Ensure efficient use of land through safeguarding of mineral reserves, the best and most versatile agricultural land, land of Green Belt value, maximising of previously developed land and reuse of vacant buildings where this is not detrimental to open space and biodiversity interest.	-	There would be no loss of Green Belt land in this area, but there would be a loss of valuable open space land. There are no significant minerals deposits identified in this area and there is limited previously developed land to reuse. Area 3A has a 20.1% to 60% likelihood of being BMV land and has a non agricultural land classification.
E3 Safeguard and strengthen landscape and townscape character and quality	-	Area 3A is a greenfield site and development there is likely to have a negative impact on the landscape character. However, the area adjoins the existing built up area of Headless Cross and could potentially strengthen the townscape character as development in this area would integrate well with the existing urban area.
E4 Conserve, protect and enhance the	0	High quality design would be expected in any area. There are two listed buildings within the area, in close proximity

Area 3A		
SA Objectives	SA Effects	Commentary
architectural, cultural and historic environment heritage and seek well designed, high quality built environment in new development proposals.		to the golf course and residential development, therefore impact on the historic environment is likely to be negligible. The Historic Environment Character Zone (HECZ146) indicates that there is a high potential of above and below ground remains. Further surveys would be required to examine the full extent of historic assets in this location however a neutral score is considered most appropriate for this area.
E5 To manage waste in accordance with the waste hierarchy; reduce, re-use, recycle, compost, recovery and disposal	+	Waste minimisation measures can be incorporated in any location.
E6 Ensure inappropriate development does not occur in high risk flood prone areas and does not adversely contribute to fluvial flood risk or contribute to surface water flooding in all other areas	0	There are a number of ordinary watercourses flowing through the area but none have flood zone definition. A Flood Risk Assessment will be required to confirm the extent of any flood risk in the area.
E7 Promote resource efficiency and energy generated from renewable energy and low carbon sources	+	All areas could promote the use of renewable or low carbon energy.
E8 Protect and enhance the quality of water, soil and air quality	?	All development has the potential to impact upon water quality and increase demand for water usage. The water conservation hierarchy must be followed and measures will be expected to be in place to manage water resources efficiently. Severn Trent Water confirmed in the Draft Outline Water Cycle Study Update that the strategic water supply to the study area (i.e. Bromsgrove and Redditch) will support the proposed development but local distribution network is likely to require reinforcement in many cases. Although

Area 3A		
SA Objectives	SA Effects	Commentary
		<p>from wastewater collection perspective, it is recommended that additional development areas should be located in larger catchments such as Sernal or Priestbridge, both Sernal and Priestbridge STWs have minimal or negligible spare treatment capacity. But there is no land or other constraints preventing the STWs expansion. In terms of receiving water quality, Sernal discharges to the River Arrow and the river fails significantly on Ammonia and reactive phosphorus. Priest Bridge discharges to Bow Brook and it fails significantly on reactive phosphorus.</p> <p>Consideration of potential land contamination when development is proposed is important to ensure protection of human health and the wider environment and would be considered at the planning application stage.</p> <p>Air quality is monitored throughout the Borough but no AQMA's are located within the immediate vicinity of this area.</p> <p>Further studies would be required to assess the impact development would have on this SA objective.</p>
E9 Reduce causes of and adapt to the impacts of climate change	+	<p>There is a regular bus service running adjacent to the area, with access into the Town Centre, but would benefit from an increase in the service frequency, otherwise development in this location could increase reliance on the car. The nearest bus stop is 1km from the area and Redditch Train Station is considered to be within cycling distance (3.1km).</p> <p>All the areas have the potential to incorporate energy efficiency measures and to incorporate appropriate future proofing design measures. The use of recycled materials on all areas could be encouraged.</p>
Economic Objectives		
EC1 Develop a knowledge driven economy, the infrastructure and skills base whilst ensuring	0	<p>The small Industrial Estate at Dunlop Road is located within 2.6km of this area, with the larger employment areas being well beyond a reasonable walking distance. A housing led development in this locality is unlikely to help develop a knowledge driven economy.</p>

Area 3A		
SA Objectives	SA Effects	Commentary
all share the benefits, urban and rural		
EC2 promote and support the development of new technologies of high value and low impact especially resource efficient technologies and environmental technology initiatives	0	There are no employment opportunities near this location. Therefore there is limited potential to promote and support new technologies of high value and low impact especially resource efficient technologies and environmental technology initiatives.
EC3 To raise the skills levels and qualifications of workforce and quality of educational opportunities for all	0	The area is 5.86km from the catchment High School and North East Worcestershire College is 3.63km away. This does not provide sustainable access to educational opportunities.

Area 7

This table represents an addition to Appendix A of the HGDS SA.

Area 7		
SA Objectives	SA Effects	Commentary
Social Objectives		
S1 Provide decent affordable housing for all, of the right quality and tenure and for local needs in clean safe and pleasant local environment	++	All areas would deliver an element of affordable housing in accordance with the NPPF and incorporate high quality design principles.
S2 To improve the health and well-being of the population and reduce inequalities in health	--	This area forms part of the Arrow Valley Park, which has Regional significance as an open space and recreational amenity with health-related benefits. Loss of this facility would impact both at Borough and wider levels. Access to health care is poor with the nearest GP surgery 2.48km away from the centre of the area. The Alexandra Hospital is over 8km away.
S3 Improve the vitality and viability of Town centres, other centres and communities and the quality of and equitable access to local services and facilities regardless of age, gender, ethnicity, disability, socio-economic status or educational attainment	-	The closest school is Abbey Wood First School which is approximately 2.5km away. The recently redeveloped Church Hill District Centre is 2.48km from the area and offers a good range of retail and community facilities, but it is not considered to be within a reasonable walking distance. Vitality and viability of these facilities may be improved by development in this area; however this improvement may be reliant on car use. Redditch Train Station is 4.35km from the area and the Town Centre is 4.11km from the area.
S4 Reduce crime, fear of crime and anti social behaviour	+	Measures to design out crime can be incorporated into any large scale development.
S5 Increased sustainable travel choices and move towards more sustainable travel patterns	-	There is a regular bus service (57/58) running to the south west of the area, however the nearest bus stop is not within a reasonable walking distance (1.15km). Services to the north east of the area are infrequent. The train station is 4.35km away. Given the distance of the area to sustainable modes of transport, development in this location is unlikely to promote sustainable travel

Area 7		
SA Objectives	SA Effects	Commentary
		patterns and increase car travel.
S6 To provide opportunities for communities to participate and contribute to decisions that affect their neighbourhood and quality of life, encouraging pride and social responsibility in the local community	0	The same opportunities for consultation and community involvement apply to each area.
Environmental Objectives		
E1 To conserve and enhance biodiversity and geodiversity	--	This area contains a SSSI (Dagnell End Meadow) and three LWSs (River Arrow, Dagnell Brook and Papermill and Beoley Mill Ponds), which could suffer negative impacts from development.
E2 Ensure efficient use of land through safeguarding of mineral reserves, the best and most versatile agricultural land, land of Green Belt value, maximising of previously developed land and reuse of vacant buildings where this is not detrimental to open space and biodiversity interest.	-	There would be no loss of Green Belt land in this area, but there would be a loss of Regionally significant open space. There are no significant minerals deposits identified in this area and there is limited previously developed land to reuse. Area 7 has a partial grade 3 agricultural land classification and partial non-agricultural use classification.
E3 Safeguard and strengthen landscape and townscape character and quality	-	Area 7 is a greenfield site and development would likely have a negative impact on the landscape character. There is limited potential to connect with the existing wider urban form of Redditch in this location.
E4 Conserve, protect and enhance the architectural, cultural and historic environment heritage and seek well	--	High quality design would be expected in any area. The area abuts the Bordesley Abbey Scheduled Ancient Monument (SAM) and it is considered that there is likely to be a significant impact on the historic environment if development occurs in this location.

Area 7		
SA Objectives	SA Effects	Commentary
designed, high quality built environment in new development proposals.		<p>The area is covered by three Historic Environment Character Zones (HECZ) (130, 131 and 148). HECZ 130 indicates that there is an excellent survival of below and above ground features. HECZs 131 and 148 indicate a good survival of below and above ground features.</p> <p>Further surveys would be required to examine the full extent of historic assets in this location, however a negative score is considered most appropriate for this area due to the close proximity to the SAM.</p>
E5 To manage waste in accordance with the waste hierarchy; reduce, re-use, recycle, compost, recovery and disposal	+	Waste minimisation measures can be incorporated in any location.
E6 Ensure inappropriate development does not occur in high risk flood prone areas and does not adversely contribute to fluvial flood risk or contribute to surface water flooding in all other areas	--	The area contains the River Arrow and Dagnell Brook (LWSs) and other ordinary watercourses. All watercourses within the area fall in Flood Zone 3a.
E7 Promote resource efficiency and energy generated from renewable energy and low carbon sources	+	All areas could promote the use of renewable or low carbon energy.
E8 Protect and enhance the quality of water, soil and air quality	?	<p>All development has the potential to impact upon water quality and increase demand for water usage. The water conservation hierarchy must be followed and measures will be expected to be in place to manage water resources efficiently.</p> <p>Severn Trent Water confirmed in the Draft Outline Water Cycle Study Update that the strategic water supply to the study area (i.e. Bromsgrove and Redditch) will support the</p>

Area 7		
SA Objectives	SA Effects	Commentary
		<p>proposed development but local distribution network is likely to require reinforcement in many cases. Although from wastewater collection perspective, it is recommended that additional development areas should be located in larger catchments such as Sernal or Priest Bridge, both Sernal and Priest Bridge STWs have minimal or negligible spare treatment capacity. But there is no land or other constraints preventing the STWs expansion. In terms of receiving water quality, Sernal discharges to the River Arrow and the river fails significantly on Ammonia and reactive phosphorus. Priest Bridge discharges to Bow Brook and it fails significantly on reactive phosphorus.</p> <p>Consideration of potential land contamination when development is proposed is important to ensure protection of human health and the wider environment and would be considered at the planning application stage.</p> <p>Air quality is monitored throughout the Borough but no AQMA's are located within the immediate vicinity of this area.</p> <p>Further studies would be required to assess the impact development would have on this SA objective.</p>
E9 Reduce causes of and adapt to the impacts of climate change	+	<p>There is a regular bus service (57/58) running to the south west of the area, however the nearest bus stop is not within a reasonable walking distance (1.15km). Services to the north east of the area are infrequent. The train station is 4.35km away. Given the distance of the area to sustainable modes of transport, development in this location is unlikely to promote sustainable travel patterns and increase car travel.</p> <p>All the areas have the potential to incorporate energy efficiency measures and to incorporate appropriate future proofing design measures. The use of recycled materials on all areas could be encouraged.</p>
Economic Objectives		
EC1 Develop a knowledge driven economy, the infrastructure and skills	0	<p>The North Moons Moat Industrial Estate is located 3km from this area, with other larger employment areas being further afield, all considered to be beyond a reasonable walking distance. However, the frequency of the nearby</p>

Area 7		
SA Objectives	SA Effects	Commentary
base whilst ensuring all share the benefits, urban and rural		bus service improves accessibility to the Borough's industrial areas. A housing led development in this locality is unlikely to help develop a knowledge driven economy.
EC2 promote and support the development of new technologies of high value and low impact especially resource efficient technologies and environmental technology initiatives	0	There are no employment opportunities near this location. Therefore there is limited potential to promote and support new technologies of high value and low impact especially resource efficient technologies and environmental technology initiatives.
EC3 To raise the skills levels and qualifications of workforce and quality of educational opportunities for all	0	The area is 3.64km from the catchment High School and North East Worcestershire College is 3.9km away. This does not provide sustainable access to educational opportunities.

Area 18

This table represents an addition to Appendix A of the HGDS SA.

Area 18		
SA Objectives	SA Effects	Commentary
Social Objectives		
S1 Provide decent affordable housing for all, of the right quality and tenure and for local needs in clean safe and pleasant local environment	++	All areas would deliver an element of affordable housing in accordance with the NPPF and incorporate high quality design principles.
S2 To improve the health and well-being of the population and reduce inequalities in health	+	Winyates Medical Centre is approximately 1.3km away from the area. The allotments within the area are designated open space but have restricted access. The Open Space Needs Assessment (2009) identifies 0.5 hectares of amenity open space immediately adjacent to the area at the corner of Claybrook Drive and Winward Road. There is also more than 4 hectares of semi-natural open space with unrestricted access alongside the Warwick Highway between Claybrook Drive and Matchborough Way.
S3 Improve the vitality and viability of Town centres, other centres and communities and the quality of and equitable access to local services and facilities regardless of age, gender, ethnicity, disability, socio-economic status or educational attainment	+	The closest school is Mappleborough Green First School which is less than 0.5km away. Matchborough and Winyates District Centres are both around 1.3km away from the area and Redditch Town Centre 5.4km away.
S4 Reduce crime, fear of crime and anti social behaviour	+	Measures to design out crime can be incorporated into any large scale development.
S5 Increased sustainable travel choices and move towards more sustainable travel	+	There is a regular bus service into the Town Centre, but this would benefit from an increase in the service frequency. The closest bus stop for this service is 320m from the area. Redditch Train Station is more than 5km away.

Area 18		
SA Objectives	SA Effects	Commentary
patterns		
S6 To provide opportunities for communities to participate and contribute to decisions that affect their neighbourhood and quality of life, encouraging pride and social responsibility in the local community	0	The same opportunities for consultation and community involvement apply to each area.
Environmental Objectives		
E1 To conserve and enhance biodiversity and geodiversity	-	Ravensbank Drive Bridle Track Local Wildlife Site is located alongside the Western boundary of the Winyates Green Triangle. There are a number of tree plantations throughout the area that may be removed to accommodate development. Previous surveys have identified the potential for other habitats and protected species but further detailed and up to date ecological surveys would be required to examine the full extent of biodiversity in this location.
E2 Ensure efficient use of land through safeguarding of mineral reserves, the best and most versatile agricultural land, land of Green Belt value, maximising of previously developed land and reuse of vacant buildings where this is not detrimental to open space and biodiversity interest.	+	There would be no loss of Green Belt land in this area. There are no significant minerals deposits identified in this area and there is limited previously developed land to reuse. The area is classified as a mixture of grade 3 and grade 4 agricultural land as well as some 'land predominantly in urban use'. There could be some impact on open space (Matchborough Allotments are located within the area) and biodiversity interest in the area.
E3 Safeguard and strengthen landscape and townscape character and quality	-	Development at this area could have the potential to adversely affect the character of Mappleborough Green. Development would also bring the extent of the built up area of Redditch closer to the Green Belt in Stratford on Avon District.

Area 18		
SA Objectives	SA Effects	Commentary
E4 Conserve, protect and enhance the architectural, cultural and historic environment heritage and seek well designed, high quality built environment in new development proposals.	0	High quality design would be expected on any area. There is only 1 listed building within the area meaning impact on the historic environment is likely to be limited.
E5 To manage waste in accordance with the waste hierarchy; reduce, re-use, recycle, compost, recovery and disposal	+	Waste minimisation measures can be incorporated in any location.
E6 Ensure inappropriate development does not occur in high risk flood prone areas and does not adversely contribute to fluvial flood risk or contribute to surface water flooding in all other areas	-	The southernmost part of the area is within flood zone 3a, however development in this location can be avoided. The remainder of the area is in flood zone 1 but there are some unnamed water courses that may not have been modelled. SuDS could potentially be incorporated in any new development to manage surface water run off.
E7 Promote resource efficiency and energy generated from renewable energy and low carbon sources	+	All areas could promote the use of renewable or low carbon energy.
E8 Protect and enhance the quality of water, soil and air quality	?	All development has the potential to impact upon water quality and increase demand for water usage. The water conservation hierarchy must be followed and measures will be expected to be in place to manage water resources efficiently. Severn Trent Water confirmed in the Draft Outline Water Cycle Study Update that the strategic water supply to the study area (i.e. Bromsgrove and Redditch) will support the

Area 18		
SA Objectives	SA Effects	Commentary
		<p>proposed development but local distribution network is likely to require reinforcement in many cases. Although from wastewater collection perspective, it is recommended that additional development areas should be located in larger catchments such as Sernal or Priestbridge, both Sernal and Priestbridge STWs have minimal or negligible spare treatment capacity. But there is no land or other constraints preventing the STWs expansion. In terms of receiving water quality, Sernal discharges to the River Arrow and the river fails significantly on Ammonia and reactive phosphorus. Priest Bridge discharges to Bow Brook and it fails significantly on reactive phosphorus.</p> <p>Consideration of potential land contamination when development is proposed is important to ensure protection of human health and the wider environment and would be considered at the planning application stage.</p> <p>Air quality is monitored throughout the Borough but no AQMA's are located within the immediate vicinity of this area.</p> <p>Further studies would be required to assess the impact development would have on this SA objective.</p>
E9 Reduce causes of and adapt to the impacts of climate change	++	<p>There is a good bus service to Redditch town centre available within walking distance of the area (5.3km). Also within walking distance are two first schools and a range of services at two district centres both around 1.3km from the area. This has the potential to significantly reduce the need to travel by car.</p> <p>All areas have the potential to incorporate energy efficiency measures and to incorporate appropriate future proofing design measures.</p>
Economic Objectives		
EC1 Develop a knowledge driven economy, the infrastructure and skills base whilst ensuring all share the benefits,	+	<p>Washford Industrial Estate is located immediately to the west of the southern half of the area. It is therefore considered that new development in this area could deliver economic benefits.</p>

Area 18		
SA Objectives	SA Effects	Commentary
urban and rural		
EC2 promote and support the development of new technologies of high value and low impact especially resource efficient technologies and environmental technology initiatives	+	Washford Industrial Estate is located immediately to the west of the southern half of the area. There is therefore the potential to promote and support new technologies of high value and low impact.
EC3 To raise the skills levels and qualifications of workforce and quality of educational opportunities for all	++	Washford Industrial Estate is located immediately to the west of the southern half of the area and North East Worcestershire College is located around 5.5km from the area. The college can be accessed easily via the regular bus service to the town centre and the efficient highway network. This, combined with the very close proximity of Washford employment area, means there could be significant positive impacts on raising skills levels and providing educational opportunities.