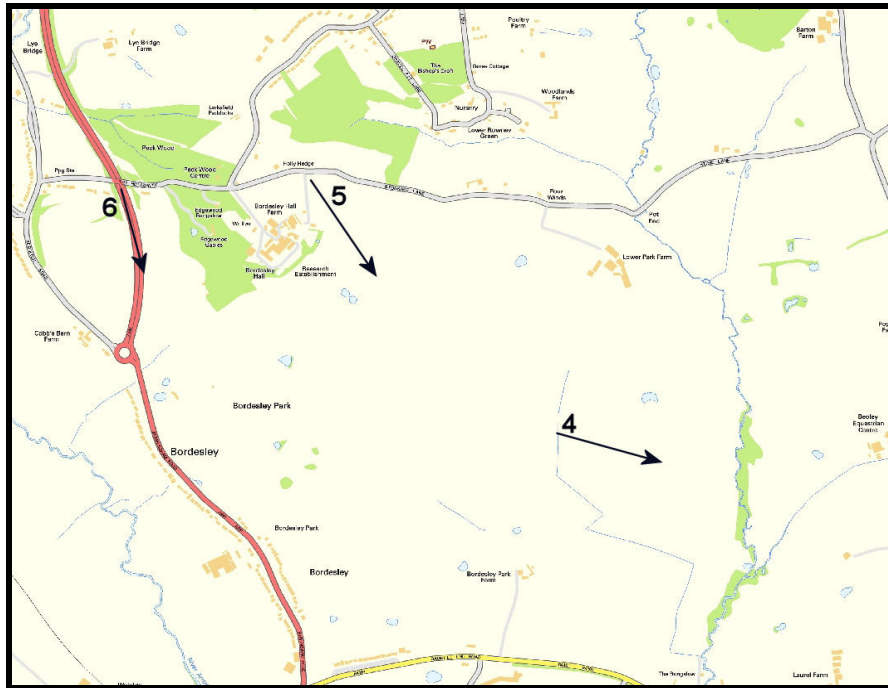




Photopoints

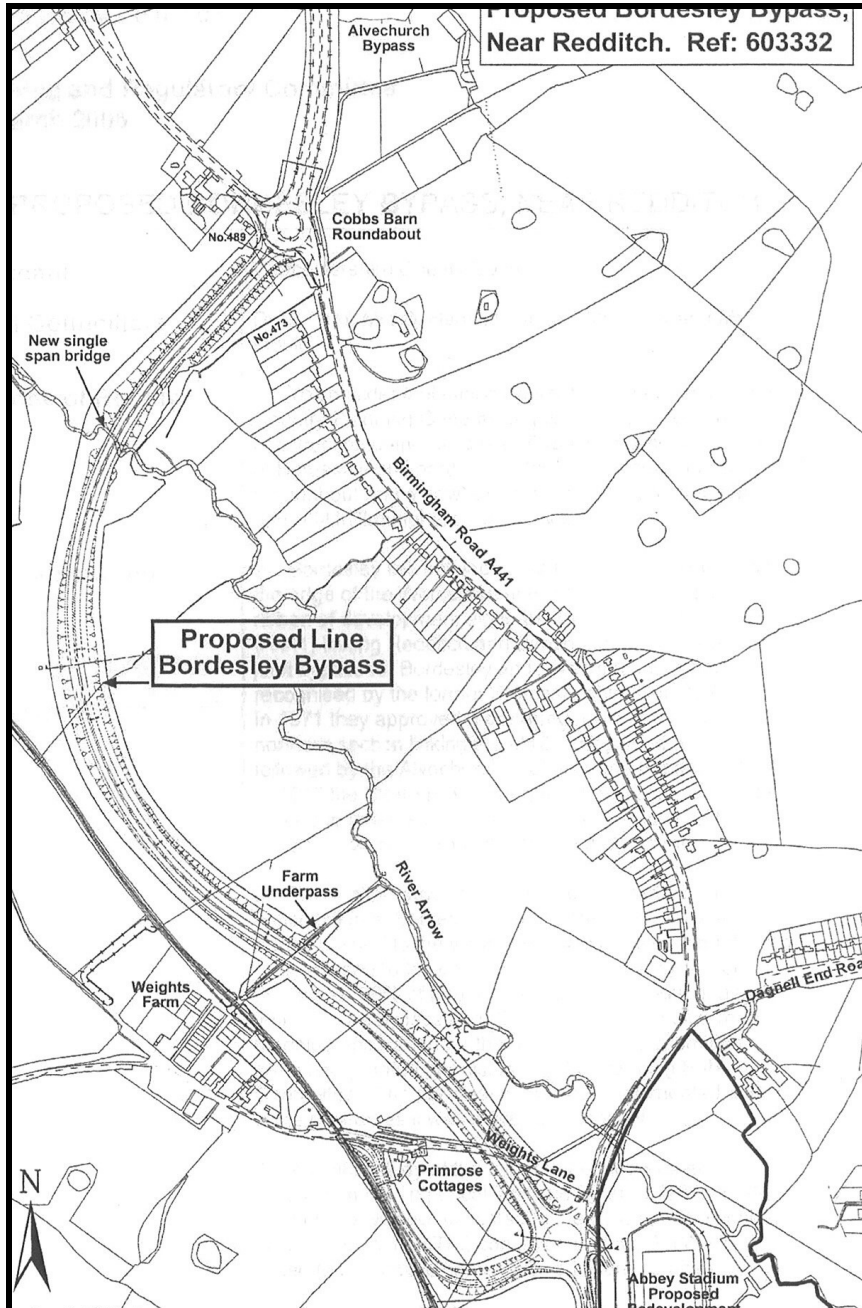




- 5.40 To the east of the A441 the land is relatively flat with the River Arrow running through the centre of the site. The railway line to the east provides a man made boundary beyond which the land height rises significantly.
- 5.41 Bordesley village is a ribbon of development primarily to the eastern side of the A441. In our view Bordesley differs from Mappleborough Green and Beoley in its size and form with no defined village centre. Bordesley is currently dominated by the main A441 which as part of any significant development proposals for urban expansion would be replaced by the Bordesley Bypass in this location, the proposed line of which is shown on the plan below.
- 5.42 Whilst the existing settlement of Bordesley would be at risk of being merged in to this expansion of Redditch, the green belt between Redditch and larger settlements further north such as Alvechurch is considerably wider than exists to the south and east and is therefore more able to accommodate expansion. This is assisted by the area's topography that would largely contain the development.



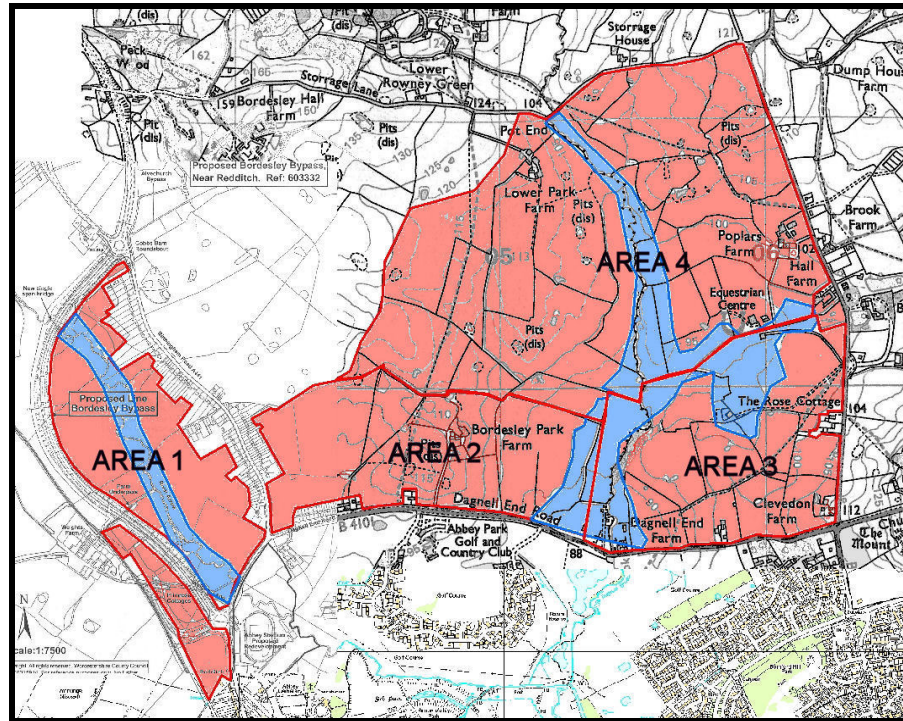
Plan 13: Line of Bordesley Bypass



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



Plan 14: Bordesley Park Potential Development Areas



- 5.44 There is a significant area of flood risk at the lowest point in the site where the natural watercourse runs north to south (shown blue outline on map above). Foul drainage will need to either connect through existing systems to the west or through a new sewer link through Arrow Valley to connect to the main sewer system to the south of Ipsley Church Lane in order to avoid the overloaded system through Redditch town centre.

- 5.45 The major constraint remains access and traffic impact with a development site of this size. Dagnell End Lane does not offer pedestrian access and narrows past the Hither Green Lane second access point. Significant improvements to this road would be required and an assessment completed of the traffic impact along the B4101 through Beoley and along Icknield Street to the north.



- 5.46 Evidence suggests that during peak hours the Dagnell End Lane and A441 junction is approaching capacity and as noted in paragraph 4.14 any significant development to the north west of Redditch is likely to trigger a need for the Bordesley Bypass link. The timing of this work would have to be evaluated by a detailed traffic impact assessment as part of any subsequent masterplanning process. The bypass would have beneficial effects in removing existing through traffic from Bordesley village as well as improving communications between Redditch and the north.
- 5.47 The impact on the environment and in particular any visual effects of development on the Area of Great Landscape value which surrounds the site to the north and east would also need to be taken in to account by a future masterplan.
- 5.48 The majority of the area is within 2 miles of the town centre (it is approximately 1.15 miles from the town centre to the junction of the A441 and Dagnell End Road). The site is relatively flat and is of sufficient size to enable footways, cyclepaths and bus routes to be planned incorporated and linked through to Arrow Valley Park and Abbey Stadium site or via Birmingham Road to the town centre.



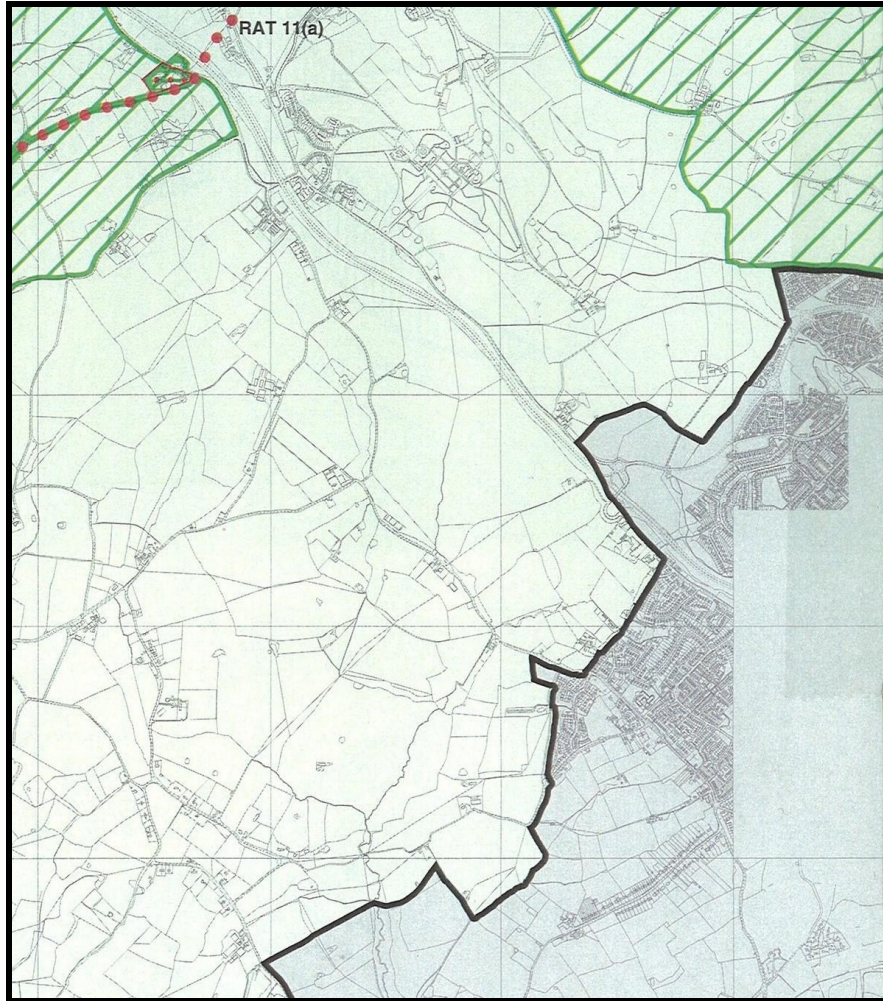
| Advantages | Disadvantages |
|--|--|
| Outside Landscape Protection Area and Area of Great Landscape Value | Green Belt |
| Provides Bordesley Bypass | Will require Bordesley Bypass |
| Mainly flat | Traffic management required to east |
| Big enough to accommodate Sustainable Urban Extension with good level of local facilities | Could bring about the coalescence of Bordesley with Redditch |
| Mainly to east of River Arrow – easier drainage. | Areas 2, 3 and 4 are of high visual sensitivity where development would be visually intrusive. |
| Good linkages to town centre can be created. Good links north | |
| All 4 areas are Wooded Estatelands of medium landscape sensitivity Area 1 is of low or medium visual sensitivity, the preference would be to direct development into this area | |



Area 9: Foxlydiate Woods

- 5.49 We have identified and coloured red on Plan 17 an area of land which we consider to have possible development potential. The site could be accessed from an upgrading to the existing grade separated junction with the Bromsgrove Highway.
- 5.50 Although designated as Green Belt we are of the opinion that its development would not significantly reduce the gap between Redditch and Bromsgrove. The site is also reasonably well screened particularly from the Bromsgrove Highway and would not read as a major extension of the urban area into the surrounding countryside. As with the Webheath ADR sewage will need to be pumped to the Spennall STW.
- 5.51 Although a peripheral location Redditch town centre is only approximately two miles away and the site could be well served by public transport. There is also the potential to form an access to Church Road which could help to ease congestion in the Webheath area.
- 5.52 Whilst this site is within Bromsgrove District Council's administrative area we feel that the site has much to commend it when compared to the Webheath ADR.
- 5.53 The existing Brockhill estate has been developed over the last 15 years and is the largest residential urban expansion in Redditch to be completed over the last plan period. The estate extends as far as the Redditch authority boundary with provision in the road layout for a possible further extension into the Green Belt land to the west.

Plan 15: Extract From Bromsgrove Local Plan, Foxlydiate Woods

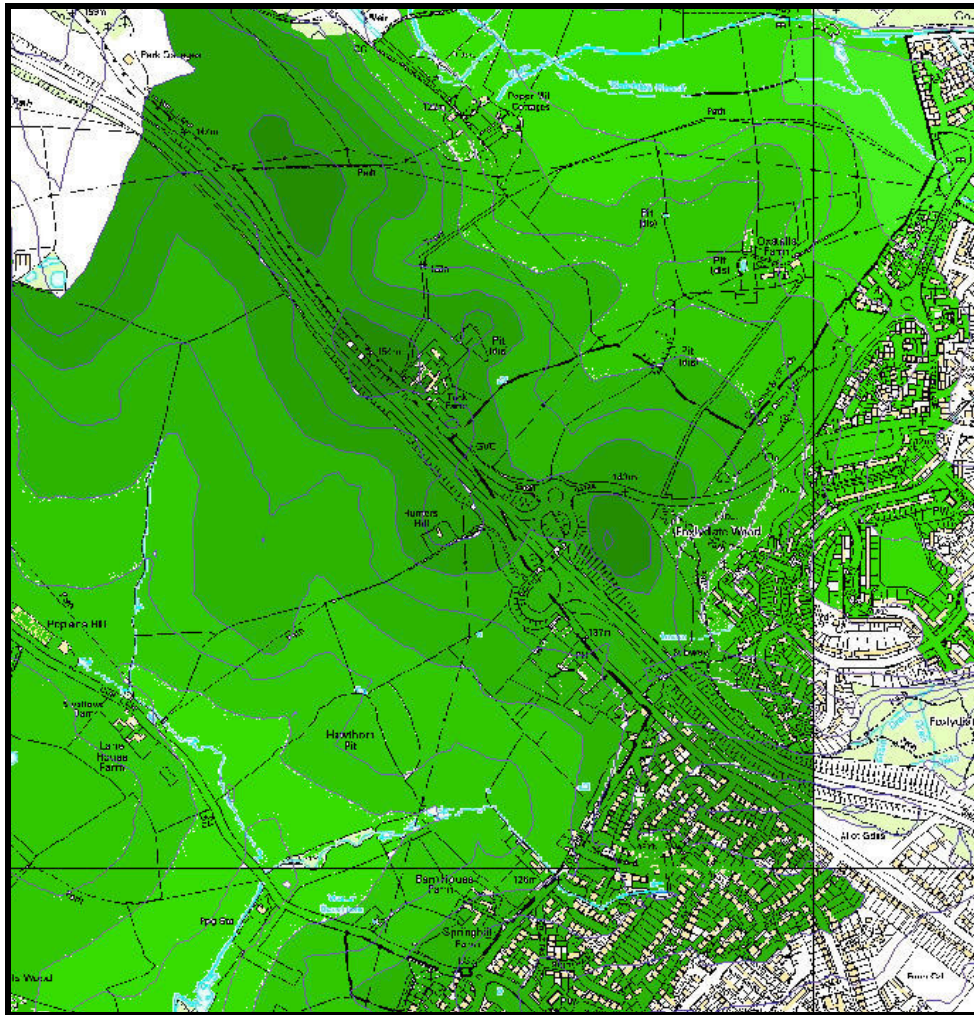


- 5.54 To the south of the Bromsgrove Highway is a further area of open countryside. The area is well screened from the main dual carriageway by virtue of earthworks created when the road was built. Foxlydiate Lane which runs along the current settlement boundary has mature tree screening running its entire length which obscures views into the site.
- 5.55 The dual carriageway runs along the highest part of the site and is cut into the hillside. It runs through this section of road obscuring views of the countryside beyond. The land undulates and drops away to the north with the most severe gradients located close to



the main highway. There areas adjacent to Brockhill and south of the main interchange are relatively flat.

Plan 16: Foxlydiate Woods Topography





Photographs: Foxlydiate Woods Area



10



11



12



13



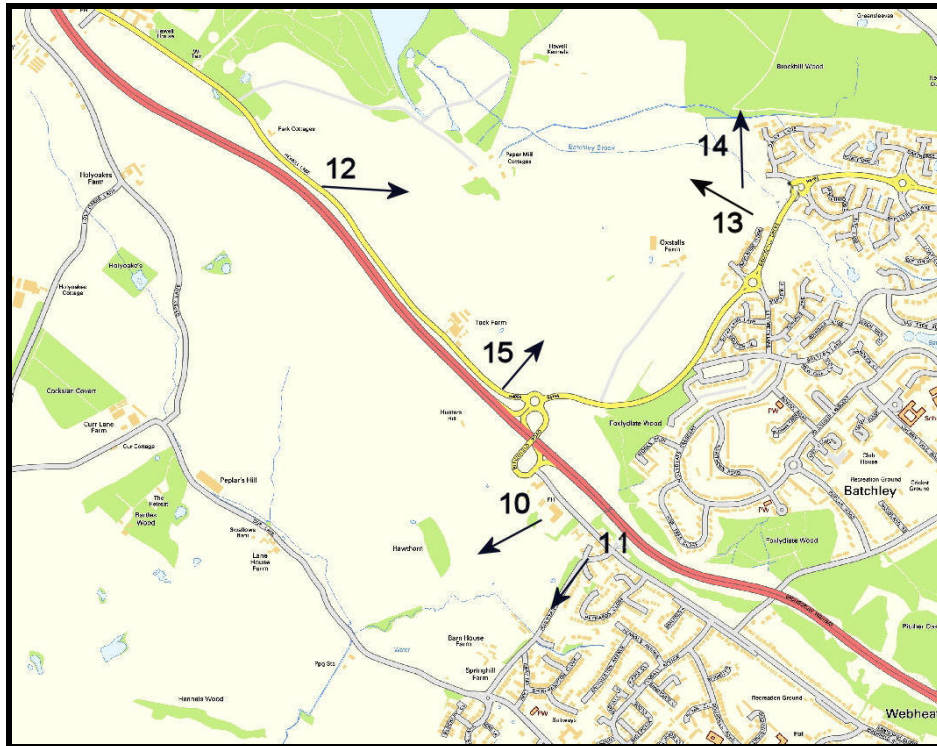
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15



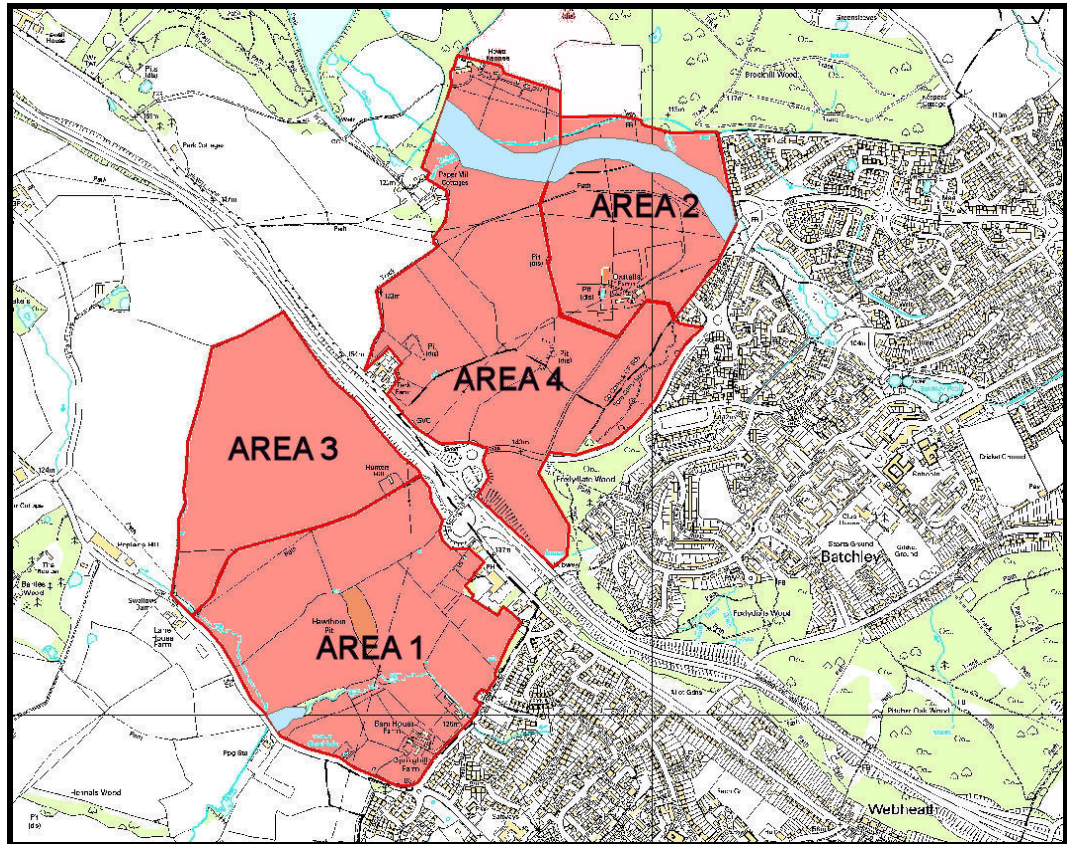
Photopoints



- 5.56 Photograph 10 shows the area to the south of the Bromsgrove Highway. The site is in agricultural use with a small area of mature woodland located toward its centre. The site is well screened with mature trees along Foxlydiate Lane (Photograph 11) and the Bromsgrove Highway to the north. This part of the site is undulating with gradual slopes falling to the east.
- 5.57 There are only limited views from publicly accessible areas onto the northern part of the site from the south and the west. Photograph 12 shows distant views into the site from Hewell Lane. The site is viewed against a backdrop of the current Brockhill estate as the land drops towards the town.
- 5.58 Photographs 13 and 14 show a view of the northern part of the site adjacent to the current Brockhill estate. The brook to the centre of the picture marks the location of the flood risk area. Brockhill Wood provides a backdrop to the site from this perspective.

- 5.59 Photograph 15 is the view north located near to the main Bromsgrove Highway junction. The natural contours of the land screen the lower part of the site and the current Brockhill estate when viewed from this location.
- 5.60 Taking into consideration the landscape constraints at this location the plan below shows the potential strategic urban expansion for the Foxlydiat Woods Area. The sites are generally within 1.7 miles of the town centre via either Bromsgrove Road or Salters Lane/Brockhill Drive.

Plan 17: Foxlydiat Woods Potential Development Areas



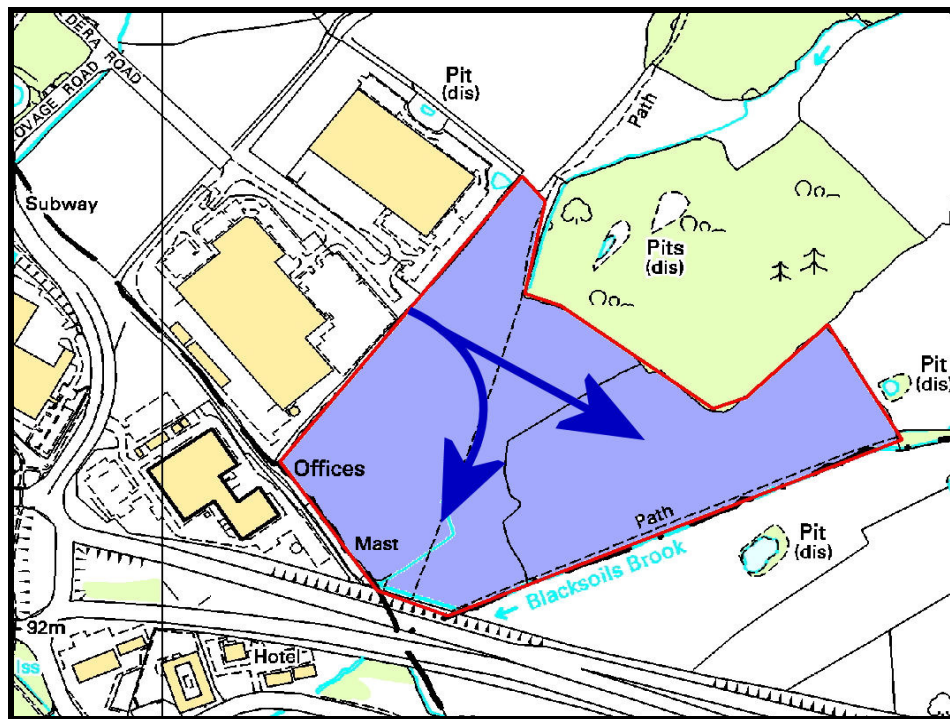


| Advantages | Disadvantages |
|---|---|
| Good access via Bromsgrove Highway | Green Belt |
| Outside Landscape Protection Area | Not close to employment |
| Ridgeline site but not prominent | To west of River Arrow, drainage more difficult |
| Natural extension to urban form | Poor access to the north |
| South of Bromsgrove Highway, in areas 1 and 3, the landscape is highly sensitive principal Settled Farmlands of moderate visual sensitivity where development would not be so unacceptable. | North of Bromsgrove Highway, areas 2 and 4 are landscapes of highly sensitive Wooded Estatelands and generally highly visually sensitive where development would be intrusive |

Area 10: Ravensbank ADR

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

Plan 18: Ravensbank ADR



| Advantages | Disadvantages |
|--|--|
| Extension to existing employment site (for B2/B8 uses) | Excellent hedgerows should be retained |
| Not Green Belt | |
| Principal Timbered Farmlands of medium sensitivity and low visual sensitivity. | |
| Good communications | |