



Solihull
METROPOLITAN
BOROUGH COUNCIL



Gypsy and Traveller Site Allocations Development Plan Document

Preferred Options

Solihull Local Development Framework



July 2012

Contents	Page
Introduction	1
- Background	
- The National Policy Context	
- The Local Policy Context	
- Definition of Gypsies and Travellers	
What have we done so far?	4
- Options Paper	
- Responses to the Options Paper	
- Suggested Sites	
Gypsy and Traveller Accommodation Need in Solihull	6
- The Solihull Gypsy and Traveller Accommodation Assessment 2008	
- The Solihull Gypsy and Traveller Accommodation Assessment 2012	
- Permanent Residential Pitch Requirements	
- Travelling Showpeople	
- Transit Accommodation	
Challenges, Vision and Objectives	8
- Challenges	
- Vision	
- Objectives	
The Preferred Strategy	10
Approach to preferred sites	11
- Preferred site selection methodology	
Site Assessment Results	12
- Sites suggested through the 'call for sites' exercise	
- Existing well established sites without the benefit of full planning permission	
The Preferred Sites	17
Site Capacity and Phasing	18
Other Matters	21
- Detailed planning considerations	
- Safeguarding	
Next Steps	23

Appendices

Appendix A – Sites suggested through the ‘call for sites’ exercise

Appendix B –Site assessment criteria and detailed considerations

Appendix C –Site assessments

Appendix D –Preferred sites and pitches

Response Form

Introduction

This document is the second stage in the process of meeting the accommodation needs of Gypsies and Travellers in Solihull. The Council consulted on a Gypsy and Traveller Site Allocations Development Plan Document (DPD) 'Options' paper for 8 weeks throughout July and August 2011 and we are now consulting on our 'Preferred Options' for a further 8 weeks.

In producing this document the Council has considered responses to the initial Options consultation and assessed the potential suitability of sites suggested through the 'call for sites' exercise. Further work has been undertaken to assess and provide up to date evidence of Solihull's future pitch requirements and regard has been had to the Government's new planning policy for traveller sites and National Planning Policy Framework (NPPF).

This document sets out the Council's preferred approach to meeting the accommodation needs of Gypsies and Travellers and includes the identification of sites that the Council considers suitable to meet the Borough's future pitch requirements.

This is your opportunity to comment on the proposals and sites put forward in this document and to tell us your views. However, doing nothing is not an option and this Council is keen to be proactive in meeting the identified need for new provision, particularly in light of recent high profile cases of unauthorised Gypsy and Traveller development, including one within Solihull.

Background

One of the key challenges facing Solihull Borough, as identified in the Solihull Draft Local Plan, is the shortage of authorised Gypsy and Traveller sites to meet identified needs. The Council is therefore producing this Gypsy and Traveller Site Allocations Development Plan Document (DPD) to address this challenge and meet the following objective:

"To increase the number of authorised pitches for Gypsies and Travellers in the Borough in the most appropriate locations, to reduce the number of unauthorised development and encampments and enable Gypsies and Travellers to access the services and facilities to meet their needs, whilst respecting the interests of the settled community." (Solihull Draft Local Plan Pre-Submission Draft January 2012).

Furthermore, if provision is not made for sufficient authorised sites, unauthorised developments and encampments are likely to continue. This can have a detrimental effect on relations between the Gypsy and Traveller community and the settled population.

It is also recognised that Gypsies and Travellers are amongst the most socially excluded groups in society and research has consistently confirmed the link between the lack of good quality sites and poor health and education outcomes. Both the Government and the Council recognise that these inequalities must be addressed, whilst ensuring the planning system is not abused. The key to this is to increase the number of authorised pitches and sites in the most appropriate locations.

Where Gypsies and Travellers are able to live on authorised, well managed sites and can access the services that they and their children require, they are likely to enjoy better outcomes in terms of health, education, and other quality of life measures. This is also likely to benefit the relationship between Gypsies and Travellers and the rest of the community.

The National Policy Context

The Government is clear that the current position on Gypsy and Traveller site delivery remains unsatisfactory and local planning authorities have not addressed under provision or increased the number of sites in appropriate locations.

In March 2012, the Government published a new planning policy for traveller sites, alongside the new NPPF. The overarching aim of Government policy is to ensure fair and equal treatment for travellers, in a way that facilitates their traditional and nomadic way of life, while respecting the interests of the settled community. The main aims of the policy include:

- Local planning authorities making their own assessment of need as long as it is based on robust evidence, includes engagement and cooperation with traveller and settled communities, and involves working collaboratively with neighbouring authorities.
- Local planning authorities setting their own pitch and plot targets.
- Local planning authorities:
 - Identifying and updating annually a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets.
 - Identifying a supply of specific developable sites (those in a suitable location, with a reasonable prospect that they will be available and could be viably developed) or broad locations for growth, for 6 to 10 years and where possible, for years 11 – 15.
- Using criteria to guide land supply allocations and help determine planning applications.
- Ensuring traveller sites are sustainable economically, socially and environmentally.
- Protecting the Green Belt from inappropriate development and strictly limiting new traveller sites in the open countryside, away from existing settlements or outside areas allocated in the local plan.
- Considering sites suitable for mixed use residential and business use wherever possible.

The Local Policy Context

Policy P6 of the Local Development Framework Draft Local Plan Pre-Submission document outlines the policy on the provision of sites for Gypsies and Travellers. It sets out the criteria against which planning applications and future site allocations will be considered. The criteria are as follows:

- i. Whether the size and scale of the site and the number of caravans stationed is appropriate to the size and density of the local settled community;
- ii. Whether any adverse visual impact can be adequately minimised;
- iii. Whether the site is in an area prone to flooding;
- iv. Whether the site has any adverse impact on landscape or local nature conservation designations, ecology and biodiversity that cannot be mitigated;
- v. Whether there is any adverse impact on privacy and residential amenity for both site residents and neighbouring land uses;
- vi. Whether the site has safe and convenient access to the highway network;
- vii. Whether local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, and whether the site is sustainable in other ways.

Definition of Gypsies and Travellers

There are currently two definitions of Gypsies and Travellers; a planning definition and a housing definition. The planning definition covers:

“Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age

have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such."

However, for the purposes of this DPD, and to ensure that the accommodation needs of all Gypsies and Travellers are considered (including those who do not have a nomadic habit of life but may still have a strong cultural tradition of living in a caravan or an aversion to bricks and mortar and be in need of a pitch), the wider definition as outlined in the 2004 Housing Act is being used. This defines Gypsies and Travellers as:

"Persons with a cultural tradition of nomadism or of living in a caravan; and all other persons of a nomadic habit of life, whatever their race or origin, including:

- (i) such persons who, on grounds only of their own or their family's or dependant's educational or health needs or old age, have ceased to travel temporarily or permanently; and***
- (ii) members of an organised group of travelling showpeople or circus people (whether or not travelling together as such)."***

What have we done so far?

Options Paper

In July and August 2011 the Council consulted on a Gypsy and Traveller Site Allocations DPD 'Options' paper. This document sought views on how the future accommodation needs of Gypsies and Travellers in Solihull could be met by identifying the possible ways pitches and sites could come forward. These included:

- Expansion of existing authorised Gypsy and Traveller sites
- Increasing capacity on existing authorised Gypsy and Traveller sites
- Allocation of new sites

Responses to the Options Paper

A total of 39 responses to the Options paper were received from a range of stakeholders including private individuals, residents' associations, parish councils, Government Departments / Agencies, local groups and societies, as well as Gypsy and Traveller representative bodies. A number of people from the local Gypsy and Traveller community in Solihull have also given their views via site visits and one to one meetings. The responses to this consultation, together with the Council's comments can be viewed at www.solihull.gov.uk/ldf.

The key issues arising from the Options consultation were as follows:

- The evidence base should be updated to identify the accommodation needs of Gypsies and Traveller in Solihull to 2017 and beyond;
- With regard to how the future accommodation needs of Gypsies and Travellers should be met, no single approach was overwhelmingly favoured. However, the merits of a combined approach were highlighted;
- Detailed policy considerations for Gypsy and Traveller related redevelopment should be included in the DPD;
- General support for the need to identify socially rented pitches as part of the overall pitch requirement;
- It is either unnecessary to provide any formal transit provision, or provision should be based on whether there is an identified need.

Suggested Sites

As part of the Options consultation, as well as prior to the consultation, a 'call for sites' exercise was also undertaken where people could suggest the sites that they think are suitable for Gypsy and Traveller accommodation. A number of sites were suggested including requests from the owners of some existing authorised sites to extend their sites and / or increase the number of pitches.

The list of submitted sites included:

- Land at School Road, Hockley Heath
- Land between Waste Lane and Old Waste Lane, Balsall Common
- Land at Eaves Green Lane, Meriden
- Land at Old Damson Lane, Solihull
- Land adjacent to the Pleck, Shadowbrook Lane, Hampton-in-Arden
- Land off Salter Street, Earlswood (site extension / increase in capacity)

Gypsy and Traveller Site Allocations DPD Preferred Options

- Canal View, off Salter Street, Earlswood (site extension / increase in capacity)
- The Warren, Bickenhill Lane, Marston Green (site extension / increase in capacity)
- The Haven, Catherine-de-Barnes Lane, Bickenhill (site extension / increase in capacity)

Since the consultation, a further suggested site has been submitted to the Council as a potential allocation. This site is also off Old Damson Lane, on land at the old Civil Service Sports Club.

The location and plans of these suggested sites is set out in Appendix A.

Gypsy and Traveller Accommodation Need in Solihull

Government guidance is clear that local planning authorities should make their own assessment of need for the purposes of planning and use a robust evidence base to inform the preparation of local plans and make planning decisions.

The Solihull Gypsy and Traveller Accommodation Assessment 2008

In 2008 a joint Gypsy and Traveller Accommodation Assessment (GTAA) for Birmingham, Coventry and Solihull was published. This assessment identified a need for 26 additional residential pitches to be provided in Solihull between 2007 and 2017. This was split into an immediate need for 17 permanent residential pitches between 2007 and 2012 and a further 9 pitches between 2012 and 2017.

Since the publication of the 2008 GTAA, the Council has made significant progress in meeting its immediate identified need by granting planning permission for 12 pitches.

The Solihull Gypsy and Traveller Accommodation Assessment 2012

The 2008 GTAA is now 5 years old and there is a clear emphasis that decisions should be based on robust and up to date evidence. Therefore, the GTAA has now been updated to identify Solihull's future pitch requirements from 2012 – 2027. The updated GTAA was endorsed by Members as the evidence base for further policy development in March 2012 and is available on the Council's website at www.solihull.gov.uk/ldf. The assessment has followed Government guidance in relation to carrying out GTAAs, whilst also placing additional onus on local and historic need in order to ensure the findings are valid for the long-term.

Permanent Residential Pitch Requirements

With regard to future pitch requirements, the updated GTAA identifies that between 2012 and 2027 a total of **38** additional permanent residential pitches are required in Solihull. This is divided into 3 five year tranches as follows:

- 2012 - 2017: 26 pitches comprising:

Element of Need	No. of Pitches
End of temporary planning permissions	1
Concealed households	4
New household formation	5
Unauthorised developments	14
Net movement from housing to sites	2
Closure of sites	0
Unauthorised encampments	0
Movement between areas	0
Total	26

- 2017 – 2022: **6** pitches (from an assumed household growth rate of 2%)
- 2022 – 2027: **6** pitches (from an assumed household growth rate of 2%)

The GTAA has identified that while some Gypsies and Travellers were able to afford to purchase or rent pitches at market rates, other sections of the community would require additional support to access safe and secure accommodation.

Travelling Showpeople

The GTAA has revealed that there are no Travelling Showpeople in Solihull, which implies that there is no need for a Travelling Showpeople site in the Borough. The DPD does not therefore make provision for such a site to be provided in Solihull.

Transit Accommodation

The GTAA recognises that the scale of unauthorised encampments experienced in Solihull is relatively small and as such the formal provision of a transit site is not necessary. However, the GTAA suggests identifying pieces of land to which Gypsies and Travellers coming into the area could be encouraged to move.

Challenges, Vision and Objectives

Challenges

The overarching challenge is set out in the Solihull draft Local Plan as follows:

“A shortage of authorised Gypsy and Traveller sites in Solihull to meet identified needs and the need to maintain an appropriate level of supply.”

Linked to this overall challenge a number of sub-challenges can be identified:

- The establishment of unauthorised developments and encampments;
- Tensions between the Gypsy and Traveller community and the local settled population as a result of unauthorised developments and encampments;
- Significant health, education and other inequalities between the Gypsy and Traveller community and the settled population.
- Ensuring that residential amenity and other amenities are protected for both the Gypsy and Traveller community and the settled population.
- Maintaining the Green Belt whilst recognising the difficulties of securing Gypsy and Traveller accommodation in the urban area.

Are these Challenges the right ones?

Are there any Challenges that you think have been missed?

Are there any changes to the Challenges that you would like us to consider?

Vision

The draft Vision for the Gypsy and Traveller Site Allocations Development Plan Document is that by 2027 Solihull will be a Borough where:

“Gypsies and Travellers have the same opportunities and responsibilities as the settled community to secure a decent home which allows them to pursue and preserve their traditional way of life and there is sufficient land and pitches available to meet the identified local need for accommodation.

Sites are well located, sustainable and of high quality where residents enjoy living and where they and the site are well integrated with the wider local community.

The number of unauthorised developments and encampments are significantly reduced and there are harmonious relationships between the Gypsy and Traveller and the settled community.

The recognised inequalities faced by the Gypsy and Traveller community are being tackled and Gypsies and Travellers can meet their own aspirations.

Where both the Gypsy and Traveller community and the settled community have security and certainty about their future and that of their local environment.”

Do you agree with the Vision?

If not, how would you like the Vision to be changed?

Objectives

The overarching objective to deliver this Vision is set out in the Solihull draft local plan as follows:

“To increase the number of authorised pitches for Gypsies and Travellers in the Borough in the most appropriate locations, to reduce the number of unauthorised developments and encampments and enable Gypsies and Travellers to access the services and facilities to meet their needs, whilst respecting the interests of the settled community.” (Solihull Draft Local Plan Pre-Submission Draft January 2012).

This will involve further sub-objectives to:

- Allocate sufficient land and pitches to meet identified local needs within Solihull Borough
- Identify sites that are available, suitable and achievable
- Increase access to health and education facilities and other services, by allocating sites and pitches in the most suitable locations to enable this.
- Promote sites that are of high quality design, safe and pleasant places to live.
- Provide clear guidance for making decisions on planning applications regarding Gypsy and Traveller sites.

Do you agree with these objectives?

Should alternative or additional objectives be used?

The Preferred Strategy

In the Options consultation, three approaches to the way in which our future pitch requirement could be met were outlined. These were:

- Expansion of existing authorised Gypsy and Traveller sites
- Increasing capacity on existing authorised Gypsy and Traveller sites
- Allocation of new sites

The results of the consultation indicated that these approaches were generally considered appropriate. No single approach was overwhelmingly favoured and the merits of adopting a combined approach were highlighted.

An alternative approach suggested was to examine sites without the benefit of full planning permission with a view to regularisation. Although such an approach could be seen as circumventing the planning process, there is a clear and immediate need for authorised Gypsy and Traveller sites in Solihull that are realistic and deliverable. It would be a difficult and somewhat illogical exercise to move families off sites, which are often in their ownership, on which they are settled and have been living on for many years, and relocate them to new, alternative sites in the Borough, when their own sites may be appropriate; particularly when much of the immediate need for pitches arises as a result of sites without full planning permission.

Therefore, the suggested approach provides an opportunity to meet the Boroughs identified Gypsy and Traveller accommodation needs without having to find a significant number of new sites in the area, whilst also providing a mechanism for addressing the current incidence of unauthorised developments and encampments, and Gypsy and Traveller sites with temporary planning permission.

In order to meet the identified need of 26 pitches to 2017 and a further 12 pitches to 2027, the Council's preferred strategy, building on the responses to the previous Options consultation exercise, is therefore to adopt a combination approach, including consideration of whether existing, established unauthorised sites without the benefit of full planning permission could contribute to meeting Solihull's future Gypsy and Traveller accommodation need.

Preferred Strategy for Allocating Sites – Combination Approach involving:

- Allocation of new sites
- Extensions to existing authorised sites
- Increasing capacity at existing authorised sites
- Examining whether existing, well established sites, which do not benefit from full planning permission are suitable to be regularised.

Any sites identified through this process would still be subject to the usual planning protocol and applications will need to be submitted to formally authorise their use as Gypsy and Traveller sites.

The Council acknowledge the merits of each approach and based on the assessment of sites that have been suggested through the 'call for sites' exercise, it is considered that the most appropriate way to meet our identified need is to adopt this combination approach.

Do you think our Preferred Strategy is the right one?

If not, why not?

The Approach to Preferred Sites

As part of the 'call for sites exercise' the Council received a number of suggestions for new sites, site extensions and increases in pitch numbers at existing authorised sites. The potential suitability of each site suggestion was assessed to determine which, if any, would be suitable to take forward as preferred sites. Existing sites without the benefit of full planning permission have also been assessed against criteria to see if they would be suitable and could contribute to meeting our identified need.

Preferred Site Selection Methodology

Policy P6 of the draft Local Plan identifies the criteria against which planning applications and future site allocations will be considered. The criteria are as follows:

- (i) Whether the size and scale of the site and the number of caravans stationed is appropriate to the size and density of the local settled community;
- (ii) Whether any adverse visual impact can be adequately minimised;
- (iii) Whether the site is in an area prone to flooding;
- (iv) Whether the site has any adverse impact on landscape or local nature conservation designations, ecology and biodiversity that cannot be mitigated;
- (v) Whether there is any adverse impact on privacy and residential amenity for both site residents and neighbouring land uses;
- (vi) Whether the site has safe and convenient access to the highway network;
- (vii) Whether local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, and whether the site is sustainable in other ways.

Although Policy P6 also states that sites in the Green Belt will not be permitted unless other locations have been considered and only then in very special circumstances, the fact that Solihull has an identified unmet need and no available sites elsewhere may well constitute very special circumstances. In Solihull, all of the suggested sites, together with all the existing authorised and unauthorised sites, are in the Green Belt.

Notwithstanding this, in addition to being suitable in accordance with the criteria in Policy P6, sites also need to be available and achievable. Consideration is also given to these elements.

However, in order to undertake an assessment of how each site performs, there needed to be identification and consideration of the more detailed issues that each criterion in Policy P6 encompasses.

Appendix B outlines the site criteria and the more detailed issues that have been considered as part of the overall site assessment process.

Having considered the content of Appendix B, do you think these are the right detailed issues that need to be considered for each criterion?

Are there any detailed issues that need to be added or removed?

Site Assessment Results

The following section outlines the findings of the site assessment process. Appendix C sets out the results of the assessment for each site against the criteria in Policy P6.

Sites suggested through the 'call for sites' exercise

Land at School Road, Hockley Heath

The suggested site at School Road is large and is inappropriate in size and scale when considered in the context of the immediate local environment and population. There would be significant visual intrusion into the landscape when viewed from the properties in the immediate vicinity of the site. The introduction of a Gypsy and Traveller site in this location would also significantly affect the privacy and residential amenity of neighbouring properties in terms of noise, increase in vehicle movements, impact from artificial light sources and general disturbance. The site does not perform particularly well in terms of highway and accessibility issues and the character of the road is such that there is potential for pedestrian / vehicle conflict. Hockley Heath has no GP surgery and public transport in the village is not readily available and is of limited frequency. Furthermore, delivery of the site has not been fully determined and the presence of a fuel pipeline under the site may act as a further constraint.

Conclusion: Reject

Land between Waste Lane and Old Waste Lane, Balsall Common

This site was originally suggested to the Council as a potential site; however the site owner has requested that the site be withdrawn. Therefore in the context of the site assessment process the site is not available or achievable, as it cannot be delivered.

Conclusion: Reject

Land at Eaves Green Lane, Meriden

The suggested site at Eaves Green Lane has a number of significant issues. The site performs poorly in terms of visual impact, highway safety and the fact that there is unlikely to be peaceful co-existence between communities, which is one element of sustainability. This is also supported by a Planning Inspector who dismissed an appeal against a refusal of planning permission for a Gypsy and Traveller site on this land in October 2011.

Conclusion: Reject

Land at Old Damson Lane, Solihull

The site on land at Old Damson Lane, as suggested through the 'call for sites' exercise has good accessibility, no significant highway safety issues, there is considered to be no adverse visual impact or detrimental effect on landscape or nature conservation interests. All essential services and facilities (considered to be schools, GP surgeries and fresh food) are all available within realistic walking distance of the site. The site is available and deliverable as a Registered Social Landlord has received funding for the provision of 16 social rented

itches at this location, subject to the site being suitable.

However, the site identified through the 'call for sites' exercise is part of a much wider parcel of land and it is considered that some of this additional land could also be utilised for use by Gypsies and Travellers. Theoretically, based on the size of the wider site, a large number of pitches could be accommodated. Nevertheless there is a need to be mindful that the cumulative impact of increasing the number of pitches in this location will begin to have an impact on how the site performs against the criteria. A large site accommodating a high number of pitches would conflict with the criteria, particularly in terms of landscape and visual impact, impact on the openness of the Green Belt and the fact that a large scale of the site accommodating a large number of caravans would be inappropriate for the location.

Notwithstanding this, it is considered that the site at Old Damson Lane could be increased in size over and above what was originally proposed in the 'call for sites' exercise to accommodate more than 16 social rented pitches in a way that would not compromise its performance against the criteria. This would also ensure the Council addresses the NPPF requirement to promote the flexible use of land and provide confidence that the identified accommodation need could be met, should any other site allocations not be forthcoming for any reason.

Conclusion: Take Forward

Land adjacent to the Pleck, Shadowbrook Lane, Hampton-in-Arden

Although relatively small in scale, any development at this site would be very visually prominent from the public highway and from a public footpath immediately opposite. The site has a number of constraints in that it bounded to the north by a Local Wildlife Site and Site of Special Scientific Interest and has itself been identified as a potential Local Wildlife site. In terms of highway safety and accessibility issues, there is some potential for pedestrian / vehicle conflict as Shadowbrook Lane itself has no footway provision and it is questionable whether walking and cycling to access services and facilities in Hampton-in-Arden is a realistic alternative to the car. The site is also subject to impact from aircraft noise.

Conclusion: Reject

Land off Salter Street, Earlswood and Canal View, off Salter Street, Earlswood

The areas identified for expansion by the site owners are very large in scale and would be well over three times the size of the approved sites. The presence of two large sites in this locality would be significantly out of scale with the local settled community when considered both cumulatively and individually. In addition, although occupying relatively isolated positions with limited public views of either site, there are more prominent views from the east across the valley from a small number of residential properties. Should the sites be extended to the extremes suggested by the owners this would bring the sites closer to these residential properties and increase visual prominence and the degree of impact.

Although it may be argued that these impacts would be lessened if the size and scale of the site extensions were reduced, it is considered that even modest site extensions in this location would have an adverse impact on the character and appearance of the area and represent a significant visual intrusion into what should be a view of unspoilt Green Belt

countryside. The cumulative impact of two site extensions within very close proximity of each other serves to exacerbate the harm that would be caused. Therefore, although the sites at Salter Street perform well against some of the other criteria in Policy P6 of the draft local plan, this does not outweigh the detrimental impact that any site extensions would have.

Notwithstanding this, although both Salter Street sites are unsuitable for extension, the site known as Canal View has also been considered for an increase in capacity at the existing authorised site. Although the size of the existing authorised site is such that additional pitches could be accommodated without the need for an extension; on balance it is considered that increasing the number of pitches in this location would impact on the character and appearance of the area, reduce the openness of the Green Belt particularly as a result of ancillary buildings and domestic paraphernalia associated with such development. The impact of urbanisation, particularly when considered cumulatively with the neighbouring Gypsy and Traveller site, is a concern in this location.

**Conclusion: Reject Site Extensions at both Salter Street sites.
Reject intensification of existing authorised site at Canal View**

The Warren, Bickenhill Lane, Marston Green

The suggested site extension at the Warren performs well against the criteria listed. There are no significant highway issues, all essential services are realistically accessible by walking and cycling and there is a good range and frequency of public transport available within close proximity of the site. Visual impact is not considered to be an issue as the site is naturally well screened, and although the site includes a Tree Preservation Order, allocation for a site extension may result in opportunities for the area to be more appropriately managed. The site is available and achievable and already integrates well with the existing settled community.

Conclusion: Take Forward

The Haven, Catherine-de-Barnes Lane, Bickenhill

With regard to the Haven, the main concern is around accessibility to local services and noise impact due to proximity to Birmingham Airport. However, the site has been suggested as an extension to an existing, well established and long term authorised use which is considered to be of an appropriate scale, thereby contributing to its social sustainability. The site has limited impact on landscape character and nature conservation interests, and there are no overriding constraints to delivery.

Conclusion: Take Forward

Old Civil Service Sports Club, off Old Damson Lane

This site is located off Old Damson Lane, between Damson Parkway and the main A45. The site is very visually prominent and clear views into the site are available from the public footpath running along the southern boundary, as well as from the driveway to the Sports Club and residential bungalow to the north, and the sports pitches to the east. Old Damson

Lane has a rural character and the roadside mature trees hedgerows are important features. As there is currently no access to the site some of the mature trees and hedgerows would require removal, detrimentally impacting on the character of the area and that of Old Damson Lane. The site is not in a flood zone area and there are no flooding issues at the site. In terms of highway safety and convenience of access, Old Damson Lane is a narrow country lane which does not benefit from a dedicated footway or lighting. Although schools, GP surgeries and fresh food shops are all available in the main urban area of Solihull which is located within 2km of the site, the character of Old Damson Lane is not conducive to walking and cycling for such trips and the potential for pedestrian – vehicle conflict is relevant. The site is not considered to be in a particularly sustainable location nor a location which would be safe for vulnerable road users to use. There is also an issue regarding the potential loss of sports pitch provision.

Conclusion: Reject

Existing, well established unauthorised sites without the benefit of full planning permission

The Uplands, Dickens Heath Road (unauthorised site)

The site is a well established unauthorised site. It is a small scale, family owned and occupied site located approximately 1km from Dickens Heath village centre. The site is not visually obtrusive. It is located to the rear of a residential property and is well screened along the side and rear boundaries. There are no specific landscape designations affecting the site, although some of the trees are covered by a Tree Preservation Order. The site has good access to the highway network and Dickens Heath Road has a designated footway and a cycleway, is well lit and has a 30mph speed limit. All essential services are realistically accessible by walking and cycling and a bus service runs past the site with bus stops within 200m. The site provides, and has provided a settled base for the families that live there for a number of years, enabling them to access health and education facilities, and it has co-existed peacefully with the local community in this location for many years, thereby meeting wider sustainability objectives. It is considered that the site performs well against the criteria in Policy P6 of the draft Local Plan and should therefore be taken forward as a preferred site with a view to regularisation through the formal planning application process.

Conclusion: Take Forward

The Pleck, Shadowbrook Lane (temporary planning permission to June 2012)

The Pleck, Shadowbrook Lane was granted temporary planning permission on appeal in March 2006, extended to June 2012 by a further planning application. The site is well established, having been present in this location for over six years; however, the grant of temporary planning permission was given on the basis that the Council lacked evidence on the accommodation needs of Gypsies and Travellers and had no policy framework in place at the time. These factors, along with the personal circumstances of the occupiers and the fact that there were no other suitable sites available, represented 'very special circumstances' which justified the granting of temporary planning permission, despite the development being inappropriate and by definition harmful to the Green Belt. These 'very special circumstances' did not however, justify the granting of full planning permission.

Since this time, circumstances have changed; the Council has undertaken two GTAs and is seeking to address the issues around Gypsy and Traveller accommodation needs through the Local Development Framework. As such, these previous 'very special circumstances', would not therefore carry as much weight.

Notwithstanding this, in terms of the assessment, the site is small scale, accommodating just one pitch and does not therefore dominate the immediate locality or the nearest settled community. The site is screened from Shadowbrook Lane to some extent, although views into the site are available through gaps in the trees and hedgerows, and the relatively wide and open access affords more prominent views into the site from the highway. The lack of neighbours limits any adverse impact on privacy and residential amenity.

The site itself has been identified as a potential wildlife site / Site of importance for nature Conservation, it is immediately adjacent to a SSSI and there is potential for impact on sensitive designated habitats. However, a Gypsy and Traveller Pitch has been present on this site for a number of years and it could be argued that any impact has already occurred. In terms of highway safety and accessibility issues, there is some potential for pedestrian / vehicle conflict as Shadowbrook Lane itself has no footway provision and it is questionable whether walking and cycling to access services and facilities in Hampton-in-Arden is a realistic alternative to the car. The site is also subject to impact from aircraft noise.

Conclusion: Reject

Land Adjacent to the Pleck, Shadowbrook Lane (unauthorised site)

This site is currently the subject of a current planning application. Therefore, the outcome of the future of this site will be determined through the planning application process.

Conclusion: Determine through the planning application process

Do you agree with the results of the assessment?

If not, why not?

The Preferred Sites

Following the results of the assessment process, the sites that are being taken forward as the Council's preferred allocations are set out below:

- Land off Old Damson Lane, Solihull
- The Warren, Bickenhill Lane, Marston Green
- The Haven, Catherine-de-Barnes Lane, Bickenhill
- The Uplands, Dickens Heath Road, Dickens Heath

Rejected sites:

The rejected sites are therefore as follows:

- Land at School Road, Hockley Heath
- Land between Waste Lane and Old Waste Lane, Balsall Common,
- Land at Eaves Green Lane, Meriden
- Land adjacent to the Pleck, Shadowbrook Lane, Hampton-in-Arden
- Land off Salter Street, Earlswood
- Canal View, Salter Street, Earlswood
- The Pleck, Shadowbrook Lane
- Old Civil Service Sports Club, off Old Damson Lane

Policy P6 of the draft Local Plan states that sites in the Green Belt will not be permitted unless other locations have been considered and only then in "very special circumstances".

In Solihull, all of the suggested sites, together with all the existing authorised and unauthorised sites, are in the Green Belt. The Council has therefore had to consider the allocation of preferred sites on Green Belt land due to the lack of suitable alternative sites identified outside the Green Belt to meet identified needs. However, the assessment process has sought to ensure that the most suitable sites have been taken forward as preferred sites.

Do you agree with the preferred sites?

If not, why not?

Do you agree with the rejected sites?

If not, why not?

Site Capacity and Phasing

Site Capacity

Having considered which sites are the most suitable to take forward as preferred allocations, it is important to ensure that the pitch requirements identified in the GTAA can be accommodated.

Permanent Residential Pitches

There is no one size fits all measurement of a pitch; however the number of pitches that can be accommodated on the preferred sites has been considered with reference to the following:

- Work carried out by the Government and experience from other local authorities, which indicate an average pitch size of between 200m² and 300m² :
- Designing Gypsy and Traveller Sites: Good Practice Guide (CLG 2008)
- The physical characteristics of the site and the requirements of potential occupiers
- The need to promote the flexible use of land
- Discussions with owners / promoters of the preferred sites
- Relevant planning history and existing unauthorised / temporary uses

Based on these factors, the number of pitches that will be accommodated on each site is as follows:

Site	Number of pitches
Land at Damson Lane, Solihull ¹	23 Comprising: - 16 social rented pitches - 7 private pitches
The Warren, Bickenhill Lane, Marston Green	5
The Uplands, Dickens Heath Road ²	3
The Haven, Catherine-de-Barnes Lane, Bickenhill	12
Total	43

¹ The Homes and Communities Agency has awarded funding to a Registered Social Landlord for the provision of 16 social rented pitches at this site.

² The number of pitches on this existing, well established site without the benefit of full planning permission represents the number of pitches currently present.

Transit Pitches

Although the GTAA recognises that the scale of unauthorised encampments experienced is relatively small such that the formal provision of a transit site is not necessary, the Council considers it prudent to manage the issue of Gypsies and Travellers passing through the Borough for a specific period of time in a proactive way. It is therefore proposed that a small number of transit pitches should be identified. This will ensure that the Council meets its obligations to facilitate the traditional and nomadic way of life for Travellers, while respecting the interests of the settled community by providing Gypsies and Travellers with an alternative to stopping illegally or on inappropriate land.

This is in accordance with the GTAA which suggests identifying pieces of land to which Gypsies and Travellers coming into the area could be encouraged to move.

Gypsy and Traveller Site Allocations DPD Preferred Options

Transit pitch provision will therefore be provided as follows:

Site	Number of transit pitches
Land at Old Damson Lane, Solihull	5

This DPD therefore seeks to allocate sufficient land to meet the accommodation needs identified in the 2012 GTAA. This will also include the need to ensure that a range of tenure options are available and that the needs of the transient population are addressed.

The preferred sites and the number of pitches that will be accommodated on each are shown at Appendix D. With regard to the site at Old Damson Lane, the pitch types could be clearly separated to ensure effective site management.

It is proposed that site specific issues such as layout will be dealt with at the detailed planning application stage, taking account of the considerations outlined in this DPD.

**Do you think the number of pitches proposed for each preferred site is acceptable?
If not, why not?**

Phasing

In order to help secure the delivery of Gypsy and Traveller pitches throughout the plan period to meet identified need, it is proposed that sites are phased. Phasing will enable the Council to identify a supply of developable sites over the next 6 – 10 and 10 -15 years in accordance with the new planning policy for traveller sites. Phasing would also enable sites identified for a subsequent phase to be brought forward if necessary.

Without phasing there is a danger that all sites could come forward early in the plan period, leading to a lack of sites in the latter part of the plan period and the need for more sites to be found.

Phase 1 (Up to 2017)

The following sites are identified for development in Phase 1

	Number of pitches
Land at Old Damson Lane, Solihull	23 (plus 5 transit pitches)
The Warren, Bickenhill Lane, Marston Green	5
The Uplands, Dickens Heath Road	3
Total	31 (plus 5 transit pitches)

Development of these sites will exceed the immediate identified need for 26 pitches to 2017. The Phase 1 sites will help to fulfil all sources of need arising as identified in the GTAA and they will enable a mix of tenures to be provided, including the provision of 16 socially rented pitches.

Phase 2 (post 2017)

The following site is identified for development in Phase 2

	Number of pitches
The Haven, Catherine-de-Barnes Lane, Bickenhill	12

Gypsy and Traveller Site Allocations DPD Preferred Options

This site will help to meet more long term needs for Gypsy and Traveller Accommodation.

Do you think that Gypsy and Traveller sites should be phased?

If not, why not?

Do you have any other comments to make about the preferred approach to the phasing of sites?

Other Matters

Detailed Planning Considerations

Policy P6 of the draft Local Plan sets out the criteria against which site allocations will be considered and provides a basis for decision making should planning applications come forward. However, once sites have been allocated and / or planning applications submitted, it is important to ensure that development is well designed, respects the local environment and meets the needs of the Gypsy and Traveller community.

The DPD will therefore include a policy on what the Council will expect to see when detailed planning applications are submitted.

Draft Policy Direction – Detailed Planning Considerations

Proposals for development will be expected to have regard to guidance outlined in the Government’s good practice guide on ‘Designing Gypsy and Traveller Sites’ and:

- **Incorporate appropriate vehicular access and turning space**
- **Minimise conflict between pedestrians / cyclists and vehicles on site**
- **Include appropriate landscaping proposals and demonstrate that key elements of landscape character have been identified, retained and incorporated into the design. The presence of close board fencing will generally be considered inappropriate as a means of screening the site or pitch separation.**
- **Be well designed and laid out, ensuring that proposed amenity buildings or day rooms are sensitively sited and use sympathetic materials.**
- **Ensure that children are able to play safely on site.**

Schemes should make clear what commercial activity, if any, would be carried out on site and where.

It is recommended that pre-application advice is sought on proposals for Gypsy and Traveller related development.

Safeguarding

To ensure that the levels of Gypsy and Traveller accommodation are maintained, all current authorised sites and future sites allocated through this DPD or via the successful outcome of a planning application will also be safeguarded.

Safeguarding will ensure that existing and future Gypsy and Traveller sites remain as such and are not lost to alternative development.

Draft Policy Direction – Safeguarding

The Council will safeguard all existing authorised Gypsy and Traveller sites. Any new sites will also be safeguarded.

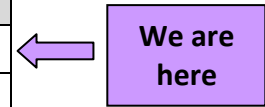
Do you have any comments to make on the detailed policy considerations?

Do you have any comments to make about the inclusion of a safeguarding policy?

Next Steps

The preparation stages for the Solihull Gypsy and Traveller Site Allocations DPD is summarised below:

Options Consultation	July and August 2011
Assess suggested sites, update evidence base and develop Preferred Options	November – May 2012
Public consultation on Preferred Options	July and August 2012
Preparation of Pre-Submission Draft	October – December 2012
Publication of Pre-submission Draft	February – April 2013
Submission of the Gypsy and Traveller Site Allocations Development Plan Document to the Secretary of State	July 2013



What do you need to do?

We would like as many people as possible to have their say about this document. Please send your responses to us by Monday 3 September 2012.

How to make your comments

You can respond in two ways:

- Using the Gypsy and Traveller Site Allocations DPD preferred options response form and returning it to the address given on the back of the form.
- Emailing your comments to:

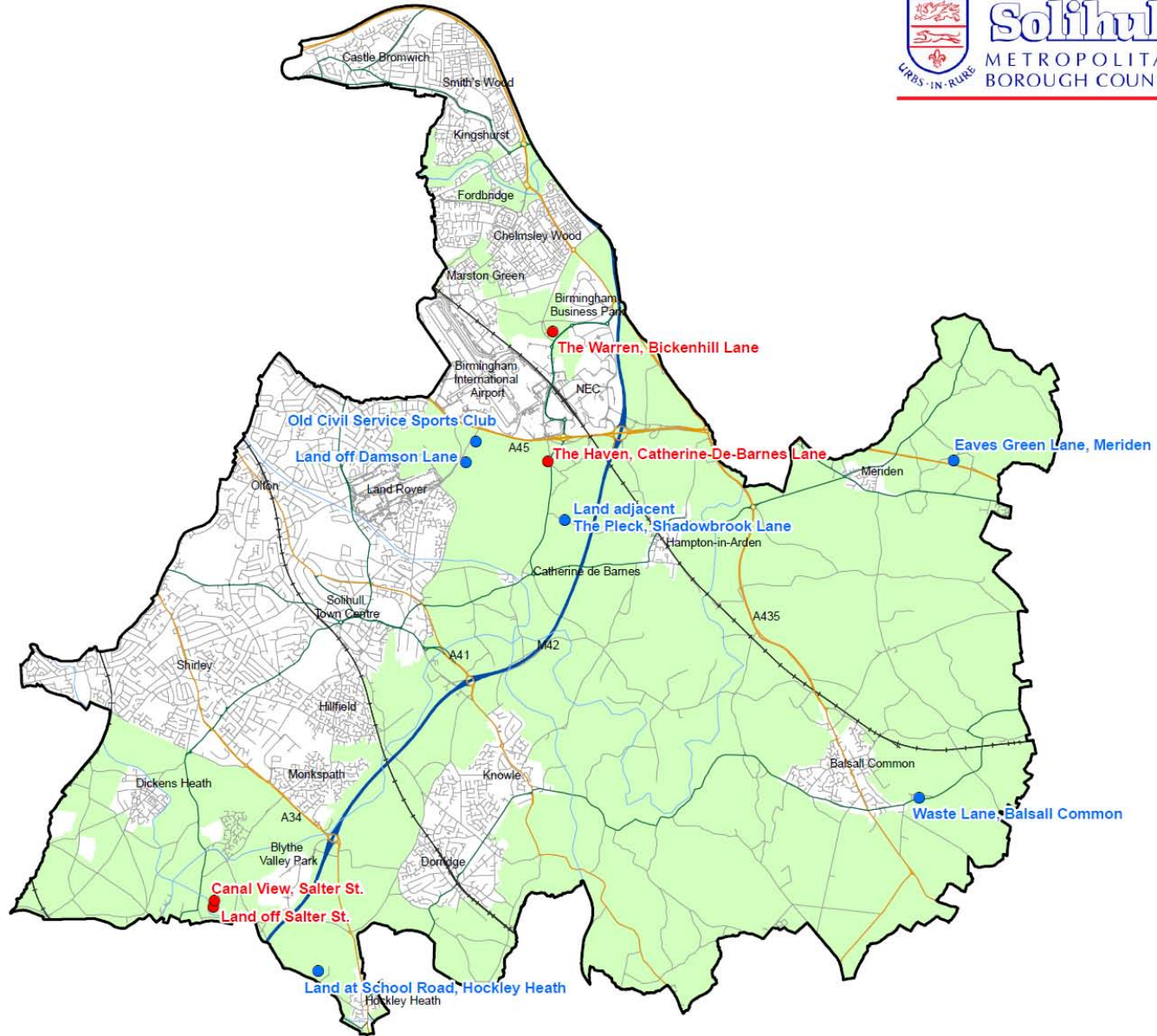
psp@solihull.gov.uk

To find out more about the Gypsy and Traveller Site Allocations DPD you can visit our webpage at solihull.gov.uk/LDF or call us on 0121 704 6428.

Appendix A -List of Sites Suggested Through the Call for Sites Exercise



Location of Suggested Gypsy & Traveller Sites



Legend

- Solihull Borough Boundary
- Railway
- River
- A Roads
- B Roads
- Motorway
- Green Belt
- Gypsy & Traveller Sites**
- New site submitted
- Site put forward for extension



Land at School Road, Hockley Heath



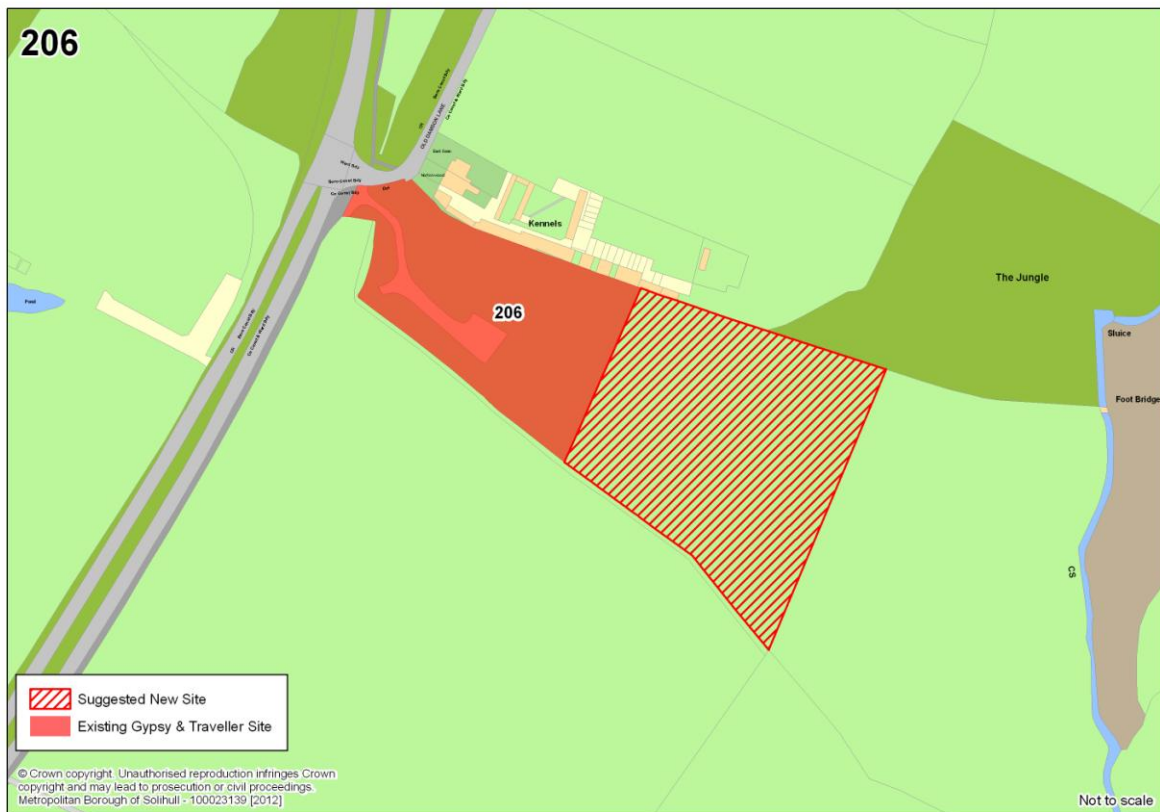
Land between Waste Lane and Old Waste Lane, Balsall Common



Land at Eaves Green Lane, Meriden



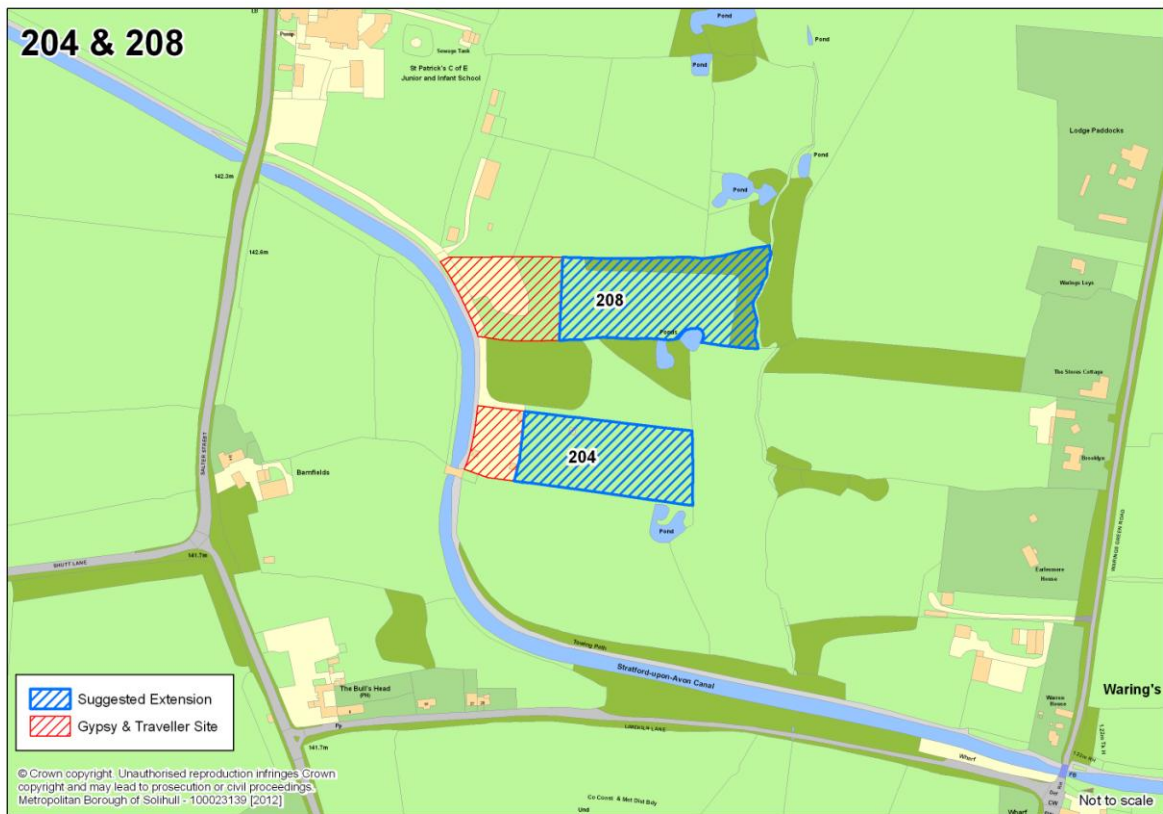
Land at Old Damson Lane, Solihull



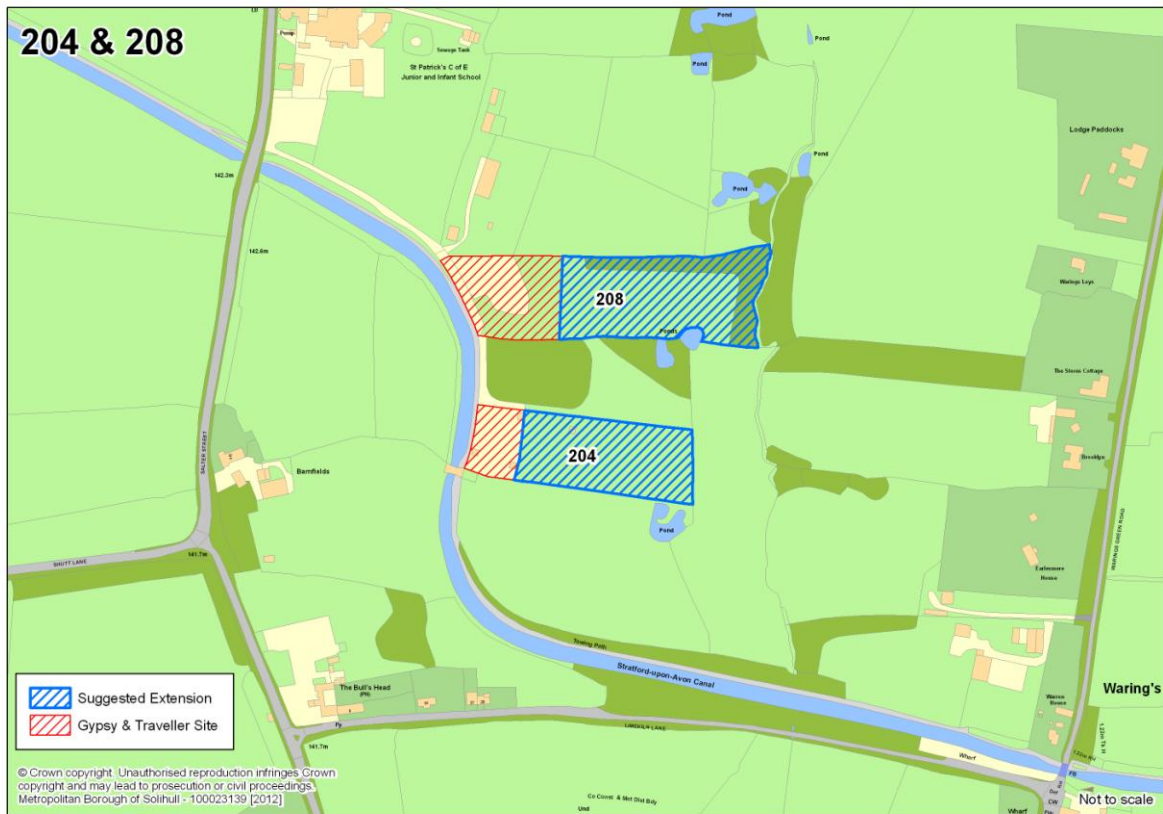
Land adjacent to the Pleck, Shadowbrook Lane



Land off Salter Street, Earlswood (site 204)



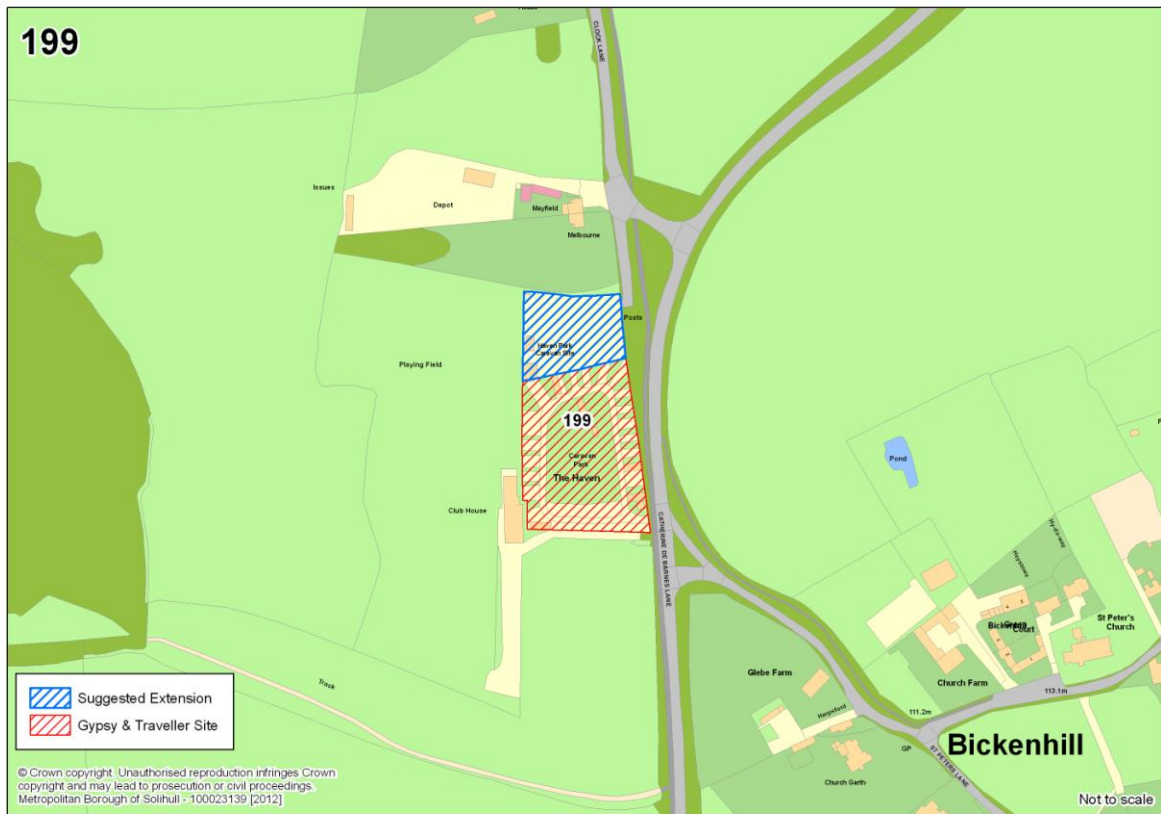
Canal View, off Salter Street (site 208)



The Warren, Bickenhill Lane



The Haven, Catherine-de-Barnes Lane



Old Civil Service Sports Club, off Old Damson Lane



Appendix B – Site Assessment Criteria and Detailed Considerations

	Issues to consider
Availability	<ul style="list-style-type: none"> • Whether the site is available, in principle, for use as a Gypsy and Traveller site. • Land ownership • Legal constraint (ransom strips, tenancies, multiple ownerships etc)
Suitability: Criteria in Policy P6	
Whether the size and scale of the site and the number of caravans stationed is appropriate to the size and density of the nearest settled community.	<ul style="list-style-type: none"> • Whether the site size is appropriate for its local context in relation to the local infrastructure, the local environment and the local settled population size and density. • Consider impact on the immediate locality and nearest settlement.
Visual Impact	<ul style="list-style-type: none"> • Consider the visual prominence and visual impact of the site from various public and private viewpoints including: <ul style="list-style-type: none"> ○ public highway ○ public footpaths ○ other public areas ○ surrounding residential properties
Flooding	<ul style="list-style-type: none"> • Whether the site is located in a flood zone. • Whether evidence suggests that there are other flooding issues affecting the site and its surroundings.
Impact on landscape, local nature conservation, ecology, biodiversity	<ul style="list-style-type: none"> • Whether there any statutory designations affecting the site including <ul style="list-style-type: none"> ○ Site of Special Scientific Interest ○ National Nature Reserve ○ Scheduled Ancient Monument ○ Listed Building ○ Registered Historic Parks and Gardens ○ Conservation Areas
	<ul style="list-style-type: none"> • Whether there any local environmental designations affecting the site. <ul style="list-style-type: none"> ○ Local Nature Reserves ○ Local Wildlife Site ○ Tree Preservation Orders ○ Ancient Woodland

Gypsy and Traveller Site Allocations DPD Preferred Options

	<ul style="list-style-type: none"> ○ Sites of Interest for Nature Conservation ○ Local Geographical Site ○ Heritage Assets (local lists)
	<ul style="list-style-type: none"> ● Whether there is likely to be any impact on features that contribute to the landscape character. Eg hedgerows ● Whether there are special qualities to the landscape
Impact on privacy and residential amenity for site occupiers and neighbouring uses	<ul style="list-style-type: none"> ● Whether there is likely to be any impact on biodiversity resources or known protected species ● Whether neighbouring uses are likely to unacceptably affect / be affected by Gypsies and Travellers (light, visual impact, noise, general disturbance, other issues) ● Whether there is likely to be any significantly adverse impact on the character and appearance of the area
Safe and convenient access to the highway network	<ul style="list-style-type: none"> ● Whether the access and roads in the vicinity are of an appropriate standard (considering issues such as the adequacy of the existing access, the character and speed of the road and width and alignment) ● Potential for pedestrian / vehicle conflict (considering issues such as whether the road has a designated footway or cycleway and is lit) ● Whether there are other highway safety concerns or other highway issues.
Accessibility to local services and facilities by walking, cycling and public transport	<ul style="list-style-type: none"> ● Whether essential key services are available in the nearest settlement (essential services include schools, health facilities and fresh food and all should ideally be available). ● Whether key services are within an appropriate walking and cycling distance and whether the route is conducive to walking and cycling for such trips. ● Whether public transport is available and provides a relatively frequent level of service. <p>Sites will be considered more suitable where all essential services are available in the nearest settlement and are within realistic walking and cycling distances.</p>
Other Issues to consider	<ul style="list-style-type: none"> ● Whether there are any other site specific or other issues that need to be considered.
Achievability	<ul style="list-style-type: none"> ● Whether the site has any constraints to delivery. <ul style="list-style-type: none"> ● Alternative land uses ● Remediation work required ● Viability

Appendix C – Site Assessments

Land at School Road, Hockley Heath



Criteria	Land at School Road
Availability	Currently available for use.
Suitability	Policy P6 of the Draft Local Plan
Size and Scale	<ul style="list-style-type: none"> • Large scale site inappropriate in size and scale when considered in the context of the immediate local environment and population. • Not significantly out of scale when considered in the context of Hockley Heath as a whole, although some essential services are lacking in this village.
Visual Impact	<ul style="list-style-type: none"> • Very limited views from the public highway. • More prominent views from the east from the public highway and public footpath. • No views of the site from the canal towpath • Significant visual intrusion into the landscape when viewed from the residential properties in the immediate vicinity of the site. • Impact on openness
Flooding	<ul style="list-style-type: none"> • The site is not located in a flood zone • There are surface water flooding issues on the site.

Gypsy and Traveller Site Allocations DPD Preferred Options

<p>Impact on landscape, local nature conservation, ecology, biodiversity</p>	<ul style="list-style-type: none"> • No statutory national designations or local environmental designations affecting the site. • The site is in an attractive rural environment and despite being close to settlements the area has a remote feel. • Existing trees and hedgerows along School Road contribute to its rural character and some may need to be removed to create a suitable site access. • Solihull Countryside Strategy identifies the location as an area which retains many of the unique features of Arden Pastureland, typically small scale, enclosed landscape containing a variety of natural habitats. • Development would impact on the current landscape and character and appearance of the area, resulting in a somewhat isolated development within what is largely an open field. • Protected / priority species issues are unknown at this stage. Further assessment required.
<p>Privacy and residential amenity, impact on character and appearance</p>	<ul style="list-style-type: none"> • Impact on the privacy and residential amenity of residential properties immediately adjacent to the site in terms of noise, increase in vehicle movements, impact from artificial light sources and general disturbance.
<p>Safe and convenient access to the highway network</p>	<ul style="list-style-type: none"> • School Road is a relatively rural character past the site from direction of Hockley Heath. • Speed limit is 60mph. • Although the road is wide enough for 2 cars to pass, there is localised congestion and parking issues further along the road due to the presence of the School. • The road has no formal footway provision and it is unlit thereby increasing the potential for conflict between vehicles and pedestrians.
<p>Accessibility to local services and facilities by walking, cycling and public transport</p>	<ul style="list-style-type: none"> • School and fresh food facilities are available within 2km of the site in Hockley Heath. • There is no GP surgery within the village. • The character of the route to essential facilities is not conducive to pedestrians or cyclists. • Public transport is not readily available.
<p>Other Issues</p>	<ul style="list-style-type: none"> • Impact on the openness of the Green Belt • Community cohesion issues. Significant local opposition to the potential for a Gypsy and Traveller site in this location.
<p>Delivery</p>	<ul style="list-style-type: none"> • Delivery of the site has not been fully determined. • Large site would be inappropriate in this location therefore viability issues. • The presence of a fuel pipeline under the site may act as a constraint to delivery.

Land between Waste Lane and Old Waste Lane, Balsall Common



Criteria	Land at Old Waste Lane
Availability	<ul style="list-style-type: none"> Site is not available.
Suitability	N/A
Delivery	<ul style="list-style-type: none"> Site would not be delivered.

Eaves Green Lane, Meriden



Criteria	Eaves Green Lane
Availability	Currently available for use
Suitability	Policy P6 of the Draft Local Plan
Size and Scale	<ul style="list-style-type: none"> • Greatest impact on immediate locality. • Acceptable scale with the size and density of the local settled community of Eaves Green or Meriden as a whole.
Visual Impact	<ul style="list-style-type: none"> • Highly visible from a range of public and private viewpoints including the many public footpaths in the area, the A45, Eaves Green Lane itself and surrounding residential properties including the houses opposite which have a view directly over the site. • Impact on openness
Flooding	<ul style="list-style-type: none"> • The site is not located in a flood zone • Likely that all other flooding issues can be overcome.
Impact on landscape, local nature conservation, ecology, biodiversity	<ul style="list-style-type: none"> • No specific landscape or other statutory designations covering the site. • Northern hedgerow boundary is a designated local wildlife site. • Roadside trees and hedges are an important feature of the lanes and the area and their loss would be harmful. • The site is in an attractive rural environment and despite being close to settlements the area has a remote feel.

Gypsy and Traveller Site Allocations DPD Preferred Options

<p>Privacy and residential amenity, impact on character and appearance</p>	<ul style="list-style-type: none"> • Impact of urbanisation on the character and appearance of the area • Limited evidence of activities which would harm the amenity of local residents.
<p>Safe and convenient access to the highway network</p>	<ul style="list-style-type: none"> • Narrow country lanes with limited carriageway width and potentially dangerous bends. • Likely conflicts between vehicles and pedestrians. • There is limited visibility at some points and the roads are liable to flooding. • Increased traffic would have a significant effect on the minor roads in the vicinity.
<p>Accessibility to local services and facilities by walking, cycling and public transport</p>	<ul style="list-style-type: none"> • GP surgery, primary school and fresh food is available approximately 2km away in Meriden • Character of the route to essential facilities not conducive to pedestrians or cyclists • Public transport is not readily available.
<p>Other Issues</p>	<ul style="list-style-type: none"> • Impact on openness of the Green Belt and safeguarding of the countryside • Continuing tension between the site occupants and settled residents.
<p>Delivery</p>	<ul style="list-style-type: none"> • The site has no overriding constraints to delivery.

Land off Old Damson Lane, Solihull



Criteria	Land off Old Damson Lane
Availability	Currently available for use.
Suitability	Policy P6 of the Draft Local Plan
Size and Scale	<ul style="list-style-type: none"> Site size and number of pitches likely to be accommodated (approximately 16) of acceptable scale with the local settled community and the services and facilities available in the main urban area of Solihull.
Visual Impact	<ul style="list-style-type: none"> Limited views of the site from the public highway and from the south, although views into the site from Old Damson Lane are more prominent. Views from the east are more open, although no nearby roads or public footpaths to create any other public view point. Very few surrounding residential dwellings thus limiting views from private properties.
Flooding	<ul style="list-style-type: none"> A small part of the north eastern corner of the site is located in a flood zone There are surface water flooding issues on the site.
Impact on landscape, local nature conservation, ecology, biodiversity	<ul style="list-style-type: none"> No statutory national designations within the site. Site adjacent to the Castle Hill Farm Meadow Local Wildlife Site. Impact will need to be considered. Solihull Countryside Strategy identifies this location as being strongly dominated by commercial and urban influences and is also subject to significant change as a result of further expansion at the Airport and NEC. The sensitivity of the site is therefore debatable. Protected / priority species unknown and further investigation would be needed.

Gypsy and Traveller Site Allocations DPD Preferred Options

Privacy and residential amenity, impact on character and appearance	<ul style="list-style-type: none"> • Very few neighbouring uses. No significant impact on privacy and residential amenity for either site occupants or neighbouring uses.
Safe and convenient access to the highway network	<ul style="list-style-type: none"> • Satisfactory access from the junction of Old Damson Lane and Damson Parkway. • Damon Parkway has an urban character, a 40mph speed limit, is lit and has a designated footway. • Potential for pedestrian / vehicle conflict is very limited. • The existing authorised site appears to be operating satisfactory from a highway safety perspective.
Accessibility to local services and facilities by walking, cycling and public transport	<ul style="list-style-type: none"> • GP Surgery, school and fresh food are available within 2km of the site. • Character of the route to essential facilities is conducive to pedestrians and cyclists. • Public transport is readily available with a stop immediately outside the site.
Other Issues	<ul style="list-style-type: none"> • Impact on openness of the Green Belt. • The site is within noise category B meaning that noise should be taken into account.
Delivery	<ul style="list-style-type: none"> • The site has no overriding constraints to delivery. • A Housing Association has received funding to develop a site in this location.

NB – This site is part of a wider parcel of land (see dashed area on the plan above). It is therefore considered sensible to assess whether some of this additional land could also be utilised for use by Gypsies and Travellers.

Criteria	Wider parcel of land off Old Damson Lane (see dashed area on plan above)
Availability	Currently available for use.
Suitability	Policy P6 of the Draft Local Plan
Size and Scale	<ul style="list-style-type: none"> • The size of the full extent of the wider site and number of pitches that could theoretically be accommodated would be large and significantly out of scale for the location. • Utilising a smaller area of the wider site with a much smaller number of pitches would not result in a site that would have an unacceptably adverse impact on the immediate locality or the nearest settled community.
Visual Impact	<ul style="list-style-type: none"> • There are limited views of the site from the public highway and from the south. Although views from Old Damson Lane into the site are more prominent. It is considered that utilising the full capacity of the wider site would however have an unacceptable adverse visual impact. • Views from the east are more open, although there are no nearby roads or public footpaths to create any other public view point. • Very few surrounding residential dwellings thus limiting views from private properties.
Flooding	<ul style="list-style-type: none"> • A small part of the wider site is located in a flood zone area. • Surface water flooding issues are present, with the eastern end of the site being more susceptible to surface water flooding.

Gypsy and Traveller Site Allocations DPD Preferred Options

<p>Impact on landscape, local nature conservation, ecology, biodiversity</p>	<ul style="list-style-type: none"> • No statutory national designations within the site. • Site adjacent to the Castle Hill Farm Meadow Local Wildlife Site. Impact will need to be considered. • Solihull Countryside Strategy identifies this location as being strongly dominated by commercial and urban influences and is also subject to significant change as a result of further expansion at the Airport and NEC. The sensitivity of the site is therefore debatable. • Protected / priority species unknown and further investigation would be needed. • A large scale site with a large number of trailers and caravans would have an adverse impact on the landscape character and would create an urbanising effect on the more rural landscape in this part of Solihull. However, a smaller scale site, with a limited number of caravans would significantly lessen this impact.
<p>Privacy and residential amenity, impact on character and appearance</p>	<ul style="list-style-type: none"> • Very few neighbouring uses. No significant impact on privacy and residential amenity for either future site occupants or neighbouring uses. Although the privacy and residential amenity of the Travellers on the authorised part of the site would be affected should a very large number in pitches be accommodated on the wider site.
<p>Safe and convenient access to the highway network</p>	<ul style="list-style-type: none"> • Satisfactory access from the junction of Old Damson Lane and Damson Parkway. • Damon Parkway has an urban character, a 40mph speed limit, is lit and has a designated footway. • Potential for pedestrian / vehicle conflict is very limited. • The existing authorised site appears to be operating satisfactory from a highway safety perspective. • Additional pitches on the wider part of the site would be unlikely to have an adverse impact on highway safety.
<p>Accessibility to local services and facilities by walking, cycling and public transport</p>	<ul style="list-style-type: none"> • GP Surgery, school and fresh food are available within 2km of the site. • Character of the route to essential facilities is conducive to pedestrians and cyclists. • Public transport is readily available with a stop immediately outside the site.
<p>Other Issues</p>	<ul style="list-style-type: none"> • Impact on openness of the Green Belt. • The site is within noise category B meaning that noise should be taken into account.
<p>Delivery</p>	<ul style="list-style-type: none"> • The site has no overriding constraints to delivery.

Land adjacent to the Pleck, Shadowbrook Lane, Hampton-in-Arden

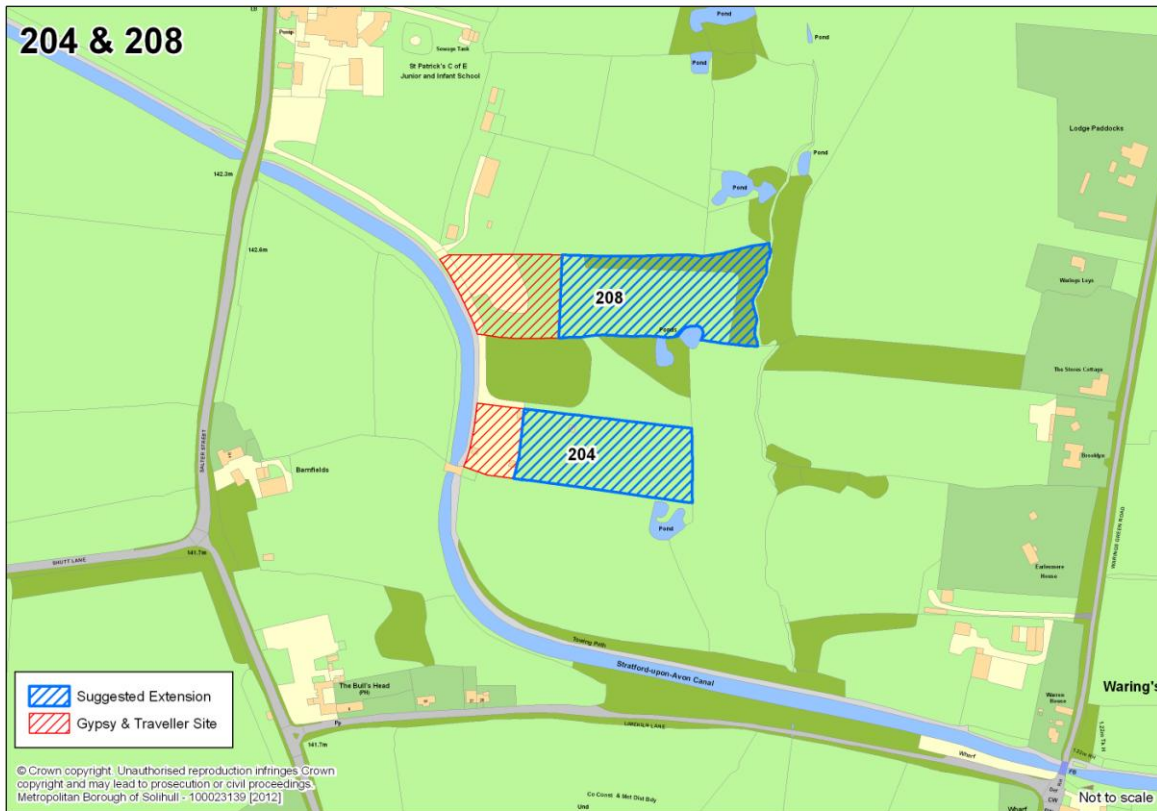


Criteria	Land adjacent to the Pleck, Shadowbrook Lane
Availability	Currently available for use.
Suitability	Policy P6 of the Draft Local Plan
Size and Scale	<ul style="list-style-type: none"> • Small scale site in terms of size and number of pitches proposed (up to 10). • Acceptable in relation to local context and the local infrastructure and population size and density of Hampton-in-Arden.
Visual Impact	<ul style="list-style-type: none"> • Very visually prominent from the public highway. • Visible from the one public footpath in the vicinity of the site. • No views of the site from residential properties and other public and private views of the site are limited.
Flooding	<ul style="list-style-type: none"> • The site is not located in a flood zone • There are no other flooding issues.
Impact on landscape, local nature conservation, ecology, biodiversity	<ul style="list-style-type: none"> • No statutory national designations within the site. • Designated SSSI immediately adjacent to the north and west. Potential for impact on sensitive designated habitats. Further assessment required. • Site identified as a potential Local Wildlife site / site of interest for nature conservation. • Site is within close proximity of a Local Wildlife Site • Solihull Countryside Strategy identifies the location as being in the motorway corridor, recognising the dominance of the motorway in this part of the Borough. The sensitivity of the site is therefore debatable.

Gypsy and Traveller Site Allocations DPD Preferred Options

<p>Privacy and residential amenity, impact on character and appearance</p>	<ul style="list-style-type: none"> • Very few neighbouring uses. • Negligible impact on privacy and residential amenity for site occupants or neighbours.
<p>Safe and convenient access to the highway network</p>	<ul style="list-style-type: none"> • Although Shadowbrook Lane has a rural character, speeds are limited to 40mph, and the carriageway is of an acceptable width. • No formal footway provision, although the character of the road and the speed limit in force marginally reduces the potential for pedestrian and vehicle conflict.
<p>Accessibility to local services and facilities by walking, cycling and public transport</p>	<ul style="list-style-type: none"> • GP surgery, school and fresh food is available in Hampton-in-Arden at the upper limit or outside of what is considered to be a realistic walking distance. • Character of the route to essential facilities not conducive to pedestrians or cyclists. • Public transport is not readily available.
<p>Other Issues</p>	<ul style="list-style-type: none"> • Impact on openness of the Green Belt • Site is subject to impact from aircraft noise
<p>Delivery</p>	<ul style="list-style-type: none"> • The site has no known overriding constraints to delivery.

Land Off Salter Street, Earlswood (site 204)

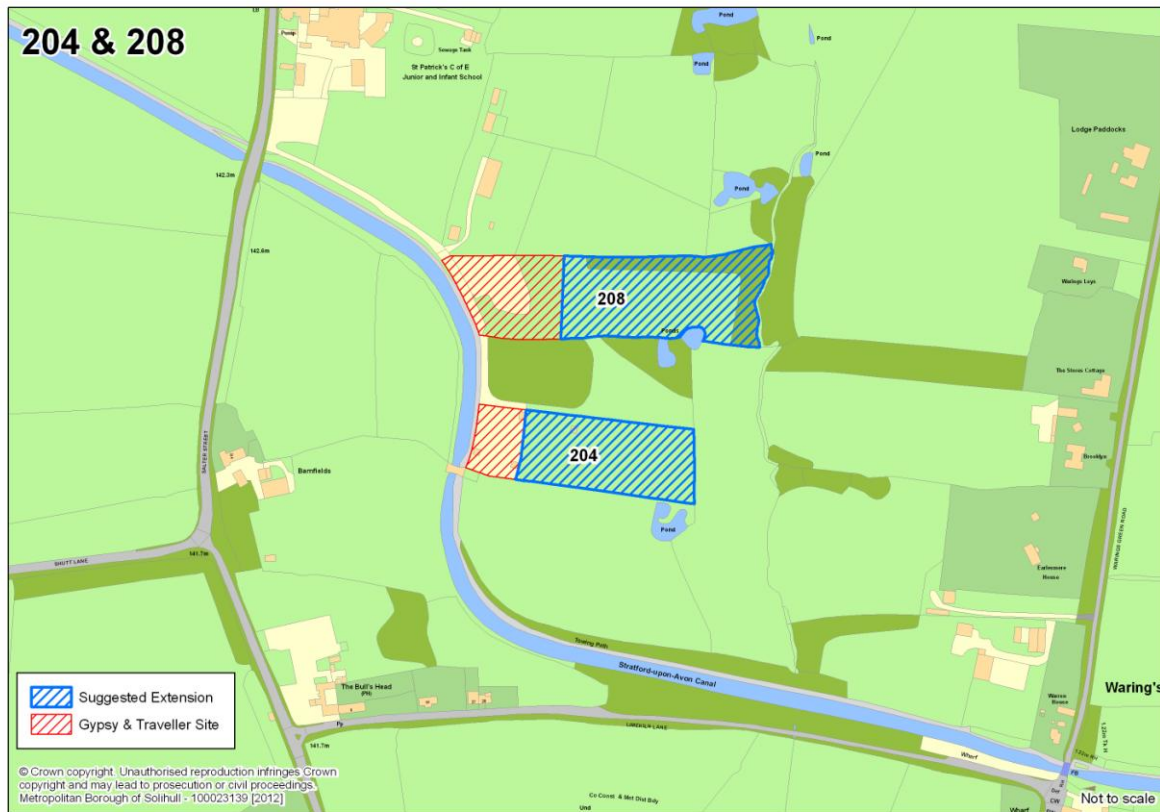


Criteria	Land off Salter Street
Availability	<ul style="list-style-type: none"> • Currently available for use
Suitability	Policy P6 of the Draft Local Plan
Size and Scale	<ul style="list-style-type: none"> • Any large physical expansion of the site would be out of scale with the existing site and out scale with the local settled community which live in a scattering of houses along country lanes in the vicinity. • Not significantly out of scale when considered in the context of Cheswick Green as a whole, particularly as all essential services are available in the village which is less than 2km from the site.
Visual Impact	<ul style="list-style-type: none"> • Visually unobtrusive from the public highway, public footpaths, the adjacent canal or towpaths. • More prominent views from the east across the valley, although limited to a small number of residential properties.
Flooding	<ul style="list-style-type: none"> • The site is not located in a flooding zone. • There is evidence of surface water flooding issues on the site.
Impact on landscape, local nature conservation, ecology, biodiversity	<ul style="list-style-type: none"> • No statutory designations or other local designations affecting the site. • The adjoining canal and some nearby, but not adjoining land, is a <u>proposed</u> Local Wildlife Site (LWS) / Site of Interest for nature Conservation (SINC). • Unlikely that any existing features such as trees or hedges would be removed, although large scale extension would impact on the local landscape character which is a small scale and enclosed. • Unknown impact on protected / priority species. Further assessment required.

Gypsy and Traveller Site Allocations DPD Preferred Options

<p>Privacy and residential amenity, impact on character and appearance</p>	<ul style="list-style-type: none"> • Limited impact on privacy and residential amenity for site occupants due to lack of neighbours. • Contour of the land is such that longer distance views of the site are available from a small number of residential properties. A significantly extended site would bring the development closer to these properties and have a greater impact on residential amenity in terms of lighting and increase in general activity. • Impact of urbanisation and potential cumulative impact with existing and other proposed sites
<p>Safe and convenient access to the highway network</p>	<ul style="list-style-type: none"> • Access to the site via a small track from Salter Street. Although access is shared with the exit of the car park to the adjacent school, there have been no accidents at this junction over the last five years. No other land use (apart from a further Gypsy and traveller site) is accessed from this track. • Salter Street has a semi-rural character, a 40mph speed limit and a designated footway thereby significantly reducing potential conflict between vehicles and pedestrians.
<p>Accessibility to local services and facilities by walking, cycling and public transport</p>	<ul style="list-style-type: none"> • A GP surgery, primary school and fresh food are available within 2km of the site. • The character of the route to essential facilities is conducive to walking and cycling. • Public transport is not readily available in the immediate vicinity of the site, although it is available in Cheswick Green.
<p>Other Issues to consider</p>	<ul style="list-style-type: none"> • Impact on the openness of the Green Belt. • No other significant issues.
<p>Delivery</p>	<ul style="list-style-type: none"> • The site has no overriding constraints to delivery.

Canal View, Off Salter Street, Earlswood (site 208)



Criteria	Canal View, Salter Street
Availability	<ul style="list-style-type: none"> • Currently available for use
Suitability	Policy P6 of the Draft Local Plan
Size and Scale	<ul style="list-style-type: none"> • Any large physical expansion of the site would be out of scale with the existing site and out scale with the local settled community which live in a scattering of houses along country lanes in the vicinity. • Not significantly out of scale when considered in the context of Cheswick Green as a whole, particularly as all essential services are available in the village which is less than 2km from the site.
Visual Impact	<ul style="list-style-type: none"> • Visually unobtrusive from the public highway, public footpaths, the adjacent canal or towpaths. • More prominent views from the east across the valley, although visual impact would be limited to a small number of residential properties.
Flooding	<ul style="list-style-type: none"> • The site is not located in a flooding zone. • There is evidence of surface water flooding issues on the site.
Impact on landscape, local nature conservation, ecology, biodiversity	<ul style="list-style-type: none"> • No statutory designations or other local designations affecting the site. • The site is covered by a <u>proposed</u> Local Wildlife Site / Site of Interest for nature Conservation. However, the existing authorised site is also covered by the same designation. • Unlikely that any existing features such as trees or hedges would be removed, although large scale extension would impact on the local landscape character which is a small scale and enclosed. • Unknown impact on protected / priority species. Further assessment required.

Gypsy and Traveller Site Allocations DPD Preferred Options

<p>Privacy and residential amenity, impact on character and appearance</p>	<ul style="list-style-type: none"> • Limited impact on privacy and residential amenity for site occupants due to lack of neighbours. • Contour of the land is such that longer distance views of the site are available from a small number of residential properties. A significantly extended site would bring the development closer to these properties and have a greater impact on residential amenity in terms of lighting and increase in general activity. • Impact of urbanisation and potential cumulative impact with existing and other proposed site.
<p>Safe and convenient access to the highway network</p>	<ul style="list-style-type: none"> • Access to the site via a small track from Salter Street. Although access is shared with the exit of the car park to the adjacent school, there have been no accidents at this junction over the last five years. No other land use (apart from a further Gypsy and traveller site) is accessed from this track. • Salter Street has a semi-rural character, a 40mph speed limit and a designated footway thereby reducing potential conflict between vehicles and pedestrians.
<p>Accessibility to local services and facilities by walking, cycling and public transport</p>	<ul style="list-style-type: none"> • A GP surgery, primary school and fresh food are available within 2km of the site. • The character of the route to essential facilities is conducive to walking and cycling. • Public transport is not readily available in the immediate vicinity of the site, although it is available in Cheswick Green.
<p>Other Issues to consider</p>	<ul style="list-style-type: none"> • Impact on the openness of the Green Belt. • No other significant issues.
<p>Delivery</p>	<ul style="list-style-type: none"> • The site has no overriding constraints to delivery.

The Warren, Bickenhill Lane, Marston Green

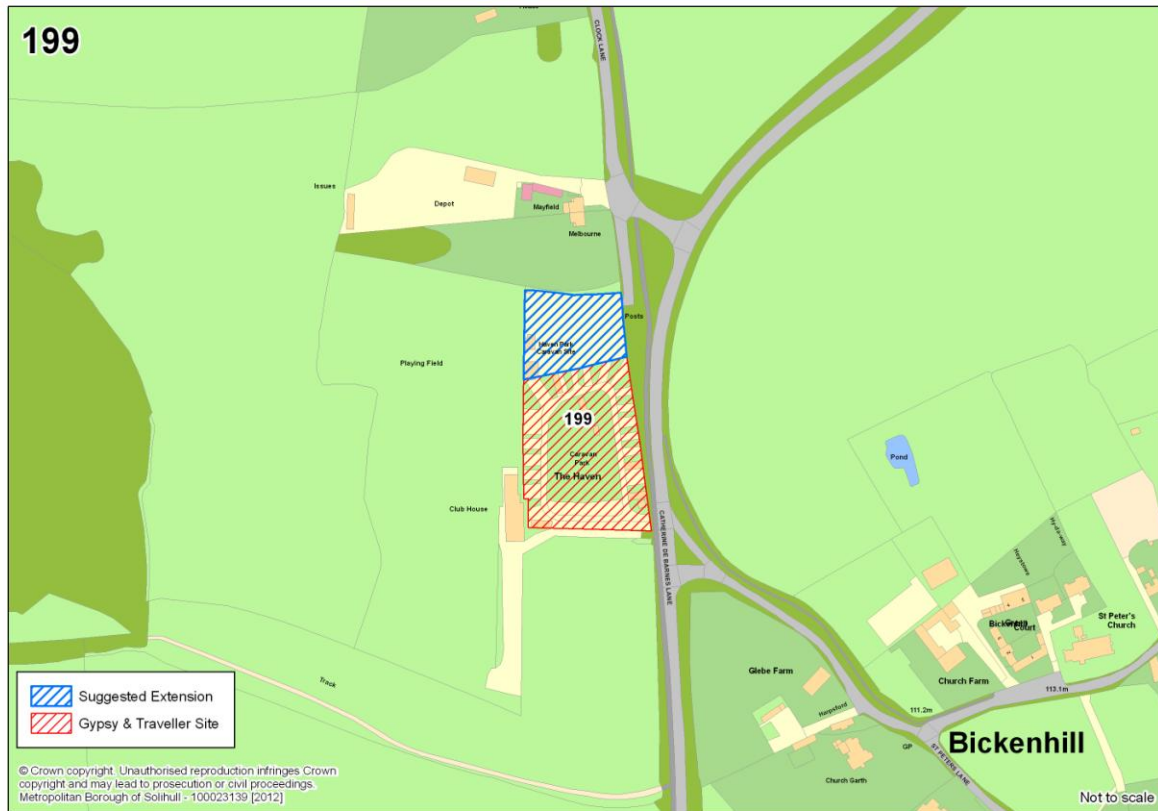


Criteria	The Warren
Availability	<ul style="list-style-type: none"> • Currently available for use
Suitability	Policy P6 of the Draft Local Plan
Size and Scale	<ul style="list-style-type: none"> • Within an established residential and commercial area and the existing site has been well established for many years. • An extension to this site and increase in pitches would not be out of scale with the size and density with the surrounding land uses or local settled community.
Visual Impact	<ul style="list-style-type: none"> • The site is not visible from the public highway, public footpaths or other public areas. • Existing screening limits views into the site from adjacent residential properties.
Flooding	<ul style="list-style-type: none"> • The site is not located in a flooding zone. • The site is in an area that is susceptible to groundwater flooding issues. There may be surface water issues towards the eastern end of the proposed site extension site.
Impact on landscape, local nature conservation, ecology, biodiversity	<ul style="list-style-type: none"> • There are no statutory national designations covering the site. • Adjacent to a Local Wildlife Site. • Site extension is included within a TPO area. Further assessment will need to be undertaken as some trees highlighted as being dead or dying. • Solihull Countryside Strategy highlights that area is strongly dominated by

Gypsy and Traveller Site Allocations DPD Preferred Options

	<p>commercial and urban influences and is also subject to significant change as a result of further expansion at the Airport and NEC. Sensitivity of the site is therefore debatable.</p> <ul style="list-style-type: none"> • Unknown impact on protected / priority species.
Privacy and residential amenity, impact on character and appearance	<ul style="list-style-type: none"> • Increase in vehicle movements may slightly reduce residential amenity for occupiers of properties adjacent to the site. • Extended site would be further away from existing residential properties therefore limiting any adverse impact on residential amenity.
Safe and convenient access to the highway network	<ul style="list-style-type: none"> • Site accessed from a wide, residential cul-de-sac off a good standard, inter-urban road. • Direct access to the site is relatively narrow but wide verges would provide for occasional overrunning allowing 2 vehicles to pass. • All roads in the area are lit, have designated footways and a 30mph speed limit in force. Propensity for vehicle and pedestrian conflict significantly reduced.
Accessibility to local services and facilities by walking, cycling and public transport	<ul style="list-style-type: none"> • A GP surgery primary school and fresh food shop are within 2km of the site. • The character of the route to essential facilities is conducive to walking and cycling. • Very good level of public transport is available within very close proximity of the site.
Other Issues to consider	<ul style="list-style-type: none"> • Impact on the openness of the Green Belt. • No other significant issues.
Delivery	<ul style="list-style-type: none"> • The site has no overriding constraints to delivery.

The Haven, Catherine-de-Barnes Lane, Bickenhill



Criteria	The Haven
Availability	<ul style="list-style-type: none"> • Currently available for use
Suitability	Policy P6 of the Draft Local Plan
Size and Scale	<ul style="list-style-type: none"> • The site is not near or within a village with essential services and facilities. • Very few residential properties in the immediate vicinity and as the existing adjacent site is already well established, an extension would not represent a dominant feature in the area and would not be considered to be out of scale with the settled community.
Visual Impact	<ul style="list-style-type: none"> • The existing site and proposed extension is well screened from public viewpoints, public footpaths and the public highway. • There are few neighbours and no private views of the site.
Flooding	<ul style="list-style-type: none"> • The area is not located in a flooding zone • There are no surface water flooding issues on the site.
Impact on landscape, local nature conservation, ecology, biodiversity	<ul style="list-style-type: none"> • There are no statutory designations on the site. However, the site is approximately 250m from Castle Hill Farm Meadows Local Wildlife Site. The site is also approximately 400m from Bickenhill Meadows SSSI. • Solihull Countryside Strategy highlights that area is strongly dominated by commercial and urban influences and is also subject to significant change as a result of further expansion at the Airport and NEC. Sensitivity of the site is therefore debatable. • Limited impact on landscape character. • Unknown impact on protected / priority species.

Gypsy and Traveller Site Allocations DPD Preferred Options

<p>Privacy and residential amenity, impact on character and appearance</p>	<ul style="list-style-type: none"> • Very few neighbouring uses. Therefore negligible impact on privacy and residential amenity.
<p>Safe and convenient access to the highway network</p>	<ul style="list-style-type: none"> • Site would be accessed from an existing vehicular access shared with the existing Gypsy and Traveller site. • The road in the immediate vicinity is semi-rural in character, it has a 40 mph speed limit past the site and a designated footway thereby reducing potential conflict between vehicles and pedestrians.
<p>Accessibility to local services and facilities by walking, cycling and public transport</p>	<ul style="list-style-type: none"> • There is no GP surgery, school or fresh food shop within a reasonable walking distance of the site. • There are no bus services which pass the site.
<p>Other Issues to consider</p>	<ul style="list-style-type: none"> • Impact on the openness of the Green Belt. • Significant noise issues resulting from proximity to Birmingham Airport.
<p>Delivery</p>	<ul style="list-style-type: none"> • The site has no overriding constraints to delivery.

Old Civil Service Sports Club, off Old Damson Lane

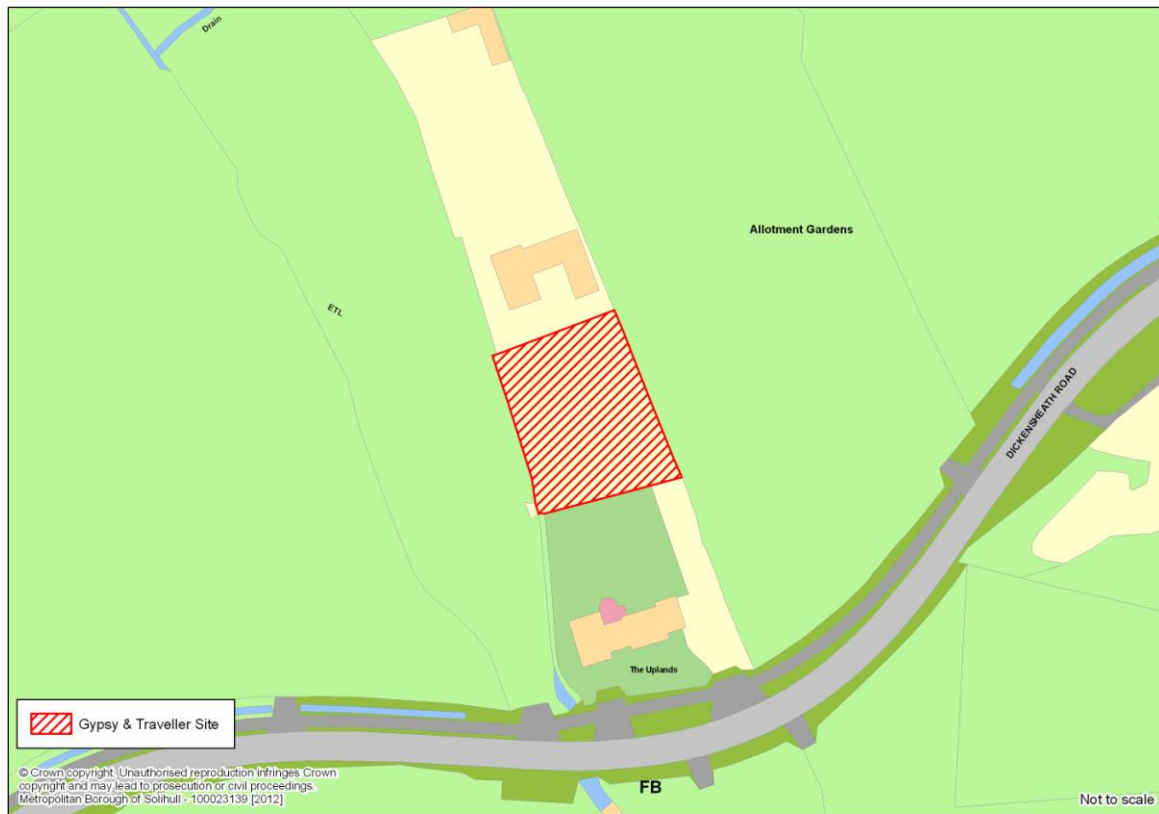


Criteria	Old Civil Service Sports Club, off Old Damson Lane
Availability	Currently available for use
Suitability	Policy P6 of the Draft Local Plan
Size and Scale	<ul style="list-style-type: none"> The site is located on a parcel of land between the main built up area of Solihull and the main A45 route from Birmingham to Coventry. It is also close to the Birmingham Airport site. A residential bungalow is situated immediately to the north of the site, with open views into it. The site has no other immediate neighbours, although Old Damson Lane provides access to a small number of other isolated residential properties, farms and guest houses. A number of business are also located within 500m of the site along the A45. The size of the site is considered to be out of scale when compared to the neighbouring bungalow, however, it is not significantly out of scale for its wider local environment or the local settled community, although this will ultimately depend on the number of pitches accommodated.
Visual Impact	<ul style="list-style-type: none"> The site is very visually prominent from a range of public and private viewpoints including the public footpath to the south of the site as well as from the driveway to the sports club and adjacent bungalow to the north. The site is very visually prominent from the sports pitches to the east of the site due to the lack of a physical boundary. There are some limited views into the site from the farm and farm shop to the south.

Gypsy and Traveller Site Allocations DPD Preferred Options

	<ul style="list-style-type: none"> • Views into the site from the public highway are slightly more limited due to the presence of mature trees and hedgerows. However, the removal of these features to create an access would increase public views into to the site. • Concern that development would have an urbanising effect on the more rural, open landscape in this part of Solihull.
Flooding	<ul style="list-style-type: none"> • The site is not located in a flood zone • There are no surface water flooding issues on the site
Impact on landscape, local nature conservation, ecology, biodiversity	<ul style="list-style-type: none"> • No specific landscape or other statutory designations covering the site. • As there is currently no access to the site some mature trees and hedgerows would require removal. This would have a detrimental impact on the existing character of Old Damson Lane. • The site is adjacent to a Local Wildlife Site and any development should demonstrate that there would be no potential impacts on this site.
Privacy and residential amenity	<ul style="list-style-type: none"> • There would be limited impact on privacy and residential amenity for potential site occupants due to the lack of immediate neighbours. However, the impact on privacy and residential amenity for residents of the bungalow to the north would be more severe particularly as a result of the increase in activity, noise and vehicle movements from a Gypsy and Traveller site in this location.
Safe and convenient access to the highway network	<ul style="list-style-type: none"> • Old Damson Lane has a rural character; it is a narrow country lane which does not benefit from a dedicated footway or lighting thereby increasing the potential for pedestrian and vehicle conflict.
Accessibility to local services and facilities by walking, cycling and public transport	<ul style="list-style-type: none"> • Although within a theoretical realistic walking and cycling distance to local bus services, a primary school, GP surgery and fresh food facility, the nature and attractiveness of the route along Old Damson Lane is such that it is not likely to be conducive to pedestrians or cyclists. • The site is not considered to be in sustainable location nor a location which would be safe for vulnerable road users to use.
Other Issues	<ul style="list-style-type: none"> • Impact on openness of the Green Belt • Potential loss of sports pitch provision
Delivery	<ul style="list-style-type: none"> • The site has no overriding constraints to delivery.

The Uplands, Dickens Heath Road



Criteria	The Uplands, Dickens Heath Road
Availability	<ul style="list-style-type: none"> • Currently available for use
Suitability	Policy P6 of the Draft Local Plan
Size and Scale	<ul style="list-style-type: none"> • The site is small in scale in terms of size and the number of pitches currently present. • Acceptable in the context of the immediate locality and the nearest settled community of Dickens Heath which is less than 1km away.
Visual Impact	<ul style="list-style-type: none"> • Low visual impact being well screened alongside and rear boundaries and behind a residential property at the front of the site. • There are few neighbours and no private views of the site.
Flooding	<ul style="list-style-type: none"> • The area is not located in an area prone to flooding.
Impact on landscape, local nature conservation, ecology, biodiversity	<ul style="list-style-type: none"> • The site has very few constraints and there is limited impact on landscape character • There are Tree Preservation Orders on some trees within and adjacent to the site • Unknown impact on protected / priority species.
Privacy and residential amenity, impact on character and appearance	<ul style="list-style-type: none"> • Very few neighbouring uses. Therefore negligible impact on privacy and residential amenity.
Safe and convenient access to the highway	<ul style="list-style-type: none"> • Site is accessed from Dickens Heath Road via a shared access with the existing residential property.

Gypsy and Traveller Site Allocations DPD Preferred Options

<p>network</p>	<ul style="list-style-type: none"> • The road in the immediate vicinity is semi-rural in character, it has a 30 mph speed limit past the site and a designated footway and cycleway, separated from the carriageway by a grass verge thereby reducing potential conflict between vehicles and pedestrians.
<p>Accessibility to local services and facilities by walking, cycling and public transport</p>	<ul style="list-style-type: none"> • The site is within 1km of Dickens Heath where all essential, and a range of other services and facilities are available within a realistic walking distance. • There is a bus route along Dickens Heath Road which provides a service to Solihull and Dickens Heath. Bus stops are within 200m of the site.
<p>Other Issues to consider</p>	<ul style="list-style-type: none"> • Impact on the openness of the Green Belt, although the site has been established, albeit without planning permission, for a number of years • The issue of removing residents from the site who have been living there for a number of years.
<p>Delivery</p>	<ul style="list-style-type: none"> • The site has no overriding constraints to delivery.

The Pleck, Shadowbrook Lane, Hampton-in-Arden

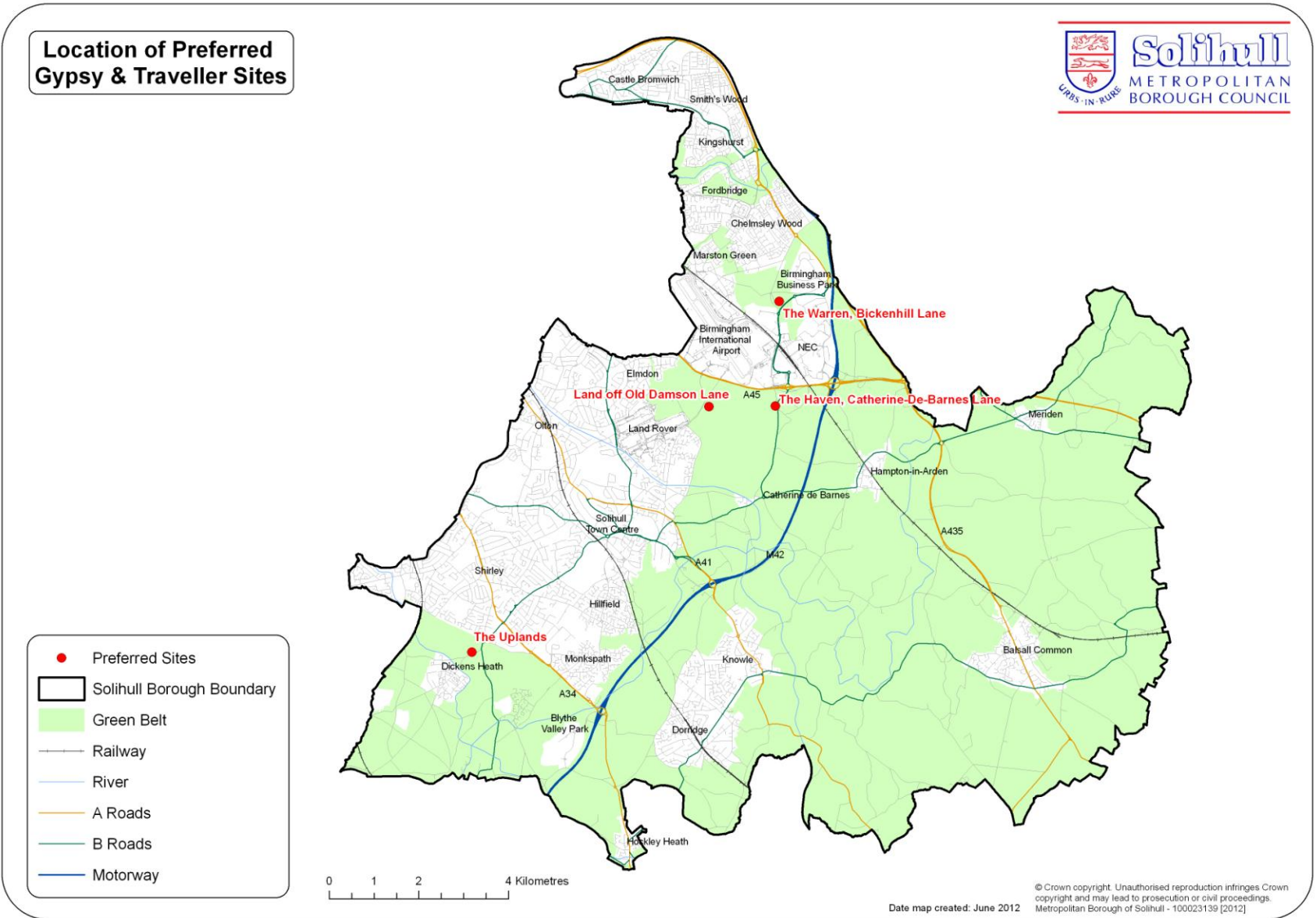


Criteria	The Pleck, Shadowbrook Lane
Availability	Currently available for use.
Suitability	Policy P6 of the Draft Local Plan
Size and Scale	<ul style="list-style-type: none"> • Small scale site in terms of size and number of pitches . • Acceptable in relation to local context and the local infrastructure and population size and density of Hampton-in-Arden.
Visual Impact	<ul style="list-style-type: none"> • Site boundary with Shadowbrook Lane is defined by trees and hedgerows although there are gaps which allow views into the site from the highway, particularly from the site access. • Visible from the one public footpath in the vicinity of the site. • No views of the site from residential properties and other public and private views of the site are limited.
Flooding	<ul style="list-style-type: none"> • The site is not located in a flood zone • There are no other flooding issues.
Impact on landscape, local nature conservation, ecology, biodiversity	<ul style="list-style-type: none"> • No statutory national designations within the site. • Designated SSSI located to the north and west, although unlikely to be any adverse impact. • Site identified as a potential Local Wildlife site / site of interest for nature conservation. • Site is within close proximity of a Local Wildlife Site • Solihull Countryside Strategy identifies the location as being in the motorway corridor, recognising the dominance of the motorway in this part of the Borough. The sensitivity of the site is therefore debatable.

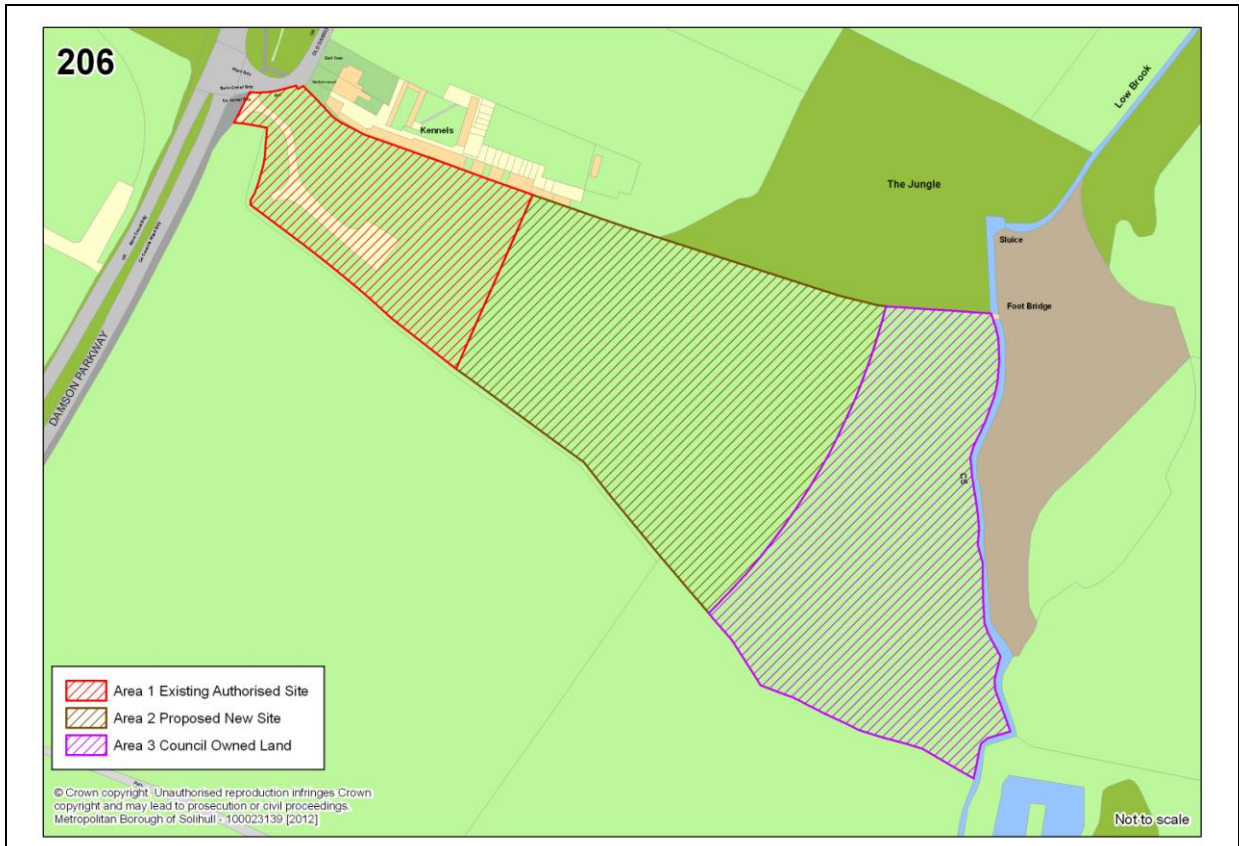
Gypsy and Traveller Site Allocations DPD Preferred Options

<p>Privacy and residential amenity, impact on character and appearance</p>	<ul style="list-style-type: none"> • Very few neighbouring uses. • Negligible impact on privacy and residential amenity for site occupants or neighbours.
<p>Safe and convenient access to the highway network</p>	<ul style="list-style-type: none"> • Although Shadowbrook Lane has a rural character, speeds are limited to 40mph, and the carriageway is of an acceptable width. • No formal footway provision. although the character of the road and the speed limit in force marginally reduces the potential for pedestrian and vehicle conflict.
<p>Accessibility to local services and facilities by walking, cycling and public transport</p>	<ul style="list-style-type: none"> • GP surgery, school and fresh food is available in Hampton-in-Arden at the upper limit or outside of what is considered to be a realistic walking distance. • Character of the route to essential facilities not conducive to pedestrians or cyclists. • Public transport is not readily available.
<p>Other Issues</p>	<ul style="list-style-type: none"> • Impact on openness of the Green Belt • Site is subject to impact from aircraft noise • The ‘very special circumstances’ which justified the granting of temporary planning permission on appeal are no longer applicable.
<p>Delivery</p>	<ul style="list-style-type: none"> • The site has no known overriding constraints to delivery.

Appendix D – Preferred Sites and Pitch Numbers



Preferred Site – Land off Old Damson Lane, Solihull



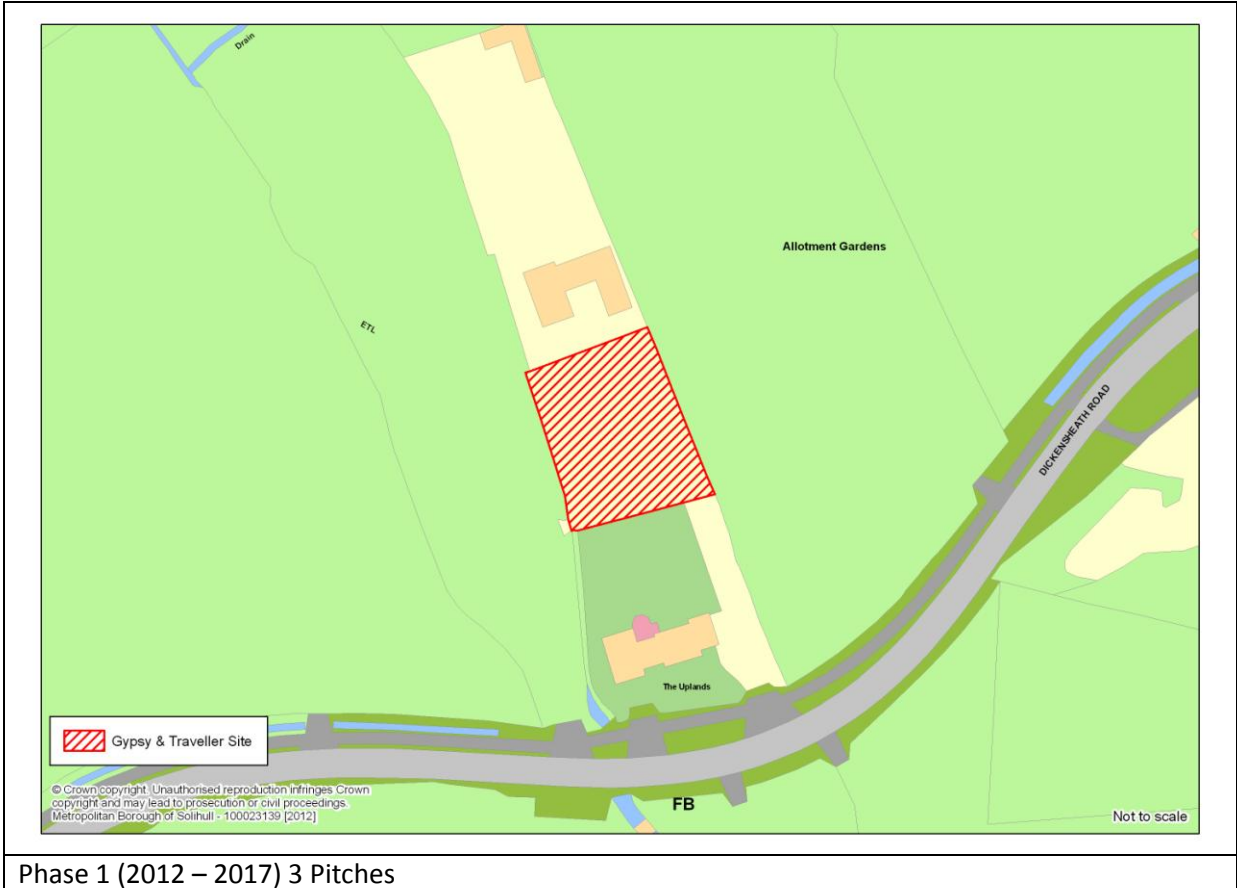
Phase 1 (2012 – 2017) 16 Social Rented pitches, 7 Private Pitches, 5 Transit Pitches

Preferred Site – The Warren, Bickenhill Lane, Marston Green

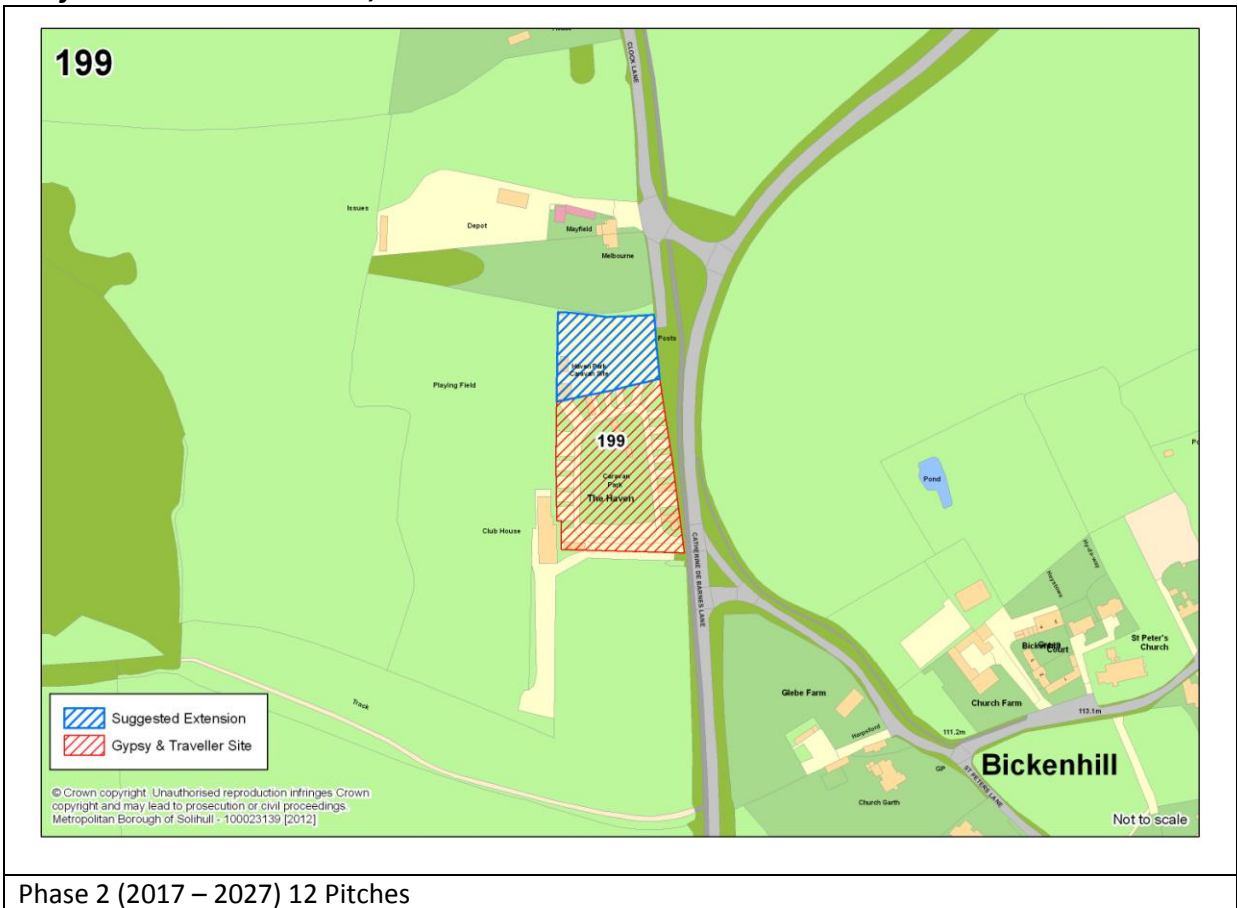


Phase 1 (2012 – 2017) 5 Pitches

Preferred Site – The Uplands, Dickens Heath Road



Preferred Site – The Haven, Catherine-de-Barnes Lane



Gypsy and Traveller Site Allocations DPD Preferred Options Response Form

You can respond by completing this response form and returning it by post to Policy and Spatial Planning, Council House, Manor Square, Solihull, B91 3QB or by emailing your comments to psp@solihull.gov.uk

Name					
Organisation					
Address					
Telephone		Email			
Preferred Communication					
Telephone	<input type="checkbox"/>	Email	<input type="checkbox"/>	Post	<input type="checkbox"/>

How we will use your personal information: *The information you provide will be used by the Council to help prepare the Local Development Framework (LDF) and will be shared with other employees or agencies (such as the Planning Inspectorate) who may be involved with the LDF . Additionally, your personal details may be shared with other Solihull MBC departments and partner organisations to ensure our records are kept accurate and to keep you informed of future consultation documents. Please note that the Council is obliged to make representations available for public inspection, this means that with the exception of telephone numbers, email addresses and signatures, your comments and other personal details that you provide will be publicly available for inspection at the Council’s principle offices and will also be published on the internet. Should you have any further queries please contact Spatial Planning on 0121 704 6395.*

Gypsy and Traveller Site Allocations DPD Preferred Options

Challenges, Vision and Objectives

Challenges

<p>Are the Challenges the right ones?</p> <p>Are there any Challenges that you think have been missed?</p> <p>Are there any Challenges that you would like us to consider?</p>	
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

Vision

<p>Do you agree with the Vision?</p> <p>If not, how would you like the vision to be changed?</p>	
--------------------------------------------------------------------------------------------------	--

Objectives

<p>Do you agree with these objectives?</p> <p>Should alternative or additional objectives be used?</p>	
--------------------------------------------------------------------------------------------------------	--

Gypsy and Traveller Site Allocations DPD Preferred Options

The Preferred Strategy

The Council's preferred strategy for the allocation of sites is a combination approach involving:

- Allocation of new sites
- Extensions to existing authorised sites
- Increasing capacity at existing authorised sites
- Examining whether existing, well established sites without the benefit of full planning permission are suitable to be regularised

Do you think our preferred strategy is the right one?

If not, why not?

Approach to Preferred Sites

Having considered the content in Appendix B, do you think these are the right detailed issues that need to be considered for each criterion?

Are there any detailed issues that need to be added or removed?

Gypsy and Traveller Site Allocations DPD Preferred Options

Site Assessment Results

<p>Do you agree with the results of the assessments?</p> <p>If not, why not?</p>	
----------------------------------------------------------------------------------	--

The Preferred Sites

<p>Do you agree with the preferred sites?</p> <p>If not, why not?</p> <p>Do you agree with the rejected sites?</p> <p>If not, why not?</p>	
--------------------------------------------------------------------------------------------------------------------------------------------	--

Gypsy and Traveller Site Allocations DPD Preferred Options

Site Capacity and Phasing

<p>Do you think the number of pitches proposed for each preferred site is acceptable?</p> <p>If not, why not?</p>	
-------------------------------------------------------------------------------------------------------------------	--

<p>Do you think that Gypsy and Traveller sites should be phased?</p> <p>If not, why not?</p> <p>Do you have any other comments to make about the preferred approach to the phasing of sites?</p>	
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

Other Matters

<p>Do you have any detailed comments to make on the detailed policy considerations?</p> <p>Do you have any comments to make about the inclusion of a safeguarding policy?</p>	
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

Gypsy and Traveller Site Allocations DPD Preferred Options

General Comments

Are there any other general comments that you wish to make?

Thank you for taking the time to respond

