



# **Gypsy and Traveller Site Allocations Development Plan Document**

**Site Assessments**

**May 2013 Update**

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# 1. Introduction

1.1 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. Both prior to and as part of the Option paper consultation the Council undertook a 'call for sites' exercise where interested parties could suggest sites they considered suitable for Gypsy and Traveller accommodation. A total of 9 sites were suggested including requests from the owners of some existing authorised sites to extend their sites and / or increase the number of pitches.

1.2 The list of suggested sites included:

- Land at School Road, Hockley Heath
- Land between Waste Lane and Old Waste Lane, Balsall Common
- Eaves Green Lane, Meriden
- Land off Old Damson Lane, Solihull
- Land adjacent to 'The Pleck', Shadowbrook Lane, Hampton-in-Arden
- Land off Salter Street, Earlswood
- 'Canal View' off Salter Street, Earlswood
- 'The Warren', Bickenhill Lane, Marston Green
- 'The Haven', Catherine-de-Barnes Lane, Bickenhill

1.3 Since the Options consultation, a further suggested site was submitted to the Council as a potential allocation:

- Old Civil Service Sports Club, off Old Damson Lane, Solihull

1.4 The location of these suggested sites is set out in Appendix 1.

1.5 The Council has also adopted a pragmatic approach by considering whether existing Gypsy and Traveller sites in the Borough without the benefit of full planning permission (where they were not the subject of a planning application at that time) were suitable to meet Solihull's identified need for pitches. These sites included:

- 'The Uplands', Dickens Heath Road, Dickens Heath
- 'The Pleck', Shadowbrook Lane, Hampton-in-Arden

## 2. The Site Assessment Process

- 2.1 Policy P6 of the Solihull Draft Local Plan on 'Provision of Sites for Gypsies and Travellers' identifies the criteria against which planning applications and site allocations will be considered. The criteria are as follows:
- i. 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. Any unacceptable adverse visual impact can be adequately minimised;
  - iii. The site is not in an area prone to flooding;
  - iv. Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated;
  - v. There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses;
  - vi. The site has safe and convenient access to the highway network;
  - vii. Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.
- 2.2 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.
- 2.3 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.
- 2.4 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.
- 2.5 Table 1 outlines the site assessment criteria and the more detailed issues that have been considered as part of the overall site assessment process.

**Table 1: Site assessment criteria and detailed issues**

	Issues to consider
<b>Availability</b>	<ul style="list-style-type: none"> <li>• Whether the site is available, in principle, for use as a Gypsy and Traveller site.</li> <li>• Land ownership</li> <li>• Legal constraint (ransom strips, tenancies, multiple ownerships etc)</li> </ul>
<b>Suitability: Criteria in Policy P6</b>	
<b>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.</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Consider impact on the immediate locality and nearest settlement.</li> </ul>
<b>Any unacceptable adverse visual impact can be adequately minimised.</b>	<ul style="list-style-type: none"> <li>• Consider the visual prominence and visual impact of the site from various public and private viewpoints including: <ul style="list-style-type: none"> <li>○ public highway</li> <li>○ public footpaths</li> <li>○ other public areas</li> <li>○ surrounding residential properties</li> </ul> </li> </ul>
<b>The site is not in an area prone to flooding</b>	<ul style="list-style-type: none"> <li>• Whether the site is located in a flood zone.</li> <li>• Whether evidence suggests that there are other flooding issues affecting the site and its surroundings.</li> </ul>
<b>Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated.</b>	<ul style="list-style-type: none"> <li>• Whether there any statutory designations affecting the site including <ul style="list-style-type: none"> <li>○ Site of Special Scientific Interest</li> <li>○ National Nature Reserve</li> <li>○ Scheduled Ancient Monument</li> <li>○ Listed Building</li> <li>○ Registered Historic Parks and Gardens</li> <li>○ Conservation Areas</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Whether there any local environmental designations affecting the site. <ul style="list-style-type: none"> <li>○ Local Nature Reserves</li> <li>○ Local Wildlife Site</li> <li>○ Tree Preservation Orders</li> <li>○ Ancient Woodland</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Sites of Interest for Nature Conservation</li> <li>○ Local Geographical Site</li> <li>○ Heritage Assets (local lists)</li> </ul>
	<ul style="list-style-type: none"> <li>● Whether there is likely to be any impact on features that contribute to the landscape character. Eg hedgerows</li> <li>● Whether there are special qualities to the landscape</li> </ul>
	<ul style="list-style-type: none"> <li>● Whether there is likely to be any impact on biodiversity resources or known protected species</li> </ul>
<b>There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses.</b>	<ul style="list-style-type: none"> <li>● Whether neighbouring uses are likely to unacceptably affect / be affected by Gypsies and Travellers (light, visual impact, noise, general disturbance, other issues)</li> <li>● Whether there is likely to be any significantly adverse impact on the character and appearance of the area</li> </ul>
<b>The site has safe and convenient access to the highway network.</b>	<ul style="list-style-type: none"> <li>● 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)</li> <li>● Potential for pedestrian / vehicle conflict (considering issues such as whether the road has a designated footway or cycleway and is lit)</li> <li>● Whether there are other highway safety concerns or other highway issues.</li> </ul>
<b>Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.</b>	<ul style="list-style-type: none"> <li>● 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).</li> <li>● Whether key services are within an appropriate walking and cycling distance and whether the route is conducive to walking and cycling for such trips.</li> <li>● Whether public transport is available and provides a relatively frequent level of service.</li> </ul> <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>
<b>Other Issues to consider</b>	<ul style="list-style-type: none"> <li>● Whether there are any other site specific or other issues that need to be considered.</li> </ul>
<b>Achievability</b>	<ul style="list-style-type: none"> <li>● Whether the site has any constraints to delivery. <ul style="list-style-type: none"> <li>● Alternative land uses</li> <li>● Remediation work required</li> <li>● Viability</li> </ul> </li> </ul>

### 3. Site Assessments

#### Land at School Road, Hockley Heath



<p><b>Availability</b></p>	<p>The site is currently available for use.</p>
<p><b>Suitability: Criteria in Policy P6 of the Solihull Draft Local Plan</b></p>	
<p>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.</p>	<p>The site is located less than 2 km from Hockley Heath, on the extreme edge of the village. There are a small number of dwellings in the immediate vicinity, set within large plots at fairly low density.</p> <p>The size of the site identified and the number of pitches likely to be accommodated (over 20) covers an extensive area such that it would be considered out of scale and inappropriate to when considered in the context of the immediate local environment and population.</p> <p>When considered in the context of the size of Hockley Heath as a whole, the site would not be significantly out of scale, although the village lacks some essential services.</p>
<p>Any unacceptable adverse visual impact can be adequately minimised.</p>	<p>The site, set back from the highway, would be relatively well screened from School Road and not</p>

	<p>visually prominent from this location.</p> <p>Views of the site from Ashford Lane to the east would be more prominent due to the gaps in the existing hedgerows. The same would apply to views of the site from the only public footpath in the vicinity which links Ashford Lane to the A3400 Stratford Road.</p> <p>The site would not be visually prominent from the canal towpath which runs parallel with School Road.</p> <p>The site will represent a significant visual intrusion into the landscape when viewed from many of the surrounding residential properties, particularly those dwellings adjacent to the site access. Views from properties in Ashford Lane are likely to be more limited.</p> <p>Impact on openness as this would appear as a somewhat isolated development within what is largely an open field.</p>
<p>The site is not in an area prone to flooding</p>	<p>The site is not located in a flooding zone.</p> <p>Evidence suggests that there is an issue with surface water flooding on the site and evidence of flooding along School Road in periods of significant rainfall.</p>
<p>Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated.</p>	<p>There are no statutory national designations within the site or local environmental designations affecting the site, although the nearby Stratford-upon-Avon canal is a potential local wildlife site.</p> <p>The site is in an attractive rural environment and despite being close to settlements, the area has a remote feel.</p> <p>The trees and hedgerows along School Road are an important feature of the area and some may need to be removed to create a site access.</p> <p>Protected / priority species are unknown at this stage, although it is possible that legally protected species (Great Crested Newts) are present on site as there is a pond within 500m.</p> <p>The Solihull Countryside strategy defines this area as falling within Zone 1 'Hockley Heath Parish' which retains many of the unique features of Arden Pastureland , typically small scale, enclosed landscape containing a variety of natural habitats. At the same time it is an area where "urban fringe" features are already apparent.</p>



	<p>Development would impact on the current landscape character and appearance of the area, resulting in an isolated development within what is largely an open field.</p> <p>With regard to the historic environment, Ashford Farm may be a 19th century heritage asset, early 20th century cottages/ bungalows to east and south are heritage assets, all of low local significance</p> <p>Some remains of planned enclosure at south edge and nearby.</p> <p>Development of the site unlikely to adversely affect the special interest and setting of the above heritage assets. The layout, density, landscaping and external lighting of any future development would need to pay proportionate regard to their significance and to local distinctiveness.</p>
<p>There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses.</p>	<p>It is unlikely that there would be an adverse impact on privacy and residential amenity for future site occupants due to the fact that it has no immediate neighbours.</p> <p>The site is bounded on 2 sides by the private amenity space of 3 residential properties. The rural character of the location is such that there is no impact from artificial light sources, no significant noise or other general disturbance.</p> <p>The introduction of a Gypsy and Traveller site in this location, particularly anything more than a small scale site, would significantly affect the privacy and residential amenity of residential properties immediately adjacent the site in terms of noise, increase in vehicle movements, impact from artificial light sources and general disturbance.</p> <p>The residential amenity of occupiers of the dwellings nearest the proposed site access will be affected due to the increase in activity at the site entrance. However, the location of the site which is set well back from School Road and neighbouring properties is such that there is unlikely to be any adverse impact on the privacy and residential amenity of neighbouring land uses as a result of activities on the site itself.</p>
<p>The site has safe and convenient access to the highway network.</p>	<p>School Road is a relatively rural road, becoming increasing rural in character as it passes the suggested site entrance from the direction of Hockley Heath.</p>

	<p>The road is not characterised by sharp bends or poor visibility and is subject to a 60mph speed limit past the site. The characteristics of the road are therefore conducive to fast moving vehicles and the lack of formal footway provision and lighting means that there is potential for conflict between vehicles and pedestrians. However, there are no public footpaths in the immediate vicinity of the site, thereby limiting the number of recreational walkers in the area.</p> <p>Although the road is of sufficient width to allow 2 on coming private vehicles to pass in opposite directions, the presence of a school approximately 800m from the site leads to localised congestion, including the presence of parked cars, thereby reducing the width of the carriageway at certain times of the day.</p>
<p>Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.</p>	<p>The nearest settlement is Hockley Heath, located within 2km of the site. Although the village has a school, and a fresh food shop, it does not benefit from a GP surgery.</p> <p>Furthermore, there is no public transport route along School Road and there are limited bus services in the village.</p> <p>Although the suggested site is within realistic walking distance of local bus stops, a small fresh food facility, and a primary school (in line with PPG13), significant weight must be attached to the fact that for 415m of the route into Hockley Heath there is no footway or lighting.</p> <p>This is unlikely to be conducive to pedestrians or cyclists for regular shopping/work/school trips. It would not be a suitable route for young children to use for cycling to school, irrespective of whether they were accompanied by an adult.</p> <p>It is therefore not considered that the site is within an accessible location.</p>
<p>Other Issues to consider</p>	<p>Green Belt location.</p> <p>The Esso Birmingham Airport fuel pipeline runs under the north east corner of the site, although the 25m buffer zone extends further into the site, running along its eastern edge. Development is possible subject to Esso's safety requirements and access arrangements being met. However, it is not clear whether this will be the case and the pipeline is therefore considered to be a site constraint at this</p>

	<p>stage.</p> <p>The Council has received many letters of objection to this site and there is significant local opposition to the development of a site in this location. One of the tests of sustainability is the promotion of peaceful and integrated co-existence between the site and the local community. Although the volume of local objection is no reason to reject the site subject to sound planning arguments being made, there may be difficulty securing community cohesion in this location.</p>
<b>Achievability</b>	<p>Delivery of the site has not been fully determined.</p> <p>The presence of a fuel pipeline under the site may act as a constraint to delivery.</p>

<b>Summary and Conclusion</b>	
<p>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 as 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.</p>	
<b>Conclusion: Reject</b>	

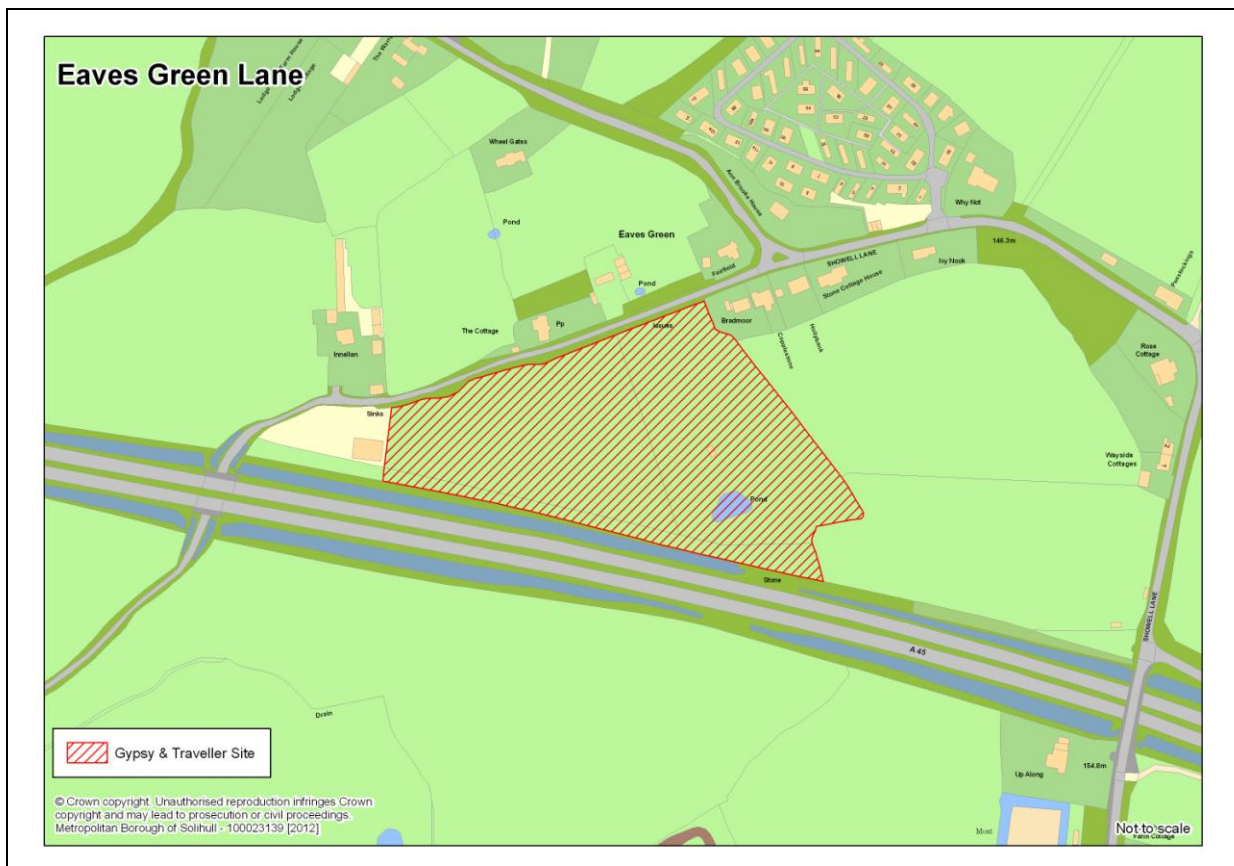
## Land between Waste Lane and Old Waste Lane, Balsall Common



<b>Availability</b>	The site is not available as indicated by the site owner.
<b>Suitability: Criteria in Policy P6 of the Solihull Draft Local Plan</b>	N/A
<b>Achievability</b>	The site would not be delivered

<b>Summary and Conclusion</b>	
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.	
<b>Conclusion: Reject</b>	

## Eaves Green Lane, Meriden



### Availability

The site is available for use.

### Suitability: Criteria in Policy P6 of the Solihull Draft Local Plan

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.

The site is around 2km to east of Meriden, in the smaller settlement of Eaves Green.

There are a number small number of dwellings in the vicinity of the site as well as a large residential mobile home park.

It is assumed that there would be 8 caravans (the subject of a recent appeal) on the 2.7 ha site. Although this is a fairly quiet and remote area, the presence of existing residential properties, including the mobile home park means that the scale and size of a Gypsy and Traveller site in this location would not be out of scale with the size and density of the local settled community.

Any unacceptable adverse visual impact can be adequately minimised.

The site is visible from the A45 and visible through gaps in the hedge.

Eaves Green is an area popular with walkers and horse riders and there are many public footpaths around the site including 2 long distance walks. The

	<p>site is visible from public footpaths such that it would impact on the quiet recreation enjoyed by horse riders and walkers.</p> <p>The site can be seen from surrounding residential properties along the lane and from the houses opposite which have a view directly over the site.</p> <p>The Inspector at the recent appeal indicated that there is visual sensitivity even if the site is screened - although this would not be desirable for reasons of social isolation. He also commented that development would cause significant harm to the character and appearance of the area.</p>
The site is not in an area prone to flooding	The site is not located in a flooding zone.
Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated.	<p>No specific landscape designations covering the area. However, the hedgerow along the northern boundary to the site is part of a designated local wildlife site.</p> <p>Roadside trees and hedges are an important feature of the lanes and the area. Their loss would be harmful.</p> <p>Potential for Great Crested Newts on the site.</p> <p>The site is in an attractive rural environment. Despite being close to settlements, the area has a remote feel.</p> <p>The Solihull Countryside strategy defines this area as falling within Zone 7 'The Northern Uplands' which contain large areas of mixed woodlands of considerable ecological value and is characterised by winding lanes, high hedges and larger fields.</p> <p>With regard to the historic environment the nearby late 19th century cottage to north of site is a heritage asset of low local significance.</p> <p>Development of the site likely to slightly affect the special interest and setting of the above heritage asset. The layout, density, landscaping and external lighting of any future development would need to pay proportionate regard to its significance and to local distinctiveness.</p>
There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses.	<p>Limited evidence of activities which would harm the amenity of local residents.</p> <p>The site is affected by noise from the A45 which runs past the site. However, it is not conclusive as to whether traffic noise would harm the living</p>

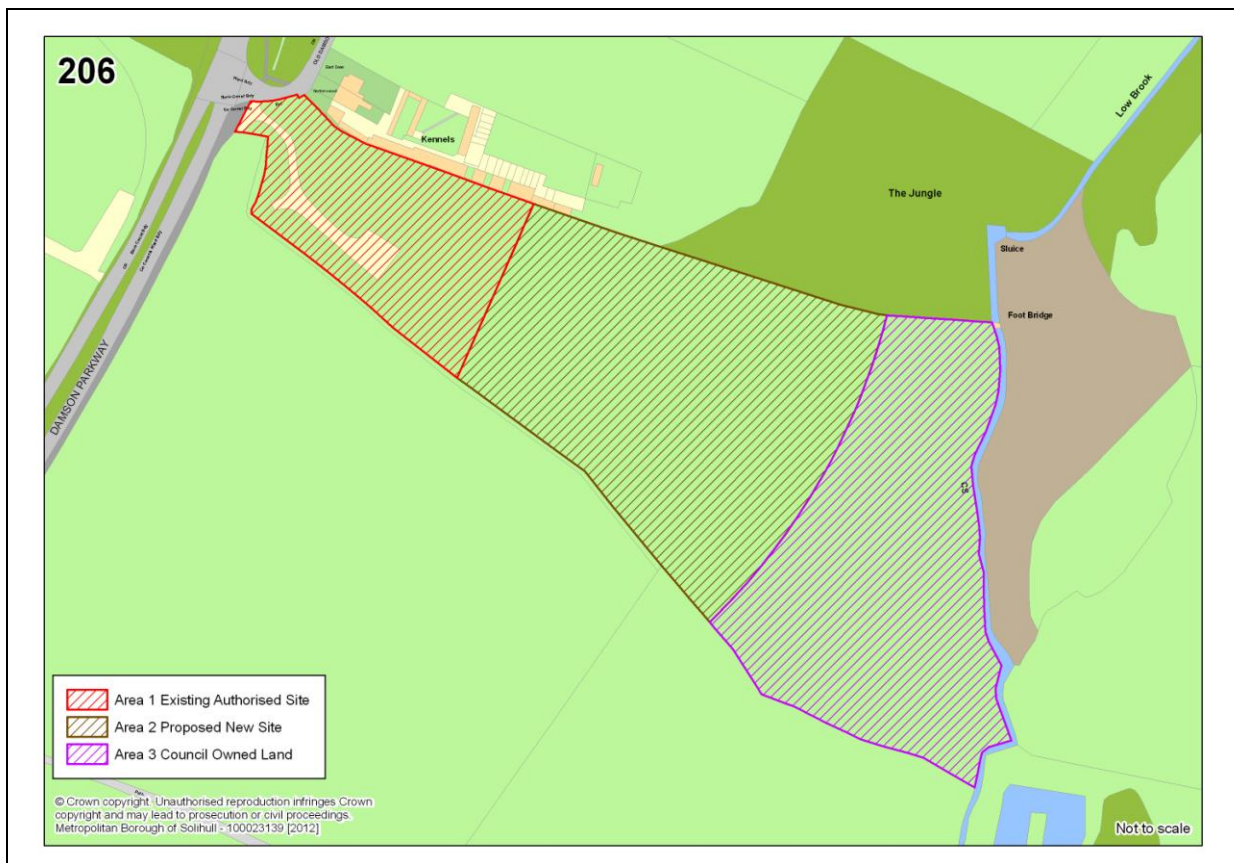
	conditions of the occupiers.
The site has safe and convenient access to the highway network.	<p>The roads in the area are narrow country lanes with limited carriageway width and potentially dangerous bends. It is likely that there would be conflicts between vehicles and pedestrians.</p> <p>There is limited visibility at some points and the roads are liable to flooding.</p> <p>Increased traffic would have a significant effect on the minor roads in the vicinity.</p>
Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.	<p>The nearest settlement is Meriden which includes a limited range of shops, a primary school, GP surgery, church and other facilities.</p> <p>Although facilities are around the walking and cycling distances suggested as acceptable in PPG13, the nature and attractiveness of the walk is also important. In this case potential for vehicle / pedestrian conflict is on the country lane is relevant. It is generally a single carriageway road with no footway or lighting and it is not conducive to pedestrians or cyclists for shopping, work or school trips.</p> <p>Public transport services are poor and any development would tend to be dependent on private vehicles. the site is therefore poorly located.</p>
Other Issues to consider	<p>Green Belt location.</p> <p>Social cohesion issues. There is significant objection to the current unauthorised development in this location, evidenced by the presence of a protest camp.</p>
<b>Achievability</b>	The site has no overriding constraints to delivery.

### **Summary and Conclusion**

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 off Old Damson Lane, Solihull



### Availability

The site is available for use.

### Suitability: Criteria in Policy P6 of the Solihull Draft Local Plan

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.

The site is less than 2 km to the main built up area of Solihull, where the majority of the settled population of the Borough live and where there is a range of services and facilities.

Although there are very few residential properties in the immediate vicinity of the suggested site, its proximity to the main urban area is such that the a suggested site and the potential for 16 pitches (as proposed by a Registered Social Landlord) would not be out of scale with the local settled community.

However, if utilising the whole site, a much larger number of pitches could theoretically be accommodated. This would be significantly out of scale for the location.

Any unacceptable adverse visual impact can be adequately minimised.

The site is not visible from Damson Parkway and established mature hedgerows allow limited views of the site from the south. The northern boundary of the site is also defined by mature trees and



	<p>vegetation, although there are views into the site from the bottom end of Old Damson Lane. Although views from the east are more open, there are no nearby roads or public footpaths to create any other public view point.</p> <p>There are very few surrounding residential dwellings thus limiting views from private properties. However, the nearest adjoining property will have some views into the site from its boundary.</p>
<p>The site is not in an area prone to flooding</p>	<p>A very small part of the site is in the floodplain.</p> <p>Surface water flooding issues are present, with the eastern end of the site being more susceptible to surface water flooding.</p>
<p>Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated.</p>	<p>There are no statutory designations within the site.</p> <p>The site is adjacent to the Castle Hill Farm Meadow which is a local wildlife site. Impact will need to be considered.</p> <p>The Solihull Countryside Strategy defines this location as falling within Zone 2 'The Western Fringe' which encompasses existing major development at Birmingham Airport, the National Exhibition Centre (NEC) and Birmingham Business Park. It is recognised that this 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. Therefore, the site is located in a less sensitive area.</p> <p>Protected / priority species unknown and further investigation would be needed.</p> <p>A large scale site with a large number of trailers and caravans would have an adverse impact on the landscape 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> <p>With regard to the historic environment the early 20th century pair of dwellings to north are heritage assets of low local significance.</p> <p>The Jungle may be a survival of the planned parkland of Elmdon Hall or possibly Dunstan House (both demolished).</p> <p>Some remains of planned enclosure around the site.</p> <p>Development of the site is unlikely to have any</p>

	<p>significant adverse effect upon the special interest and setting of the above heritage assets. The layout, density, landscaping and external lighting of any future development would need to pay proportionate regard to the significance of The Jungle to local distinctiveness.</p> <p>Castle Hills Farmhouse lies a minimum of 350 metres to the east of the site and approximately 500 m from the land beyond the flood risk area. It is a (grade 2 listed) designated heritage asset with surviving arms of a moat and remains of a motte and bailey castle, moated manor house and mediaeval deer park boundary.</p> <p>The proposed gypsy and traveller site would have a minimal impact upon the wider setting of Castle Hills Farmhouse and its heritage assets including the surviving buried archaeology around it. The permanent and temporary structures that the site would accommodate would be visually at odds with the landscape and the traditional building materials in the borough. However, the separation between the site and the Castle Hills site combined with the intervening topography descending from east and west to a separating water course at a locally low point with frequent trees, hedgerows and scrub in lines and groups would prevent any more than a minimal impact upon the appreciation of the significance of the assets. The eastern portion of the proposed site is prone to flooding from Low Brook and the siting of caravans would be restricted to the westernmost 80% or so. If the retention of further trees between the sites can be secured as part of any development of the gypsy and traveller site this would be beneficial to the setting of the heritage assets and to local character.</p>
<p>There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses.</p>	<p>There would be some impact on the privacy and residential amenity of current occupiers on the existing Gypsy and Traveller site due to the increase in activity. This would be significant should a large number of pitches be accommodated. However, the impact is unlikely to be adverse if the site is relatively small in scale.</p> <p>The other neighbouring land uses include a boarding kennels and a pair of dwellings. The nature of these existing uses is such that any further development at the Damson Lane site will have limited impact.</p>
<p>The site has safe and convenient access to</p>	<p>The site access is located on the junction of Old</p>

<p>the highway network.</p>	<p>Damson Lane and Damson Parkway. Damson Parkway is quite urban in character; it has a 40mph speed limit, is lit and has a designated footway.</p> <p>The potential for pedestrian / vehicle conflict in the vicinity of the site is significantly reduced due to the presence of a footway along Damson Parkway.</p> <p>Site lines at the sight access appear acceptable and an initial site assessment shows that visibility to the north is likely to be in accordance with prevailing speed whilst visibility to the south is slightly obscured by vegetation within the central reserve. However, there have been no accidents which would suggest that the obstruction to the north is causing a highway safety issue.</p> <p>Given that the extant site appears to be operating satisfactory from a highway safety perspective, it is not considered that the additional pitches as a result of the suggested site would materially impact upon highway safety.</p>
<p>Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.</p>	<p>Local services and facilities (including education, fresh food and GP surgery) are all available and are located within realistic walking distance. Walking and cycling routes have the benefit of footways and lighting such that accessing local services and facilities without using the car is a realistic possibility.</p> <p>The site is in close proximity to bus stops for service 966. Service 966 connects the site with Solihull Town Centre, Erdington, Birmingham Airport, the NEC and North Solihull. The service operates on 30 minute frequency Monday to Sunday daytimes and evenings.</p> <p>It is therefore considered that the development is acceptable in terms of accessibility.</p>
<p>Other Issues to consider</p>	<p>Green Belt location.</p>
<p><b>Achievability</b></p>	<p>The site has no overriding constraints to delivery.</p>

**Summary and Conclusion**

The site on land at Old Damson Lane 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, subject to the site accommodating an appropriate number of pitches and not becoming too large-scale. 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 and a Registered Social Landlord has received a funding allocation for the provision of 16 social rented pitches at this location, subject to the site being suitable.

**Conclusion: Take forward as an allocation**

## Land adjacent to 'The Pleck', Shadowbrook Lane, Hampton-in-Arden



### Availability

The site is available for use.

### Suitability: Criteria in Policy P6 of the Solihull Draft Local Plan

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.

The site is located less than 2km from the village of Hampton-in-Arden, which has a range of local services and facilities.

There are very few residential properties within the immediate locality.

The size of the site suggested is small in scale and the number of pitches proposed (up to 10) is not particularly significant in the context of the size and density of the local population or community of Hampton in Arden and the infrastructure available.

Any unacceptable adverse visual impact can be adequately minimised.

The site is very visually prominent from Shadowbrook Lane and the public footpath which is located opposite the eastern corner of the site due to the lack of hedgerow and natural tree screening along the boundaries.

The site is visible from the one public footpath in the vicinity of the site, due to the lack of natural screening.

There are no views of the site from surrounding

	residential properties and other public and private views of the site are limited.
The site is not in an area prone to flooding	The site is not in an identified flood zone. There are no other flooding issues.
Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated.	<p>There are no statutory designations within the site. There is a designated Site of Special Scientific Interest (SSSI) immediately adjacent to the site to the north and west. The site therefore has potential to have some indirect impact on sensitive designated habitats, however this must also be weighed against the fact that some development on adjacent land already exists.</p> <p>The site is adjacent to Local Wildlife Site and the site itself has been identified as a proposed Local Wildlife Site (LWS) / Site of Interest for Nature Conservation (SINC), although this is not a formal designation.</p> <p>The Solihull Countryside Strategy defines this location as falling within Zone 3 'The Motorway Corridor' - recognising the dominance of the motorway over this zone. This could be argued to lessen the sensitivity of this site.</p> <p>With regard to the historic environment there are no heritage assets other than some trees and hedges of remaining planned enclosure.</p> <p>Development of the site unlikely to affect the special interest and setting of the above heritage assets especially where trees or hedges retained on site. The layout, density, landscaping and external lighting of any future development would need to pay proportionate regard to their significance and to local distinctiveness.</p>
There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses.	There are very few neighbouring uses. Therefore the adverse impact on privacy and residential amenity for site occupants and neighbouring uses is negligible. The only exception to this is noise, as the site lies almost under the flight path for arriving flights at Birmingham Airport.
The site has safe and convenient access to the highway network.	<p>Although the road is rural in nature, it is not characterised by sharp bends or poor visibility, and it has a 40mph speed limit. It is of sufficient width to allow 2 on coming private vehicles to pass in opposite directions. In places there is room for a private car and service vehicle to pass each other in opposite directions.</p> <p>The road has no formal footway provision however, the character of the road, the speed limit in force and the fact that there are wide verges mean that the potential for pedestrian and vehicle conflict is</p>

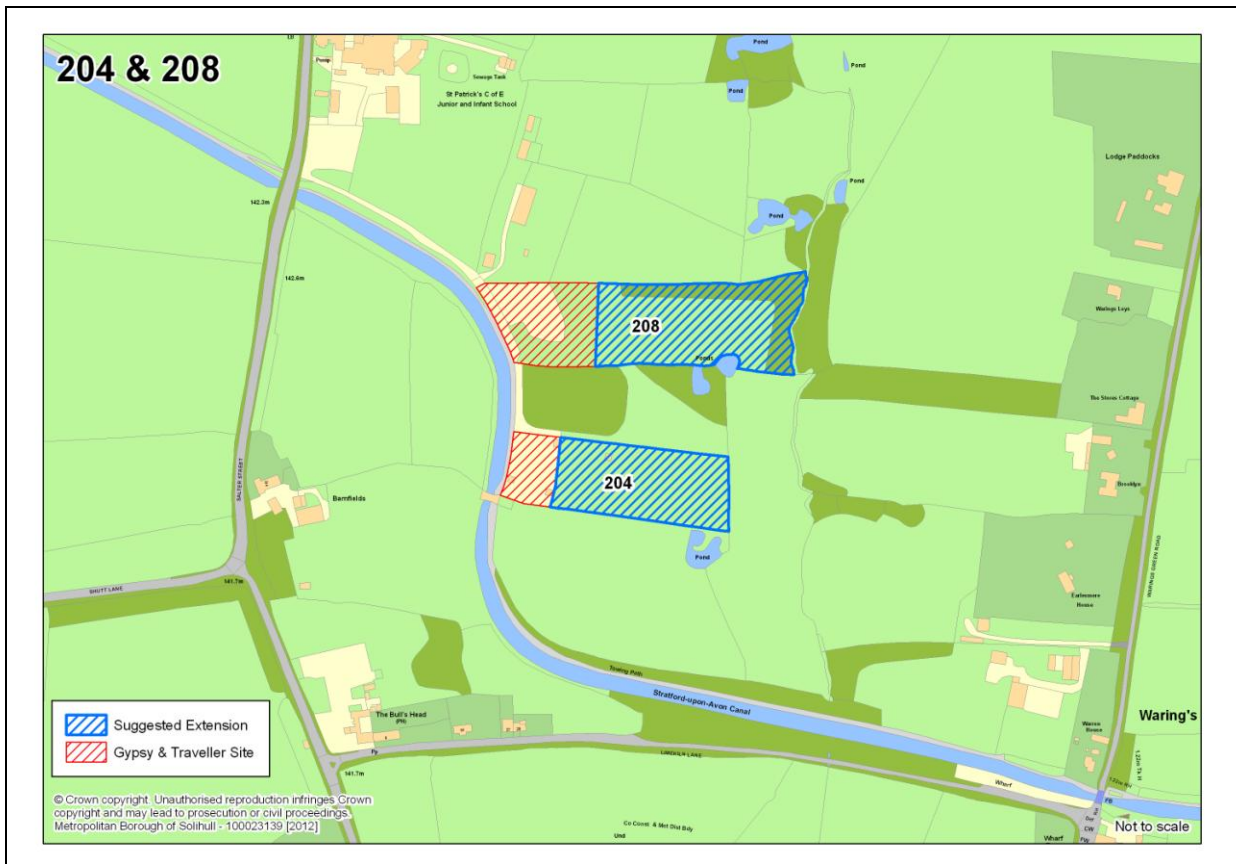
	<p>marginally reduced.</p> <p>The suggested site would essentially form an extension to an existing temporary site with existing vehicle access arrangement used. The principle of a Gypsy and Traveller site at the suggest site location has previously been considered at appeal and highway safety was an issue considered by the Inspector. The Inspector opined that the access arrangements were acceptable for the proposed development, subject to adequate sight lines being provided.</p> <p>Given that the extant site appears to be operating satisfactory from a highway safety perspective, it is not considered that the additional plots as a result of the suggested site would raise a highway safety issue.</p>
<p>Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.</p>	<p>Key local services and facilities, including a GP surgery, are available in Hampton-in-Arden however, they at the upper limit or outside of what would be considered realistic walking distances. The nature of the route along Shadowbrook Lane to Hampton-in-Arden (no footways or lighting) means that it is unlikely that pedestrians would use it for shopping or school trips.</p> <p>There are no bus services in vicinity of site. Hampton in Arden Railway Station is located approximately 2.3km from site. Access to public transport is also poor.</p> <p>Therefore, it is not considered that the site is located within an accessible location.</p>
<p>Other Issues to consider</p>	<p>Green Belt location.</p> <p>The site is subject to noise from aircraft.</p>
<p><b>Achievability</b></p>	<p>The site has no overriding constraints to delivery.</p>

### Summary and Conclusion

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 (site 204)**



**Availability**

The site is available for use.

**Suitability: Criteria in Policy P6 of the Solihull Draft Local Plan**

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.

The site is located less than 2km from Cheswick Green. However, the site occupies a fairly isolated location in terms of its proximity to other residential properties, along a track running from Salter Street, alongside the canal (although there is another Gypsy and Traveller site located along the same track).

The existing site is small in terms of physical size and the number of pitches accommodated, although the area suggested for extension is much larger and it is proposed that an additional 7 pitches would be created.

It is considered that any large physical expansion of the site would be out of scale with the local settled community which live in a scattering of houses along country lanes in the vicinity.

It is not out of scale when considered in the context of Cheswick Green as a whole, particularly as all essential services and facilities are available in the village which is less than 2km from the site.

Any unacceptable adverse visual impact can be adequately minimised.

The site is well distanced from the public highway and any footpaths and, whilst adjoining the canal, it

	<p>is high above it such that the site cannot be seen from the canal boats or towpath.</p> <p>Although there are no public views of the site, the contours of land are such that there are more prominent views from the east across the valley, which would affect a small number of residential properties should the site be expanded to the extent suggested.</p>
The site is not in an area prone to flooding	<p>The site is not located in a flooding zone.</p> <p>However, the eastern end of the suggested site extension may be susceptible to some surface water flooding.</p>
Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated.	<p>No statutory designations or other local designations affecting the site. The adjoining canal and some nearby , but not adjoining land is a proposed Local Wildlife Site (LWS) / Site of Interest for nature Conservation (SINC).</p> <p>It is considered that the site will have no material impact on nature conservation interests as an existing site has been established in this location for a number of years.</p> <p>It is unlikely that any existing features such as trees or hedges would be removed to accommodate development, although a large scale extension would impact on local landscape character which, in accordance with the Solihull Countryside Strategy, is a small scale, enclosed landscape.</p> <p>Unknown impact on protected / priority species.</p> <p>With regard to the historic environment the adjacent canal and nearby late 19th century Church of St Patrick (grade 2 listed) are heritage assets.</p> <p>Some remains of planned enclosure around site.</p> <p>Development of the site unlikely to significantly affect the special interest and setting of the above heritage assets especially where trees or hedges retained on site. The layout, density, landscaping and external lighting of any future development would need to pay proportionate regard to their significance and to local distinctiveness.</p>
There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses.	<p>The site has very few immediate neighbours, therefore no adverse impact on privacy and residential amenity for site occupants.</p> <p>Although the possible increase in vehicle movements generated from more pitches on this site could affect the privacy and residential amenity of the neighbouring Gypsy site, it is considered that any impact would be minimal, particularly as the</p>



	<p>neighbouring site is physically separated and enclosed at the front by a 1.5m high close board fence.</p> <p>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 light and increase in general activity.</p> <p>The impact of urbanisation, particularly when considered cumulatively with the neighbouring Gypsy and Traveller site is a concern in this location.</p>
The site has safe and convenient access to the highway network.	<p>Access to the site is 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 5 years.</p> <p>Salter Street has a semi-rural character, classified as a 'B' road, with a 40mph speed limit and a designated footway, thereby significantly reducing potential conflict between vehicles and pedestrians.</p> <p>The proposed increased in trips as a result of the suggested site is likely to be marginal and therefore, it is considered that the development is acceptable from a highway safety perspective.</p>
Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.	<p>Although the site is not located within a settlement, Cheswick Green is less than 2km away. The local primary school is less than a 10 minute walk and there is also doctors surgery and a fresh food shop in Cheswick Green.</p> <p>These services and facilities are within realistic walking distance and the character of the route is conducive to walking and cycling, although some of the route would be unlit.</p> <p>Public transport is not readily available within the immediate vicinity of the site, although it is available in Cheswick Green.</p> <p>On balance, it is considered that the suggested site is acceptable from an accessibility perspective.</p>
Other Issues to consider	Green Belt location.
<b>Achievability</b>	The site has no overriding constraints to delivery.

### Summary and Conclusion

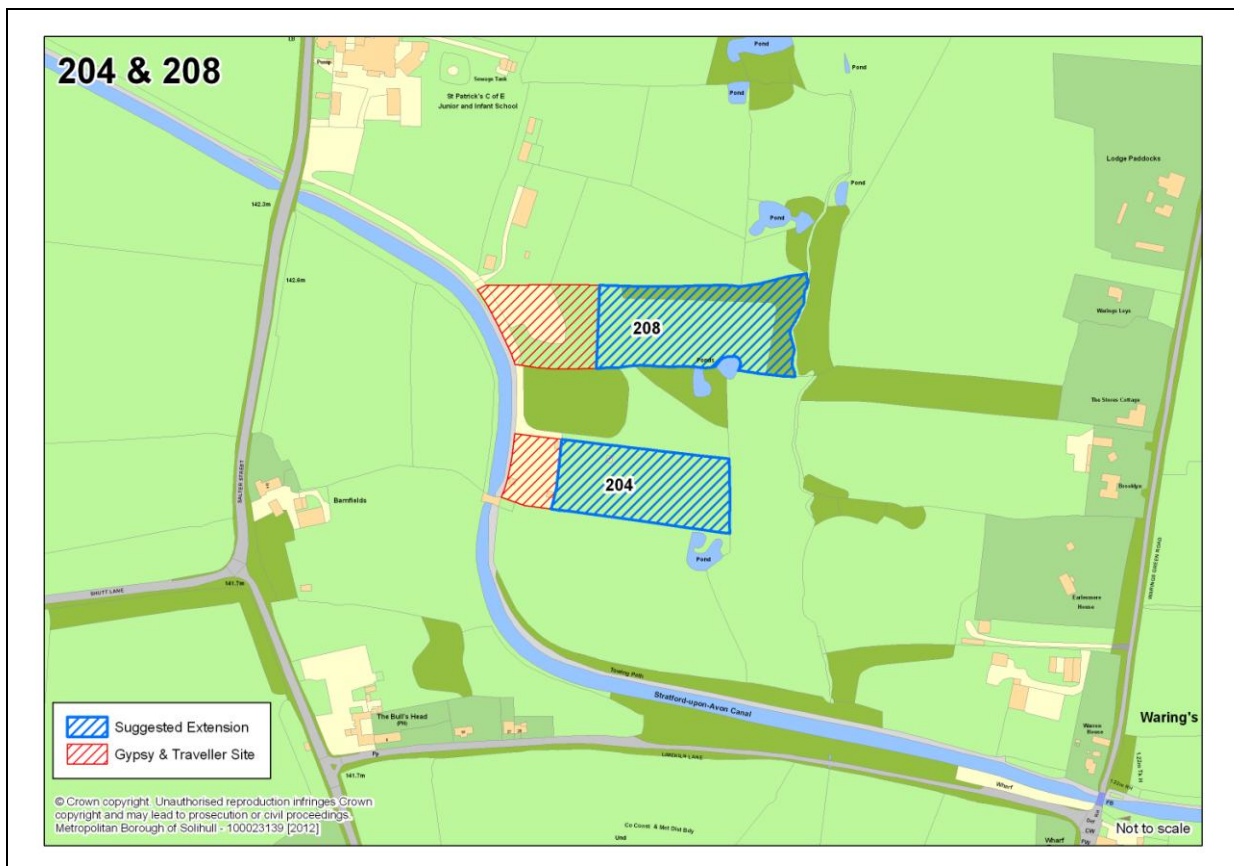
The area identified for expansion by the site owner is very large in scale and would be well over three times the size of the approved site. Coupled with nearby Gypsy and Traveller site which has also been suggested for extension, it is considered that the presence of two large sites in this locality

would be significantly out of scale with the local settled community when considered both cumulatively and individually. In addition, although occupying a relatively isolated position with limited public views of the site, there are more prominent views from the east across the valley from a small number of residential properties. Should the site be extended to the extremes suggested by the owner this would bring the site 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 site performs 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.

**Conclusion: Reject**

**'Canal View' off Salter Street, Earlswood (site 208)**



**Availability**

The site is available for use.

**Suitability: Criteria in Policy P6 of the Solihull Draft Local Plan**

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.

The site is located less than 2km from Cheswick Green. However, the site occupies a fairly isolated location in terms of its proximity to other residential properties, along a track running from Salter Street, alongside the canal (although there is another Gypsy and Traveller site located along the same track).

The existing site is small in terms of physical size and the number of pitches accommodated, although the area suggested for extension is much larger.

It is considered that any large physical expansion of the site would be out of scale with the local settled community which live in a scattering of houses along country lanes in the vicinity.

The site is not out of scale when considered in the context of Cheswick Green as a whole, particularly as all essential services and facilities are available in the village which is less than 2km from the site.

Any unacceptable adverse visual impact can be adequately minimised.

The site is well distanced from the public highway and any footpaths and, whilst adjoining the canal, it is high above it such that the site cannot be seen from the canal boats or towpath.

	<p>Although there are no public views of the site, the contours of land are such that there are more prominent views from the east across the valley, which would affect a small number of residential properties should the site be expanded to the extent suggested.</p> <p>Intensification of the existing authorised site would lessen the visual impact, although on balance an increase in pitches would impact on the character and appearance of the area. The impact of urbanisation, particularly when considered cumulatively with the neighbouring Gypsy and Traveller site is a concern at this location.</p>
<p>The site is not in an area prone to flooding</p>	<p>The site is not located in a flooding zone. However, the eastern end of the suggested site extension may be susceptible to surface water flooding.</p>
<p>Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated.</p>	<p>No statutory designations or other local designations affecting the site. The site includes a proposed local wildlife site (LWS) / Site of Interest for Nature Conservation (SINC), but this is not a statutory designation and the existing authorised site has the same constraints and has been physically established for many years.</p> <p>It is unlikely that any existing features such as trees or hedges would be removed to accommodate development, although a large scale extension would impact on local landscape character which, in accordance with the Solihull Countryside Strategy, is a small scale, enclosed landscape.</p> <p>Unknown impact on protected / priority species.</p> <p>With regard to the historic environment the adjacent canal and nearby late 19th century Church of St Patrick (grade 2 listed) are heritage assets.</p> <p>Some remains of planned enclosure around site.</p> <p>Development of the site unlikely to significantly affect the special interest and setting of the above heritage assets especially where trees or hedges retained on site. The layout, density, landscaping and external lighting of any future development would need to pay proportionate regard to their significance and to local distinctiveness.</p>
<p>There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses.</p>	<p>The site has very few immediate neighbours, therefore no adverse impact on privacy and residential amenity for site occupants.</p> <p>There would be no adverse impact on privacy and residential amenity of site occupants, or occupants of the neighbouring Gypsy and Traveller site as the sites</p>

	<p>are physically separate.</p> <p>Any increase in vehicle movements would also be unlikely to disturb the neighbouring site as vehicles travelling to Canal View would not have to pass the other site.</p> <p>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 light and increase in general activity.</p> <p>The impact of urbanisation, particularly when considered cumulatively with the neighbouring Gypsy and Traveller site is a concern in this location.</p>
The site has safe and convenient access to the highway network.	<p>Access to the site is 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 5 years.</p> <p>Salter Street has a semi-rural character, classified as a 'B' road, with a 40mph speed limit and a designated footway, thereby significantly reducing potential conflict between vehicles and pedestrians.</p> <p>The proposed increased in trips as a result of the suggested site is likely to be marginal and therefore, it is considered that the development is acceptable from a highway safety perspective.</p>
Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.	<p>Although the site is not located within a settlement, Cheswick Green is less than 2km away. The local primary school is less than a 10 minute walk and there is also doctors surgery and a fresh food shop in Cheswick Green.</p> <p>These services and facilities are within realistic walking distance and the character of the route is conducive to walking and cycling, although some of the route would be unlit.</p> <p>Public transport is not readily available within the immediate vicinity of the site, although it is available in Cheswick Green.</p> <p>On balance, it is considered that the suggested site is acceptable from an accessibility perspective.</p>
Other Issues to consider	Green Belt location.
<b>Achievability</b>	The site has no overriding constraints to delivery.

### Summary and Conclusion

The area identified for expansion by the site owner is very large in scale and would be over three

times the size of the approved site. Coupled with nearby Gypsy and Traveller site which has also been suggested for extension, it is considered that 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 a relatively isolated position with limited public views of the site, there are more prominent views from the east across the valley from a small number of residential properties. Should the site be extended to the extremes suggested by the owner this would bring the site 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 site performs 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 the site is unsuitable for extension, this site has also been considered for an increase in capacity on 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**

## 'The Warren', Bickenhill Lane, Marston Green



<b>Availability</b>	The site is currently available for use.
<b>Suitability: Criteria in Policy P6 of the Solihull Draft Local Plan</b>	
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.	The site is an extension of an existing authorised site located to the rear of residential properties. The site is within an established residential and commercial area and the existing site has been present without any issues 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 the local settled community.
Any unacceptable adverse visual impact can be adequately minimised.	The site is not visible from the public highway, public footpaths or other public areas as it situated to the rear of residential properties. Existing screening limits views into the site from adjacent residential properties.
The site is not in an area prone to flooding	The site is not located in a flooding zone. However, it is in an area that is susceptible to groundwater flooding issues and there may be surface water issues towards the eastern end of the proposed site extension site.
Any unacceptable adverse impact on	There are no statutory national designations which

<p>landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated.</p>	<p>cover the site, although the site is adjacent to a Local Wildlife Site.</p> <p>The area of the proposed extension is included within a TPO area, however, a site visit has revealed that some trees within this area of the site are dead. An arboricultural assessment would need to be undertaken.</p> <p>The Solihull Countryside Strategy highlights that the 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. The sensitivity of the site is therefore debateable.</p> <p>Unknown impact on protected / priority species.</p> <p>With regard to the historic environment the plantation to the east is a pre-1888 woodland and a heritage asset of some local significance previously eroded by removal of some trees for road scheme and house building.</p> <p>Nearby pre-1937 houses are heritage assets of low local significance indicating development of the area.</p> <p>Development of the site will only slightly affect the special interest and setting of the above heritage assets. The layout, density, landscaping and external lighting of any future development would need to pay proportionate regard to their significance and to local distinctiveness.</p>
<p>There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses.</p>	<p>Increase in vehicle movements to an extended site may slightly reduce residential amenity for occupiers of properties adjacent to the site.</p> <p>Extended site would be further away from neighbouring residential properties, therefore limiting any adverse impact on residential amenity.</p>
<p>The site has safe and convenient access to the highway network.</p>	<p>The suggested site would be accessed from Bickenhill Lane, a wide, residential cul-de-sac off Coleshill Heath Road, which is inter-urban in character and links the NEC and Birmingham Airport to Chelmsley Wood.</p> <p>Direct access to the site is relatively narrow but wide verges could provide occasional overrunning to allowing to vehicles approaching in opposite directions to pass. Given the relatively low number of movements which could be expected by the suggested and existing site, this is considered an acceptable situation.</p> <p>Both Bickenhill Lane and Coleshill Heath Road are lit, have designated footways and a 30mph speed limit in force, thereby significantly reducing vehicle and pedestrian conflict.</p> <p>It is considered that the site is acceptable in highway</p>



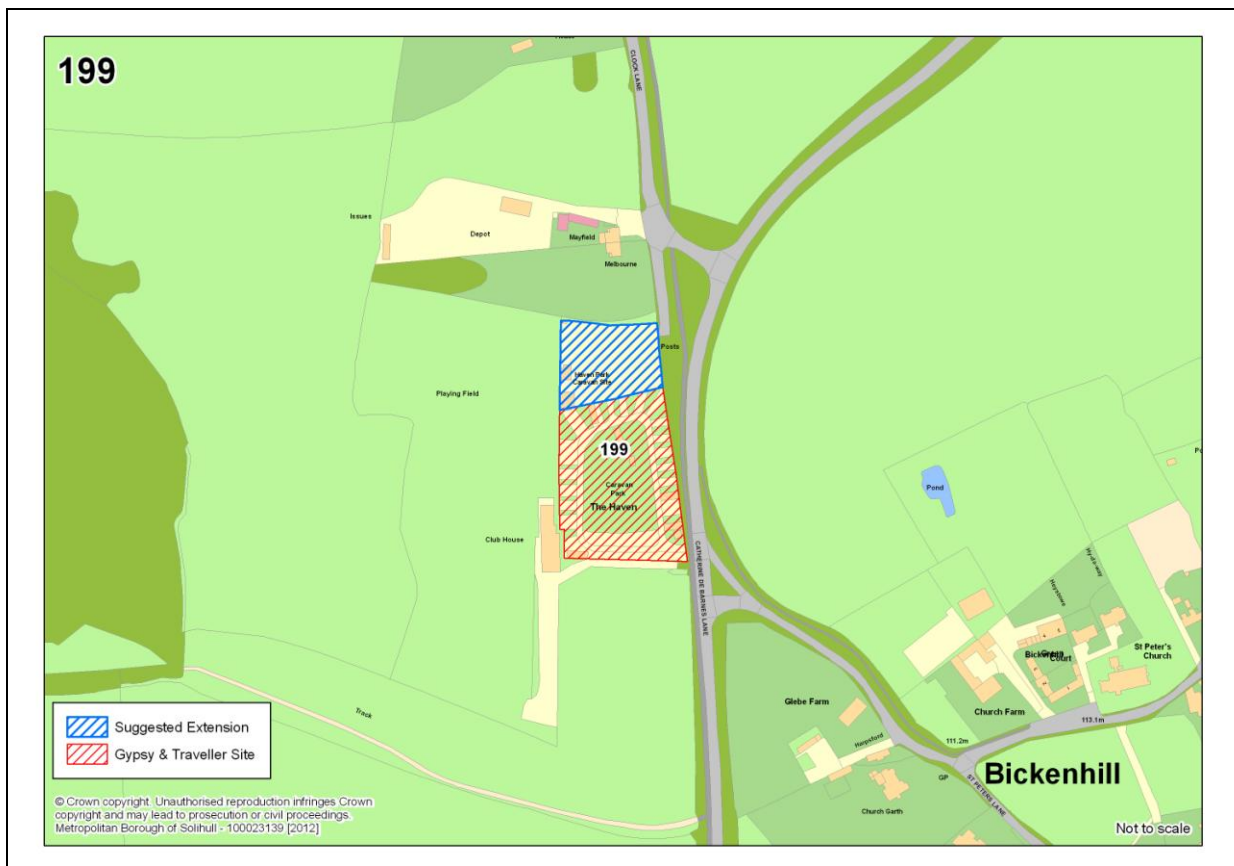
	safety terms.
Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.	<p>The suggested site is located within 2km of all key local services and facilities. Bus stops are also located within close proximity. Access to these facilities would be along routes where footways and street lighting is present.</p> <p>The nearest bus stops are located within 200 metres from site and provide access to Solihull Town Centre, Erdington, Birmingham International Station, Birmingham Airport, The NEC, Damsonwood and North Solihull. These services offer 3 buses per hour during the weekday daytimes and 3 buses per hour on weekday evenings and at weekends.</p> <p>With this in mind, the suggested site is considered to be within an accessible location.</p>
Other Issues to consider	Green Belt location.
<b>Achievability</b>	There site has no overriding constraints to delivery.

### **Summary and Conclusion**

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 as an allocation**

**‘The Haven’, Catherine-de-Barnes Lane, Bickenhill**



<p><b>Availability</b></p>	<p>The site is available for use.</p>
<p><b>Suitability: Criteria in Policy P6 of the Solihull Draft Local Plan</b></p>	
<p>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.</p>	<p>The site is not near or within a village, although it is in close proximity to the small settlement of Bickenhill. There are very few residential properties in the immediate vicinity and as the existing 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.</p>
<p>Any unacceptable adverse visual impact can be adequately minimised.</p>	<p>The existing site and proposed extension is well screened from public viewpoints, public footpaths and the public highway. The visual impact would therefore be minimal. There are few residential neighbours and no private views of the site.</p>
<p>The site is not in an area prone to flooding</p>	<p>The area is not located in a flooding zone and there are no surface water flooding issues on the site.</p>
<p>Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated.</p>	<p>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.</p>

	<p>The Solihull Countryside Strategy identifies that the 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. The sensitivity of the site is therefore debateable.</p> <p>With regard to the historic Environment the site is part of the wider setting of Bickenhill Conservation Area but significant separating distance and road, lower land level of site and existence of current caravan site and runway extension would prevent any appreciable impacts upon that designated heritage asset.</p> <p>Some trees and hedges south and west of the site evidence planned enclosure of low local significance.</p> <p>Development of the site would not significantly affect the special interest and setting of the above heritage assets especially where trees or hedges retained on site. The layout, density, landscaping and external lighting of any future development would need to pay proportionate regard to their significance and to local distinctiveness.</p>
<p>There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses.</p>	<p>There are very few neighbouring uses. Therefore the adverse impact on privacy and residential amenity for site occupants and neighbouring uses is negligible.</p> <p>The site does suffer significant noise issues due to its proximity to Birmingham Airport. However, noise contour maps submitted with the planning application for Birmingham Airport's runway extension show that the area identified for the Haven's site extension is further away from the higher noise contour than the existing Gypsy and Traveller site, which did not require relocation as part of the Airport's future growth plans.</p>
<p>The site has safe and convenient access to the highway network.</p>	<p>The suggested site would be accessed from an existing vehicular access shared with the existing Gypsy and Traveller site.</p> <p>The road in the immediate vicinity is semi-rural in character, it has a 40mph speed limit past the site and a designated footway / cycleway thereby reducing potential conflict between vehicles and pedestrians.</p>
<p>Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.</p>	<p>The nearest settlement with a range of key services and facilities is Hampton-in-Arden, which is approximately 3km away. There are no key services within walking distance of the site.</p> <p>However, it is recognised that walking and cycling routes to Solihull Town Centre further south are reasonable in that there is a dedicated shared use</p>

	<p>footway/cycle way available. Although a majority of this route would not be lit.</p> <p>There are no bus services which pass the site and local services and facilities are outside of realistic walking distance. The suggested site therefore fails to meet accessibility criteria.</p> <p>Accessibility to key services and facilities is a concern in this location, however, the existing site is well established and has been present in the location for a significant number of years, thereby contributing to its social sustainability.</p>
Other Issues to consider	Green Belt location.
<b>Achievability</b>	The site has no overriding constraints to delivery.

**Summary and Conclusion**

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 as an allocation**

## Old Civil Service Sports Club, off Old Damson Lane, Solihull



<b>Availability</b>	The site is currently available for use.
<b>Suitability: Criteria in Policy P6 of the Solihull Draft Local Plan</b>	
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.	<p>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.</p> <p>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.</p> <p>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.</p>
Any unacceptable adverse visual impact can be adequately minimised.	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

	<p>the north.</p> <p>The site is very visually prominent from the sports pitches to the east of the site due to the lack of a physical boundary.</p> <p>There are some limited views into the site from the farm and farm shop to the south.</p> <p>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.</p> <p>Concern that development would have an urbanising effect on the more rural, open landscape in this part of Solihull.</p>
<p>The site is not in an area prone to flooding</p>	<p>The site is not located in a flood zone.</p> <p>There are no surface water flooding issues on the site</p>
<p>Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated.</p>	<p>No specific landscape or other statutory designations covering the site.</p> <p>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.</p> <p>The Solihull Countryside Strategy defines this location as falling within Zone 2 'The Western Fringe' which encompasses existing major development at Birmingham Airport, the National Exhibition Centre (NEC) and Birmingham Business Park. It is recognised that this 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. The sensitivity of the site is therefore lessened, however, the site is adjacent to a Local Wildlife Site and any development should demonstrate that there would be no potential impacts on this site.</p> <p>With regard to the historic environment the 19th century Dunstan Farm and perhaps some farm buildings to the south are heritage assets.</p> <p>Some remains of planned enclosure to north, south and west edges of site.</p> <p>Development of the site likely to moderately affect the setting of the above heritage assets especially where trees or hedges removed on site. The layout, density, landscaping and external lighting of any future development would need to pay proportionate regard to their significance and to local distinctiveness.</p>

<p>There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses.</p>	<p>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.</p>
<p>The site has safe and convenient access to the highway network.</p>	<p>The site is located off a narrow country lane which does not benefit from a dedicated footway or lighting, thereby increasing the potential for pedestrian / vehicle conflict.</p>
<p>Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.</p>	<p>The site is within a theoretical realistic walking distance to local bus services with a primary school and fresh food facility located an approximate 25min walk away which is considered to be just outside theoretical walking distance.</p> <p>However, it is not just the linear distance which is important. The nature and attractiveness of the walk/cycle is also important, and in the case of the identified site, the potential for pedestrian – vehicle conflict on the country lane is relevant. Old Damson Lane is a generally single carriageway road, with no footway or lighting, and its nature is not likely to be conducive to pedestrians or cyclists for regular shopping/work/school trips or to access local bus services. It would not be a suitable route for young children to use for cycling to school, irrespective of whether they were accompanied by an adult. The site is neither within a sustainable location nor a location which would be safe for vulnerable road users to use.</p>
<p>Other Issues to consider</p>	<p>Impact on openness of the Green Belt</p> <p>The potential loss of sports pitch provision.</p> <p>The site is identified as an area of compensation, where MG5 (a type of species rich) grassland will be created, to offset Birmingham Airport’s runway extension, as agreed through the Section 106 agreement. It cannot be both a compensation site and a Gypsy and Traveller site.</p>
<p><b>Achievability</b></p>	<p>The site is identified as an area of compensation to offset Birmingham Airport’s runway extension, as agreed through the Section 106 agreement. It cannot be both a compensation site and a Gypsy and Traveller site. Delivery of the site is therefore uncertain.</p>

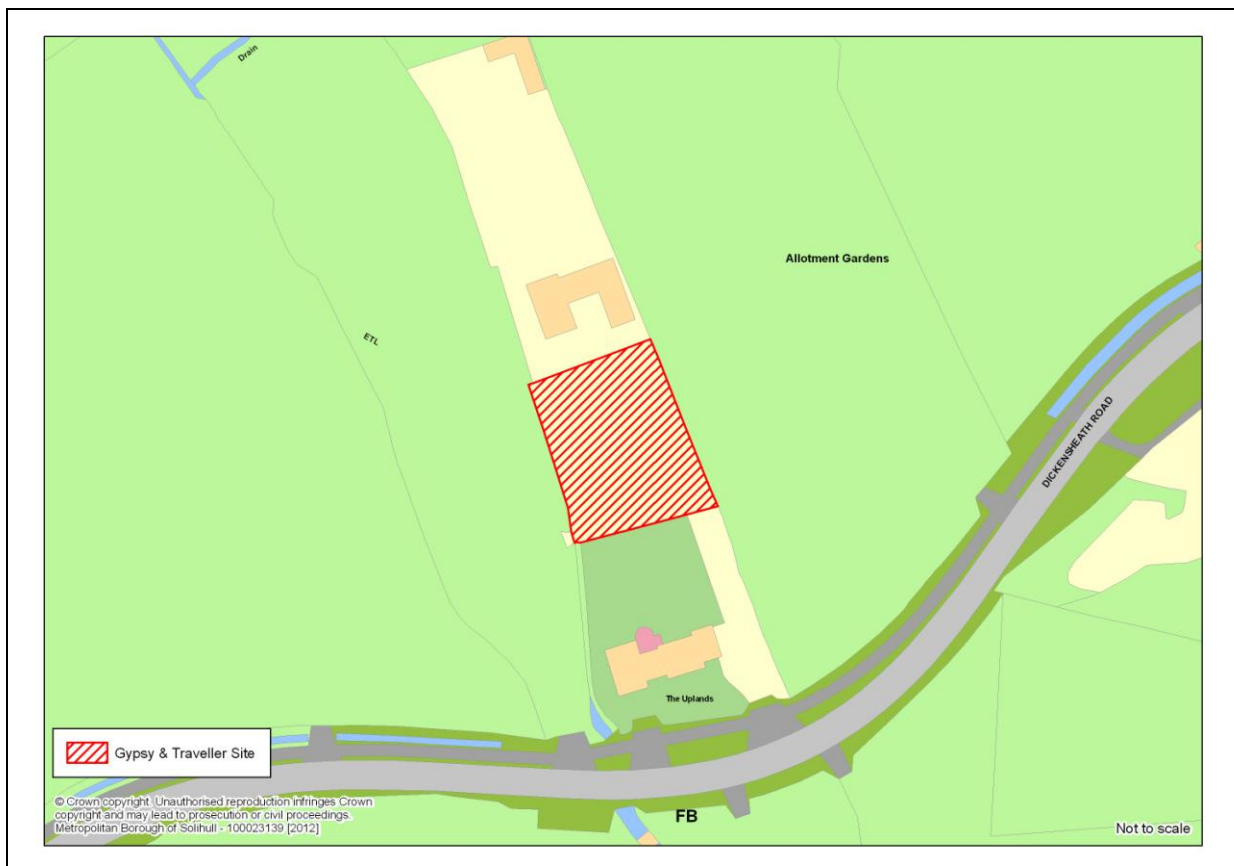
### **Summary and Conclusion**

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 and deliverability as the site is identified as an area of compensation to offset Birmingham Airport’s runway extension, as agreed through the Section 106 agreement.

**Conclusion: Reject**



## 'The Uplands', Dickens Heath Road, Dickens Heath



<b>Availability</b>	The site is currently available for immediate use.
<b>Suitability: Criteria in Policy P6 of the Solihull Draft Local Plan</b>	
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.	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.  Its small scale, unobtrusive location does not dominate the immediate local environment or the nearest settled community.
Any unacceptable adverse visual impact can be adequately minimised.	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 limited views of the site from the public highway and there are no surrounding residential properties from which views are available. The site is adjacent to an allotment, although the site boundaries are well screened and views are not readily available into to the site.
The site is not in an area prone to flooding	The site is not in an area prone to flooding and evidence suggests there are no significant surface or ground water flooding issues at the site.
Any unacceptable adverse impact on	There are no specific landscape designations

landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated.	<p>affecting the area.</p> <p>Some of the trees on the site are covered by a Tree Preservation Order, although as the site is well established and there has been no impact on these trees, it is considered that the TPO is not a significant factor weighing against the regularisation of the site.</p> <p>With regard to the historic environment there are no nearby heritage assets other than some trees and hedges of remaining planned enclosure.</p> <p>Development of the site would have little impact upon the special interest and setting of these heritage assets. The layout, density, landscaping and external lighting of any future development would need to pay proportionate regard to their significance to local distinctiveness.</p>
There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses.	The site has very few neighbouring land uses. Therefore any adverse impact on privacy and residential amenity for site occupants and neighbouring uses is negligible.
The site has safe and convenient access to the highway network.	The site has good access to the highway network. Dickens Heath Road has a designated footway and a cycleway separated from the carriageway by a grass verge. It is well lit and has a 30 speed limit. Therefore the potential for pedestrian / vehicle conflict is significantly reduced.
Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.	<p>The site is less than 1km to Dickens Heath village centre. Access to the nearest primary school is within a 10-15 minute walk, there is good access to secondary schools, a GP surgery and fresh food.</p> <p>A dedicated footway / cycleway runs past the site and provides access to Dickens Heath, thereby making travel by foot and cycle a realistic alternative to the car.</p> <p>A bus service to Dickens Heath and Solihull also runs past the site with dedicated stops within 200m.</p>
Other Issues to consider	Social sustainability. The site has been well established over many years and there may be issues about how acceptable it is to remove the occupants after such a time.
<b>Achievability</b>	There site has no overriding constraints to delivery.

### Summary and Conclusion

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 as an allocation**

**‘The Pleck’, Shadowbrook Lane, Hampton-in Arden**



<b>Availability</b>	The site is available for use.
<b>Suitability: Criteria in Policy P6 of the Solihull Draft Local Plan</b>	
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.	<p>The site is located less than 2km from the village of Hampton-in-Arden, which has a range of local services and facilities.</p> <p>There are very few residential properties within the immediate locality.</p> <p>The size of the site suggested is small in scale and the number of pitches currently present is not significant in the context of the size and density of the local population or community of Hampton in Arden and the infrastructure available.</p>
Any unacceptable adverse visual impact can be adequately minimised.	<p>The site is partially screened by trees and hedgerows, although there are gaps which allow views into the site from the highway, particularly from the site access.</p> <p>The site is visible from the one public footpath in the vicinity of the site, due to the lack of natural screening.</p> <p>There are no views of the site from surrounding residential properties and other public and private views of the site are limited.</p>
The site is not in an area prone to flooding	The site is not in an identified flood zone. There are

	no other flooding issues.
Any unacceptable adverse impact on landscape or local nature conservation designations, ecology, biodiversity or the historic environment can be mitigated.	<p>There are no statutory designations within the site. There is a designated Site of Special Scientific Interest (SSSI) immediately adjacent to the site to the north and west. The site therefore has potential to have some indirect impact on sensitive designated habitats, however this must also be weighed against the fact that some development already exists.</p> <p>The site is adjacent to Local Wildlife Site and the site itself has been identified as a proposed Local Wildlife Site (LWS) / Site of Interest for Nature Conservation (SINC), although this is not a formal designation.</p> <p>The Solihull Countryside Strategy defines this location as falling within Zone 3 'The Motorway Corridor' - recognising the dominance of the motorway over this zone. This could be argued to lessen the sensitivity of this site.</p> <p>With regard to the historic environment there are no heritage assets other than some trees and hedges of remaining planned enclosure.</p> <p>Development of the site unlikely to affect the special interest and setting of the above heritage assets especially where trees or hedges retained on site. The layout, density, landscaping and external lighting of any future development would need to pay proportionate regard to their significance and to local distinctiveness.</p>
There is no unacceptable adverse impact on privacy and residential amenity for both site residents and neighbouring land uses.	<p>There are very few neighbouring uses. Therefore the adverse impact on privacy and residential amenity for site occupants and neighbouring uses is negligible. The only exception to this is noise, as the site lies almost under the flight path for arriving flights at Birmingham Airport.</p>
The site has safe and convenient access to the highway network.	<p>Although the road is rural in nature, it is not characterised by sharp bends or poor visibility, and it has a 40mph speed limit. It is of sufficient width to allow 2 on coming private vehicles to pass in opposite directions. In places there is room for a private car and service vehicle to pass each other in opposite directions.</p> <p>The road has no formal footway provision however, the character of the road, the speed limit in force and the fact that there are wide verges mean that the potential for pedestrian and vehicle conflict is marginally reduced.</p> <p>The principle of a Gypsy and Traveller site at this location has previously been considered at appeal where temporary planning permission was granted. Highway safety was an issue considered by the</p>

	<p>Inspector who opined that the access arrangements were acceptable for the proposed development, subject to adequate sight lines being provided.</p> <p>Given that the extant site appears to be operating satisfactory from a highway safety perspective, it is not considered that the site would raise a highway safety issue.</p>
<p>Local services and facilities such as schools, health facilities, fresh food and employment are accessible by walking, cycling and public transport, or it can be demonstrated that the site is sustainable in other ways.</p>	<p>Key local services and facilities, including a GP surgery, are available in Hampton-in-Arden however, they are at the upper limit or outside of what would be considered realistic walking distances specified within PPG13. The nature of the route along Shadowbrook Lane to Hampton-in-Arden (no footways or lighting) means that it is unlikely that pedestrians would use it for shopping or school trips. There are no bus services in vicinity of site. Hampton in Arden Railway Station is located approximately 2.3km from site. Access to public transport is also poor.</p> <p>Therefore, it is not considered that the site is located within an accessible location.</p>
<p>Other Issues to consider</p>	<p>Green Belt location.</p> <p>The site is subject to noise from aircraft.</p> <p>The 'very special circumstances' which justified temporary planning permission on appeal are no longer applicable.</p>
<p><b>Achievability</b></p>	<p>The site has no overriding constraints to delivery.</p>

### Summary and Conclusion

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 GTAAs 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.

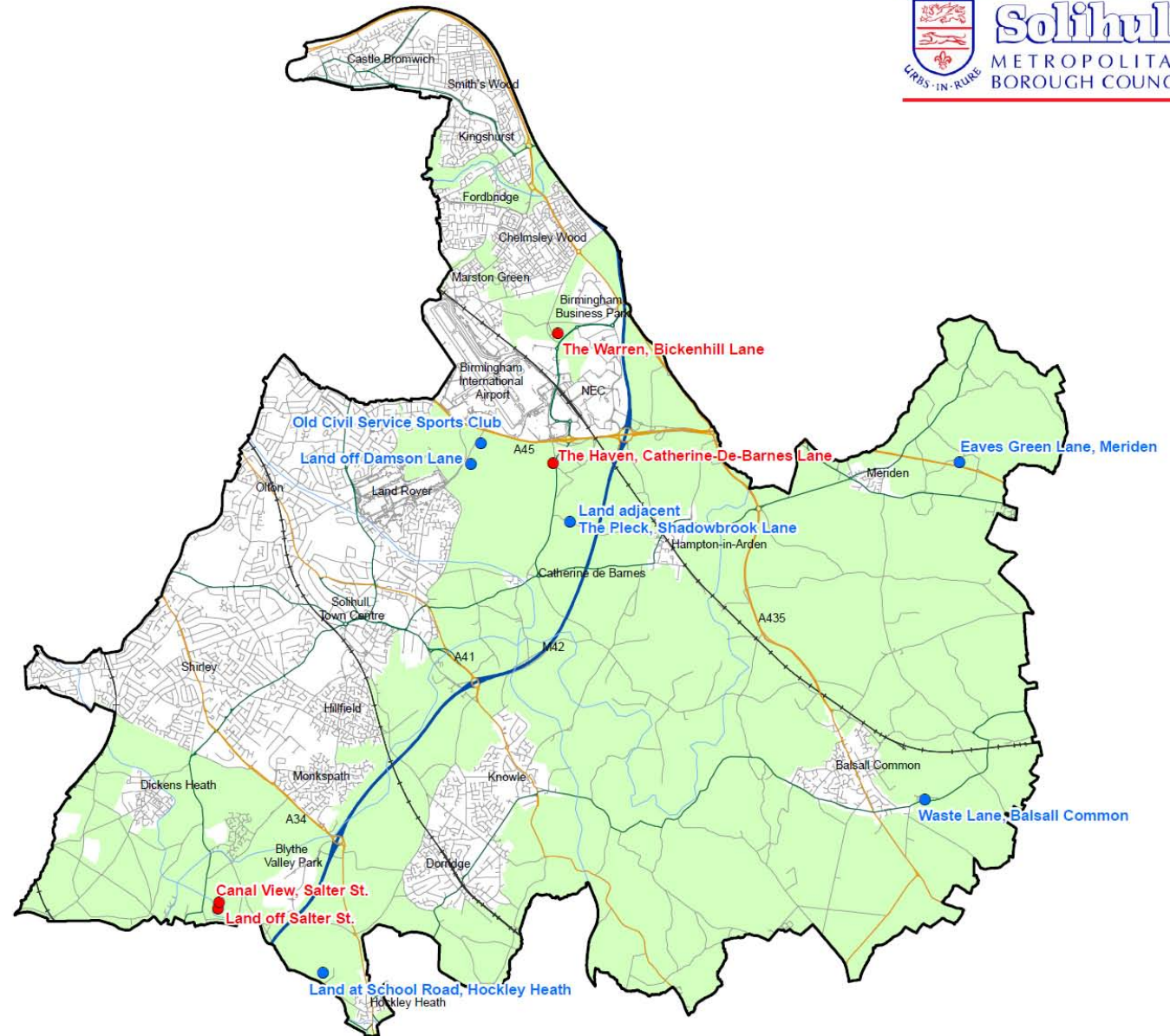
The site itself has been identified as a potential wildlife site / Site of importance for nature Conservation, it is immediately adjacent to a SSSI and there is potential for impact on sensitive designated habitats. However, a Gypsy and Traveller Pitch has been present on this site for a number of years 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**

# Appendix 1 – List of Sites Suggested Through the Call for Sites Exercise



## Location of Suggested Gypsy & Traveller Sites



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

