



SA of the Solihull Gypsy and Traveller Site Allocations DPD

Interim SA Report

July 2012

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IRELAND



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1 INTRODUCTION

1.1.1 This document is an interim report of Sustainability Appraisal (SA) that is being undertaken alongside development of the Gypsy and Traveller Site Allocations Development Plan Document (DPD) being prepared by Solihull Metropolitan Borough Council („the Council’). URS was commissioned to work alongside officers from the Council to prepare this report.

1.1.2 This Interim SA Report documents the appraisal of the Gypsy and Traveller Site Allocations DPD „Preferred Options’ consultation document. The DPD „Preferred Options’ document presents:

- A vision and objectives for the plan;
- A preferred strategy for allocating sites;
- A list of preferred and non-preferred sites along with suggested capacities for the preferred sites and a suggested approach to phasing development; and
- A suggested „policy direction’ for development management.

1.1.3 The SA findings and recommendations set out within this report will be taken into account by the Council, alongside consultation responses, when preparing the „Proposed Submission’ draft’ of the DPD, which will then be published for consultation.

1.2 Sustainability Appraisal

1.2.1 SA is a process by which the environmental, social and economic effects of a strategic action (a plan or a programme) are considered prior to finalisation of the plan. The purpose of identifying likely effects in advance is that adverse effects can be minimised and beneficial effects can be enhanced.

1.2.2 In the case of DPDs, it is a legal requirement that SA is undertaken in-line with the procedures prescribed by the EU Strategic Environmental Assessment (SEA) Directive. The objective of SEA is *‘to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans [...] with a view to promoting sustainable development’* (SEA Directive, Article 1).

1.3 The SA Report

1.3.1 A key procedural requirement is that a report is published for consultation alongside the draft plan; that identifies, describes and evaluates the likely significant sustainability effects of implementing the plan, and reasonable alternatives. Subsequent to consultation the report (which we call the „SA Report’) must then be taken into account (alongside consultation responses) by the plan-makers when finalising the plan.

1.3.2 The Directive prescribes the information that must be contained within the SA Report (see Table 1.1). This „Interim’ SA Report does not seek to provide all required content. This will be provided within the Final SA Report.

Table 1-1: Meeting the reporting requirements of the SEA Directive

Requirement	Where Covered
An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	This will be summarised in the SA Report published alongside the Proposed Submission Draft DPD
The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	This will be summarised in the SA Report published alongside the Proposed Submission Draft DPD
The environmental characteristics of areas likely to be significantly affected	This will be summarised in the SA Report published alongside the Proposed Submission Draft DPD
Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	This information will also be summarised in the SA Report published alongside the Proposed Submission Draft DPD
The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation	This will be summarised in the SA Report published alongside the Proposed Submission Draft DPD
The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors	Appraisal findings, as they relate to the preferred options, are presented in Chapter 5 of this Interim SA Report. Appraisal findings will also be set out within the SA Report published alongside the Proposed Submission Draft DPD.
The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	Recommendations are presented in Chapter 5 of this Interim SA Report Recommendations will also be set out within the SA Report published alongside the Proposed Submission Draft DPD.
An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	An outline of the reasons for selecting the alternatives dealt with will be presented within the SA Report published alongside the Proposed Submission Draft DPD.
A description of the measures envisaged concerning monitoring in accordance with Article 10	Monitoring recommendations will be presented within the SA Report published alongside the Proposed Submission Draft

Requirement	Where Covered
	DPD.
A non-technical summary of the information provided under the above headings	A non-technical summary will be presented within the SA Report published alongside the Proposed Submission Draft DPD.

1.4 Structure of this Interim SA Report

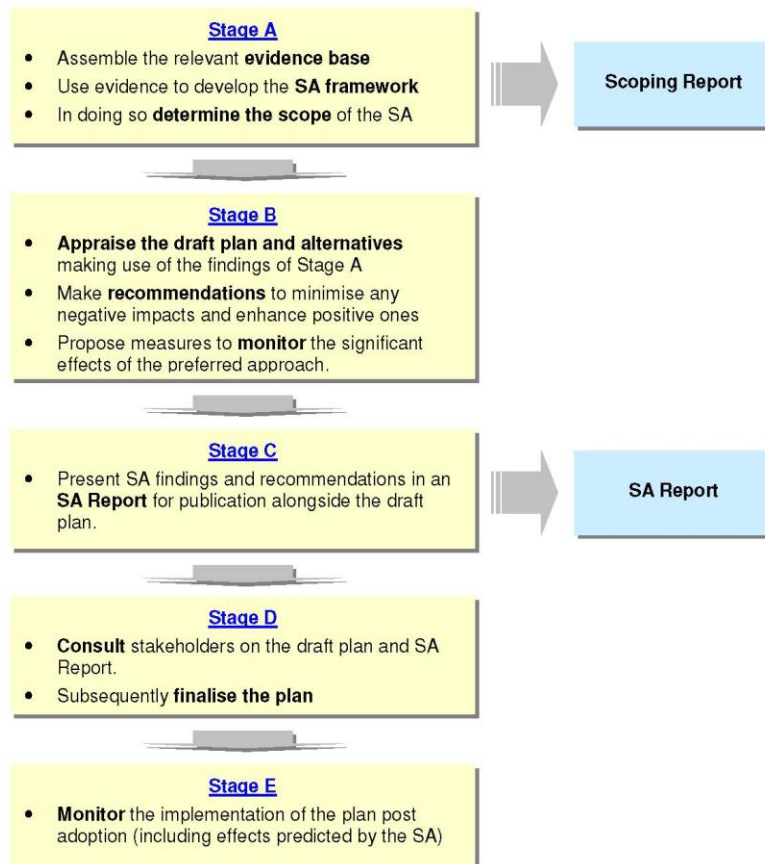
1.4.1 The remainder of this report is structured as follows:

- Chapter 2 – Introduces the SA process.
- Chapter 3 – Summarises key aspects of the evidence base that has informed the appraisal.
- Chapter 4 - Sets out the appraisal methodology.
- Chapter 5 – Presents the appraisal findings and also makes recommendations for addressing ‘likely effects’ highlighted through the appraisal.
- Chapter 6 – Presents the Conclusions and next steps.
- Appendix A – Presents how the SA Objectives have evolved.

2 SA PROCESS

2.1.1 Government Guidance advocates a five-stage approach to undertaking SA (see Figure 2-1).

Figure 2-1: The five stage approach to SA



2.2 Stage A

2.2.1 The purpose of Stage A is to define the scope of the assessment. A key step is the production of a Scoping Report, which assembles the relevant evidence base and uses this as a basis to develop an SA framework for the subsequent appraisal work. Stage A was begun in 2008, with a Scoping Report published for consultation and subsequently finalised (July 2008). Rather than being focused on the Gypsy and Traveller DPD, this Scoping Report was developed with the aim of guiding the Solihull Local Development Framework in general. It provides a helpful methodological ‘framework’ for this appraisal (essentially a set of SA objectives, sub-objectives and more detailed issues for consideration). However there has been a need to supplement the detailed information set out within the 2008 Scoping Report for the following reasons:

- Firstly, in light of evidence published since 2008, it was determined that the SA objectives should be revised for the purposes of the appraisal presented within this report. The revised SA Objectives are presented in Box 2-1. The ‘evolution’ of the SA objectives since 2008 is discussed further in Appendix A.

- Secondly, a process of evidence gathering focused on identifying issues specific to Gypsy and Travellers in Solihull has been undertaken.

Box 2-1: SA objectives and sub-objectives (2011)

1. Contribute to regeneration and economic development initiatives spatially targeted towards specific community groups
2. Reduce the number of people with access difficulties to employment, education and training opportunities
3. Ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel
4. Minimise the use of natural resources, such as land, water and minerals, and minimise waste, increase reuse and recycling and manage within the Borough/Sub-region
 - Deliver reductions in the quantity of water used in the Borough
 - Deliver reductions in the waste arisings and to move up the waste hierarchy.
 - Use brownfield sites where appropriate and there is no net loss of ecological value
 - To promote resource efficiency
5. Minimise greenhouse gas emissions, reduce energy use, encourage energy efficiency and renewable energy generation
 - Deliver quantified reductions in emissions by 2020 that contribute to the 34% reduction target
 - Encourage reduced energy use, use of distributive energy systems and renewable energy
6. Assist in the adaptation businesses need to become resource efficient and also deliver more sustainable products and services better equipped to a changing market place caused by climate change
7. Manage, maintain and where necessary improve drainage to reduce economic losses from flooding
8. Ensure that development provides for adaptation to urban heating and high winds
9. Enhance the ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species
10. Manage the landscape effects of development in recognition of the European Landscape Convention as well as the risks and opportunities associated with measures to address climate change
11. Facilitate the delivery and enhance the quality of areas providing green infrastructure
12. Enhance, conserve and protect buildings, sites, and the setting of historic assets to the urban environment as part of development projects
13. Deliver improvements in townscape and enhance local distinctiveness
14. Minimise air, soil, water, light and noise pollution
 - Continue to deliver reductions in particulate and nitrogen dioxide levels
 - Manage drainage network to ensure no detriment to surface water quality
 - Reduce the intrusion of urban and highway lighting
 - Deliver reductions in road traffic noise focusing upon „First Priority Locations’
 - Conserve soils thereby supporting other objectives
15. Improve community capital and reduce social isolation across the social gradient
16. Improve the supply and affordability of housing in those areas of greatest need

- 17. Ensure the Borough's national and regional assets reflect wider needs
- 18. Fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality to reduce health inequalities and promote healthy lifestyles
- 19. Reduce crime, fear of crime and anti-social behaviour
- 20. Enhance public safety
- 21. Encourage development with a better balance between jobs, housing and services, and provide easy and equitable access to opportunities, basic services and amenities for all

2.3 Stage B and C

- 2.3.1 This Interim SA Report focuses on Stage B of the SA process. Preferred policy approaches, preferred sites and non-preferred sites presented within the Gypsy and Travellers Preferred Options paper have been appraised against the SA Objectives, and recommendations have been made to enhance beneficial effects and minimise adverse ones. SA findings and recommendations have been made available to the Council, and will be taken on-board as they prepare the Proposed Submission version of the DPD.
- 2.3.2 The Proposed Submission DPD will be subject to appraisal (i.e. further Stage B), with appraisal findings and recommendations presented within an SA Report document (hence meeting the requirement of Stage C). At this stage, suggestions will also be made for monitoring likely significant effects.

2.4 Stage D

- 2.4.1 The SA Report will be published for consultation alongside the Proposed Submission the DPD. Findings will subsequently be taken on-board when finalising the plan for Submission.

2.5 Stage E

- 2.5.1 At plan adoption, a „statement' will be published setting out how the findings and recommendations set out within the SA Report (as well as „wider opinions' gathered through consultation), have been taken into account. The adoption statement will also present the Council's preferred approach to monitoring.

3 EVIDENCE BASE

3.1 Introduction

3.1.1 The primary source of evidence to inform the appraisal is the 2008 SA Scoping Report. This document identifies a range of sustainability issues that might potentially be affected by the policies set out within the Gypsy and Travellers DPD. However, the Scoping Report does not focus on particular sustainability issues associated with the Gypsy and Traveller population, and so there has been a need to undertake a review of additional evidence. The findings of this review are presented below.

3.2 Planning Policy for Traveller Sites

3.2.1 The Planning Policy for Traveller Sites¹ document sets out the Government's planning policy for traveller sites. It should be read in conjunction with the National Planning Policy Framework. The policy document highlights that the Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

3.2.2 The policy document sets out a series of aims in respect of traveller sites. These are:

- that local planning authorities should make their own assessment of need for the purposes of planning;
- to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites;
- to encourage local planning authorities to plan for sites over a reasonable timescale;
- that plan-making and decision-taking should protect Green Belt from inappropriate development;
- to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites;
- that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective;
- for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies;
- to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply;
- to reduce tensions between settled and traveller communities in plan-making and planning decisions;
- to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure; and
- for local planning authorities to have due regard to the protection of local amenity and the local environment.

3.2.3 A series of policies are set out within the policy document. Policy A (Using evidence to plan positively and manage development) identifies the need for local planning authorities (LPAs) to assemble the evidence base necessary to support their planning approach.

3.2.4 Policy B (Planning for Traveller Sites) identifies the need for LPAs to set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area, working

¹ „Planning Policy for Traveller Sites' published by Communities and Local Government (2012). Document available from: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2113371.pdf>

collaboratively with neighbouring authorities. The policy highlights that LPAs should ensure that traveller sites are sustainable economically, socially and environmentally through ensuring that their policies:

- promote peaceful and integrated co-existence between the site and the local community;
- promote, in collaboration with commissioners of health services, access to appropriate health services;
- ensure that children can attend school on a regular basis;
- provide a settled base that reduces the need for long-distance travelling and possible environmental damage caused by unauthorised encampment;
- provide for proper consideration of the effect of local environmental quality (such as noise and air quality) on the health and well-being of any travellers that may locate there or on others as a result of new development;
- avoid placing undue pressure on local infrastructure and services;
- do not locate sites in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans; and
- reflect the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability.

3.2.5 Policy C (Sites in rural areas and the countryside) states that „When assessing the suitability of sites in rural or semi-rural settings, LPAs should ensure that the scale of such sites does not dominate the nearest settled community’.

3.2.6 Policy D (Rural Exception Sites) highlights that if there is a lack of affordable land to meet local traveller needs, LPAs in rural areas should consider the need to allocate and release sites solely for affordable traveller sites, including using a rural exception site policy for travellers sites that should also be used to manage applications.

3.2.7 Policy E (Traveller sites in Green Belt) emphasises that inappropriate development (which includes traveller sites (temporary or permanent)) in the Green Belt should not be approved, except in very special circumstances. If an LPA wishes to make an exceptional limited alteration to the defined Green Belt boundary to meet a specific identified need for a traveller site, it should do so only through the plan-making process. If land is removed from the Green Belt in this way, it should be specifically allocated in the development plan as a traveller site only.

3.2.8 Policy F (Mixed planning use traveller sites) states that „LPAs should consider, wherever possible, including traveller sites suitable for mixed and business uses’.

3.2.9 Policy G (Major development projects) highlights that LPAs should work with the planning applicant and the affected traveller community to identify a site or sites suitable for relocation of the community if a major development proposal requires the permanent or temporary relocation of a traveller site.

3.2.10 Guidance on determining planning applications for traveller sites is set out in Policy H (Determining planning applications for traveller sites). Policy I (Implementation) highlights how this policy document came into effect on the same day as the National Planning Policy Framework.

3.3 A Draft Strategy for Gypsies and Travellers in Solihull

3.3.1 Rather than focusing on the provision of accommodation, this draft strategy focuses on service delivery. In particular, it focuses on:

- Enabling the improvement of service delivery;
- Ensuring service delivery can be varied to make it accessible to Gypsies and Travellers; and
- Increasing awareness of services amongst Gypsies and Travellers.

3.3.2 Although, in many respects, the draft Strategy is of limited relevance to the Site Allocations DPD, it does highlight some important issues relating to the local Gypsy and Traveller population. These issues have been identified through collaboration with Central and Cecil Housing Trust (CCHT), a not for profit organisation that provides a „floating’ support service to Gypsies and Travellers within the Solihull area focusing on: Developing independent living skills; Assistance on gaining access to other services; Helping to ensure accommodation is safe and secure; and Managing finances and benefit claims.

3.3.3 The draft Strategy highlights that:

- Where Gypsies and Travellers are able to live on authorised, well managed sites and can access services, they are likely to enjoy improved 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 advice from CCHT is that the take up of services by Gypsies and Travellers in Solihull is generally good. This is partly due to the settled nature of the majority of Solihull’s Gypsy and Traveller community. This assessment may not apply to those who are less settled or who are passing through the Borough.
- CCHT have advised that in Solihull, most if not all Gypsies and Travellers have a GP and „all those who want a dentist have one’.
- CCHT advise that there are issues in terms of Gypsies and Travellers not accessing mental health support and they consider that there is a higher level of depression within the Gypsy and Traveller community, compared to the general population. This would concur with the national picture.

3.4 Solihull Gypsy and Traveller Accommodation Assessment (GTAA) – February 2012

3.4.1 In November 2011 Solihull Metropolitan Borough Council commissioned the Salford Housing & Urban Studies Unit (SHUSU) at the University of Salford to produce a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment² for the borough. The primary purpose of the report was to provide an evidence base to inform the future development of planning policies through the Local Development Framework. This report updates the previous joint Birmingham, Coventry and Solihull GTAA published in 2008 and identifies Solihull’s future pitch requirements for the following periods:

- 1st January 2012 – 31st December 2016
- 1st January 2017 – 31st December 2021
- 1st January 2022 – 31st December 2026

3.4.2 The updated GTAA was endorsed by Members of the Council as the evidence base for further policy development in March 2012.

Local accommodation provision

3.4.3 There is no one source of information about the size of the Gypsy and Traveller population in the borough. The report estimates that there are at least 325 local Gypsies and Travellers living in the borough. The population was found across a range of accommodation types:

² „Solihull Gypsy and Traveller Accommodation Assessment (2012) prepared by Solihull Council. Document available from: http://www.solihull.gov.uk/Attachments/FINAL_Report_-_Solihull_GTAA_Feb_2012.pdf?bcsi_scan_AB11CAA0E2721250=1

- There are 7 authorised permanent private sites in the borough. Together these accommodate approximately 49 pitches / households;
- There is 1 authorised private site with temporary consent in the borough accommodating a single individual;
- There are 3 unauthorised developments (land owned by Gypsies and Travellers but developed without planning permission) within the borough. It is estimated that these sites accommodate approximately 14 pitches / households;
- It is estimated that there are at least 40 households living in bricks and mortar housing in the borough;
- There are no socially rented sites in the borough; and
- There is no yard-based accommodation for Travelling Showpeople in the borough.

Characteristics of local Gypsies and Travellers

3.4.4 The survey of Gypsies and Travellers within the assessment identified some of the important characteristics of the local population:

- Household size is larger than in the settled / non-Traveller population at 3 persons across the whole sample;
- A significant proportion of the sample (16%) were households over 60 years of age;
- The majority of Gypsies and Travellers in trailers and in housing can be seen to belong, in some way, to the borough. The vast majority of people had lived in the borough for over 10 years. Many of these were born or had strong family links in the area;
- The local population is dominated by Romany Gypsies (72%) with a smaller number of Irish Travellers (19%); and
- The majority of households reported that they never travel. A number of those who no longer travelled cited education, health and age related reasons for becoming more sedentary. However, reasons attributed to a precarious position with regards to planning permission and / or wanting to be more settled were also common reasons for not travelling.

Accommodation need and supply

3.4.5 The table presented below is taken from the assessment and shows total need for gypsy and traveller accommodation within Solihull from 2012 to 2026.

Table 3.1: Summary of Gypsy, Traveller and Travelling Showpeople accommodation and pitch need (1st January 2012 - 31st December 2026)

Residential Provision/Need (pitches / plots)	Gypsy and Traveller Accommodation Need Total (No. of pitches)
Current authorised residential provision	49
2012–2016	26
2017–2021	6
2022–2026	6
2012–2026	38

4 APPRAISAL METHODOLOGY

4.1.1 This chapter sets out the appraisal methodology.

4.1.2 The appraisal seeks to forecast 'significant effects' from a baseline situation without the plan, drawing on the sustainability objectives presented in Chapter 2 as a methodological framework. The forecasting of significant effects is inherently difficult given:

- The high level nature of the preferred policy approaches (i.e. the uncertainty regarding precisely how they will lead to effects 'on the ground'); and
- The limited data available on the characteristics of each of the sites in the absence of site investigations.

4.1.3 Because of these inherent uncertainties there is a need to exercise caution when appraising significant effects. Specifically:

- Where effects have been forecast this has been accompanied by the assumptions made; and
- While it has sometimes not been possible to forecast significant effects, it has been possible to comment on the performance of preferred approaches / relative merits of alternatives.

4.1.4 It is important to note that the appraisal has taken into account the criteria for determining the likely significance of effects referenced in Annex II of the SEA Directive. So, for example, the probability, duration, frequency and reversibility of effects has been taken into account as far as possible. Cumulative effects have also been accounted for. In particular, there has been a need to take into account the potential for cumulative effects with the emerging Solihull Local Plan.

5 APPRAISAL FINDINGS

5.1 Introduction

5.1.1 This chapter presents the appraisal of the following:

- The proposed plan objectives;
- The preferred strategy for allocating sites;
- Each of the preferred / non-preferred sites;
- The preferred sites acting together in combination, taking into account the suggested capacities and the suggested approach to phasing; and
- The suggested 'policy direction' for development management.

5.2 Vision and objectives

5.2.1 The draft vision up to 2027 for the Gypsy and Traveller Site Allocations Development Plan Document addresses eight of the SA objectives for Solihull. In particular, it aims to ensure that:

- Sufficient gypsy and traveller sites are delivered within the Borough, which ought to contribute towards securing a decent home (SA objective 16 (Housing));
- New sites are located in sustainable locations that ought to reduce the number of unauthorised developments. This will contribute towards protecting environmental features present in the Borough (SA objectives 9 (biodiversity), 10 (landscape), 11 (green infrastructure) and 12 (historic environment)); and
- Health and education facilities and other services are accessible from new sites, which will contribute towards addressing SA objective 18 (health inequalities), 3 (Reducing travel) and 15 (Deprivation).

5.2.2 The overarching objective to deliver the vision in the Gypsy and Traveller Site Allocations DPD is set out in the Solihull draft local plan. It is:

“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.”

5.2.3 In order to deliver this overarching objective, a series of sub-objectives are set out within the Site Allocations DPD. These are 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.**

5.2.4 Table 5-1 presents an appraisal of the proposed objectives, which include the overarching objective and the five sub objectives (see paragraphs 5.2.2 and 5.2.3). The purpose of the table is to test the compatibility of the DPDs objectives with the SA objectives. The cells in the table marked with an 'X' show where a DPD objective is compatible with an SA objective

5.2.5 Given the high level nature of the objectives, it has not been possible to predict significant effects on the baseline. Rather, the appraisal focuses on the degree to which the proposed plan objectives are in-line with the SA objectives.

Table 5-1: Appraisal of the proposed plan objectives

SA Objective	Overarching Objective – Increase number of pitches, reducing unauthorised sites, accessible services and respecting neighbours	Sub Objectives				
		Allocate sufficient land and pitches	Identify available, suitable and achievable sites	Increase access to health and education services	Promote high quality design	Provide clear guidance on deciding planning applications
1. Prosperity						
2. Access to jobs	X					
3. Reducing travel	X	X	X	X		X
4. Resource efficiency	X	X				
5. Greenhouse gases	X	X	X	X		
6. Business adaptation						
7. Losses from flooding	X	X	X			
8. Urban adaptation						
9. Biodiversity	X	X	X			X
10. Landscape	X	X	X			X
11. Green infrastructure	X					
12. Historic environment	X	X	X			X
13. Built environment	X	X	X		X	X
14. Pollution	X	X	X			X
15. Deprivation	X	X	X	X	X	X
16. Housing	X	X	X	X	X	X

SA Objective	Overarching Objective – Increase number of pitches, reducing unauthorised sites, accessible services and respecting neighbours	Sub Objectives				
		Allocate sufficient land and pitches	Identify available, suitable and achievable sites	Increase access to health and education services	Promote high quality design	Provide clear guidance on deciding planning applications
17. Commercial Assets						
18. Health inequalities	X	X	X	X	X	
19. Crime					X	
20. Public safety					X	
21. Mixed development						

5.2.6 The overarching objectives and sub-objectives set out above identify measurable targets for the vision. The overarching objective and each sub-objective is consistent with at least one of the SA objectives. Five of the SA objectives are not covered by the overarching objective or any of the sub objectives. These SA objectives include 1 (Prosperity), 6 (Business adaptation), 8 (Urban adaptation), 17 (Commercial assets) and 21 (Mixed development). However, this can be attributed to the specific nature of the DPD as it focuses narrowly on the allocation of sites for gypsies and travellers.

5.3 Preferred strategy

5.3.1 Table 5-2 presents an appraisal of the preferred strategy for allocating sites, identifying significant effects against the baseline where possible. The preferred strategy for allocating sites is a combination of the approaches set out in the Gypsy and Site Allocations DPD „Options’. The preferred strategy is a combination of:

- **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.**

5.3.2 The SA objectives described in Chapter 2 have been used a methodological framework for structuring the appraisal.

Table 5-2: Appraisal of the preferred strategy for allocating sites

SA Objective	Discussion of significant effects
1. Prosperity	<p>There is no evidence to suggest that existing sites tend to conflict with neighbouring uses in a way that would impact upon 'regeneration and economic development initiatives'. However, from the national picture it is understood that there is the potential for such conflicts to arise. If it is the case that problems do currently exist, then it may be the case that expansion and increasing capacity and regularising established sites has the effect of worsening the existing situation, although this will depend on the specifics of the individual sites.</p> <p>An assessment of the new sites to be allocated is presented in table 5.3 which identifies any significant effects on the prosperity objective.</p>
2. Access to jobs	<p>There is no evidence to suggest that existing sites tend to negatively affect the ability of Gypsies and Travellers to access jobs etc. However, it is known that, nationally, this can be the case (although many Gypsy and Travellers choose to establish business operations on-site). If it is the case that the location of existing sites acts to restrict access to jobs, then it may be that expansion and increasing capacity at existing sites and regularising established sites would perpetuate problems.</p> <p>It could be the case that well located new sites could improve access to jobs etc. for the Gypsy and Traveller community in the Borough. An assessment of the new sites to be allocated is presented in table 5.3 which identifies any significant effects on the access to jobs objective.</p>
3. Reducing travel	<p>There is no evidence to suggest that the location of existing sites in Solihull encourages car dependency. However, it is known that, nationally, car dependency amongst Gypsies and Travellers is high, and so it may be that expansion and increasing capacity at existing sites and regularising established sites could perpetuate any potential travel related problems that do exist.</p> <p>It could be that new sites would be located so that Gypsies and Travellers are encouraged to walk, cycle and make use of public transport, rather than rely on the car. An assessment of the new sites to be allocated is presented in table 5.3 which identifies any significant effects in terms of the reducing travel objective.</p>
4. Resource efficiency	<p>Given that Gypsy and Traveller sites may to some degree sterilise adjacent land, increasing capacity at existing sites and regularisation of established sites may avoid any worsening of the existing situation (for the simple reason that the area of adjacent land is not increased). Allocating new sites could potentially lead to significant new areas of land becoming sterilised. An assessment of the new sites to be allocated is presented in table 5.3 which identifies any significant effects in terms of the resource efficiency objective.</p>
5. Greenhouse gases	<p>Through new sites, the expansion of sites and the regularisation of established sites, it may be possible to put in place the infrastructure that allows Gypsies and Travellers to power and heat their homes more efficiently than is currently the case (e.g. mains electricity rather than on-site generators). However, this effect is highly uncertain and, in any case, the magnitude of the effect would be minimal.</p>
6. Business adaptation	<p>It is not expected that the preferred strategy (regardless of how it might be implemented on the ground) would lead to effects in terms of this objective.</p>
7. Losses from flooding	<p>Caravans can be vulnerable to flooding. However, there is no evidence to suggest that Gypsy and Traveller sites in Solihull tend to be located in areas of flood risk.</p> <p>An assessment of the new sites to be allocated is presented in table 5.3 with any significant effects in terms of the losses from the flooding objective. The impact of regularising established sites would be assessed through the planning process to establish whether they are vulnerable to flooding.</p>

SA Objective	Discussion of significant effects
8. Urban adaptation	It is not expected that the preferred strategy (regardless of how it might be implemented on the ground) would lead to effects in terms of this objective.
9. Biodiversity	<p>There is no evidence to suggest that existing sites in Solihull tend to be located where there is the potential to impact negatively on local biodiversity. However, it is known that, nationally, this can be the case and so it may be that expansion and increasing capacity at existing sites could perpetuate any problems that do exist.</p> <p>An assessment of the new sites to be allocated is presented in table 5.3 which identifies any significant effects in terms of the biodiversity objective.</p> <p>The impact of regularising established sites would be assessed through the planning process to establish whether this would have any significant effects on biodiversity.</p>
10. Landscape	<p>All of the existing and proposed sites are located in the Green Belt. Therefore expansion and increasing capacity at existing sites and regularising established sites could perpetuate loss of openness of the Green Belt</p> <p>An assessment of the new sites to be allocated is presented in table 5.3 which identifies any significant effects in terms of the landscape objective.</p>
11. Green infrastructure	It is not expected that the preferred strategy (regardless of how it might be implemented on the ground) would lead to effects in terms of this objective.
12. Historic environment	<p>It is not thought that expansion and increased capacity at existing sites or regularising established sites would give rise to conflicts.</p> <p>An assessment of the new sites to be allocated is presented in table 5.3 which identifies any significant effects in terms of the historic environment objective.</p>
13. Built environment	<p>Gypsy and Traveller sites can distract from and negatively impact on local character and distinctiveness. The degree to which this is the case currently in Solihull is unknown, but there might be the potential for expansion and increasing capacity at existing sites or regularising established sites to perpetuate any problems that do exist.</p> <p>An assessment of the new sites to be allocated is presented in table 5.3 which identifies any significant effects in terms of the built environment objective. It is likely that landscaping measures could be put in place to ensure any effects are mitigated.</p>
14. Pollution	<p>Gypsy and Travellers can tend to suffer from air, noise and light pollution. In Solihull, it is known that the location of sites in close proximity to the airport has led to problems of noise pollution. Equally, Gypsy and Traveller sites can be a source of light and noise pollution that affects neighbouring uses. There is no evidence to suggest that this is a particular problem within Solihull; however expansion and increasing capacity at existing sites or regularising established sites could perpetuate any problems that do exist.</p> <p>An assessment of the new sites to be allocated is presented in table 5.3 which identifies any significant effects in terms of the pollution objective.</p>
15. Deprivation	<p>Causes of deprivation amongst the Gypsy and Traveller population of Solihull are multifaceted, but the location of sites and living environments on sites are likely to be an important causal factor. The location of unauthorised sites is not ideal, nor is the living environment on these sites. However, from the evidence, it appears that an overriding determinant of deprivation is the degree to which Gypsy and Travellers are able to live as part of an extended (largely family-based) support network, which in turn is a factor of the ability of family groups to be able to live on site together (or, failing this, to live in close proximity to one another).</p> <p>Given this understanding of „the issues’, if it is the case that expansion and increasing capacity at existing sites prevents the situation whereby individuals have to leave a site because of a lack of pitch space, then there is the potential for significant positive</p>

SA Objective	Discussion of significant effects
	<p>effects. However, if sites are expanded with a view to encouraging more families to live on the same site, then the potential for positive effects is more uncertain, and it may be that there is the potential for negative effects given that on-site conflicts are identified as an important determinant of well-being for Gypsies and Travellers. Similarly, if the allocation of new sites allows family groups currently living on unauthorised sites to move to authorised sites, and remain together, then there are likely to be positive effects. However, if several family groups are forced to share newly allocated sites, then this could be to the detriment of well-being. Regularising of established sites should help to ensure that family groups currently occupying an unauthorised site will be able to remain together. It should be noted that a recent survey did not find that increased integration between the Gypsy and Traveller community and the settled community is a priority for the local Gypsy and Traveller community. <u>Recommendation</u> As part of implementing the preferred strategy, the Council should ensure that family groups are able to remain on sites together, as far as is possible; and that careful consideration is given to any approach that will increase the need for family groups to have to share sites.</p>
16. Housing	<p>The preferred strategy has the potential to be an effective means of meeting Gypsy and Traveller housing needs.</p>
17. Commercial Assets	<p>Where existing sites currently conflict with neighbouring uses, there may be some potential for expansion and increasing capacity at existing sites or regularising established sites to worsen conflicts, and perhaps hinder the ability to attract and retain investment. However, there is no evidence to suggest that this will be the case in Solihull. An assessment of the new sites to be allocated is presented in table 5.3 which identifies any significant effects of the new sites in terms of the commercial assets objective.</p>
18. Health inequalities	<p>Available evidence suggests that levels of ill health are relatively low, but serious for a minority of families. However, there is a higher level of depression within the Gypsy and Traveller community, compared to the general population. Perhaps the most important consideration is that expansion and increasing capacity at existing sites can allow families to live together on existing sites, and prevent a situation whereby individuals have to leave a site because of a lack of pitch space. If this is the case then there is the potential for significant positive effects. However, if sites are expanded with a view to encouraging more families to live on the same site, then there may be significant negative effects in terms of community and individual well-being. Similarly, if the allocation of new sites allows family groups currently living on unauthorised sites to move to authorised sites, and remain together, then there are likely to be positive effects. However, if several family groups are forced to share newly allocated sites, then this could be to the detriment of well-being. Regularising of established sites should help to ensure that family groups currently occupying an unauthorised site will be able to remain together. <u>Recommendation</u> See discussion under 'deprivation', above.</p>
19. Crime	<p>Where conflicts exist with the neighbouring settled population, Gypsy and Travellers can fear criminal abuse. However, it is not thought that this is a significant problem in Solihull (this issue was not raised as a problem during a recent survey). Equally, Gypsy and Traveller sites can be a cause of fear of crime amongst the settled population.</p>

SA Objective	Discussion of significant effects
	<p>However, there is no evidence to suggest that this is a particular problem within Solihull. Having said this, it might be that expansion and increasing capacity at existing sites or regularising established sites has the potential to perpetuate any problems that do exist.</p> <p>An assessment of the new sites to be allocated is presented in table 5.3 which identifies any significant effects in terms of the crime objective.</p>
20. Public safety	<p>The location of Gypsy and Traveller sites can sometimes mean that there are issues of road safety for Gypsies and Travellers, and perhaps also the neighbouring settled population. There is no evidence to suggest that this is the case in Solihull; but expansion and increasing capacity at existing sites or regularising established sites has the potential to perpetuate any existing problems.</p> <p>An assessment of the new sites to be allocated is presented in table 5.3 which identifies any significant effects in terms of the public safety objective.</p>
21. Mixed development	<p>Where Gypsies and Travellers are able to live on authorised, well managed sites and can access services, they are likely to enjoy improved 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.</p> <p>The advice from CCHT is that the take up of services by Gypsies and Travellers in Solihull is generally good. This is partly due to the settled nature of the majority of Solihull's Gypsy and Traveller community. This assessment may not apply to those who are less settled or who are passing through the Borough. CCHT have advised that in Solihull, most if not all Gypsies and Travellers have a GP and 'all those who want a dentist have one'. Therefore the evidence suggests that in the main, the Gypsy and Traveller community in Solihull enjoy equitable access to basic services and amenities.</p>

5.3.3 In summary, the majority of effects have been forecast to be 'neutral'. In relation to the objective of 'meeting housing needs', a significant positive effect has been forecast. In terms of this objective, it is suggested that the preferred strategy has the potential to be an effective means of meeting Gypsy and Traveller housing needs. In terms of the other 20 SA objectives, it is not possible to identify significant effects, although it is possible to highlight a range of important potential implications. In particular, the effect of the preferred strategy on the 'deprivation' and 'health inequalities' SA objectives are significantly positive as it will contribute towards ensuring that family groups will be able to remain together as part of allocating gypsy and travellers sites.

5.3.4 As part of implementing the preferred strategy, it is recommended that the Council should ensure that family groups are able to remain on sites together, as far as is possible; and that careful consideration is given to any approach that will increase the need for family groups to have to share sites.

5.4 Preferred / non-preferred sites

5.4.1 Table 5-3 presents an appraisal of the each of the preferred / non-preferred sites, identifying significant effects against the baseline where possible. The SA objectives described in Chapter 2 have been used a methodological framework for structuring the appraisal. Sites have been graded according to the following scale:

Major positive effect	Minor positive effect	Effect not known/Neutral	Minor negative effect	Major positive effect
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The preferred sites are highlighted in bold.

Table 5-3: Appraisal of the preferred and non-preferred sites (with preferred sites highlighted in bold)

SA objective	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	Land at School Road, Hockley Heath	Land at Eaves Green Lane, Meriden	Wider parcel of land off Old Damson Lane	Land adjacent to the Pleck, Shadowbrook Lane, Hampton-in-Arden	Land off Salter Street, Earlswood	Canal View, off Salter Street, Earlswood	Old Civil Service Sports Club, off Old Damson Lane	The Pleck, Shadowbrook Lane
1. Prosperity	It is not possible to determine effect at the site allocation stage. The level of commercial activity on sites will be governed by the policy on detailed planning considerations											
2. Access to jobs	Site has good access to the strategic road network, including the A45 and the M42.	Site has good access to the strategic road network, including the A452, M6 and the M42.	Site has good access to the strategic road network, including the A45 and the M42.	Site has reasonable access to the strategic road network, including the A34 and the M42.	Site has good access to the strategic road network, including the M42, M40 and A34.	Site has good access to the strategic road network, including the M42 and A45 and M6 to a lesser extent.	Site has good access to the strategic road network, including the A45 and the M42.	Site has good access to the strategic road network, including the A45 and the M42.	The site has relatively poor access to the strategic road network.	The site has relatively poor access to the strategic road network.	Site has good access to the strategic road network, including the A45 and the M42.	Site has good access to the strategic road network, including the A45 and the M42.
3. Reducing travel	The character of the route to essential facilities is conducive to pedestrians	The character of the route to essential facilities is conducive to walking and	There are no bus services which pass the site and there is no GP surgery,	The road in the immediate vicinity has a designated footway and	Public transport is not readily available and the character of the route to	The character of the route to essential facilities is not conducive to	The character of the route to essential facilities is conducive to pedestrians	The character of the route to essential facilities is not conducive to	The character of the route to essential facilities is conducive to walking and	The character of the route to essential facilities is conducive to walking and	Although within a theoretical realistic walking and cycling distance to	The character of the route to essential facilities is not

	<p>and cyclists and public transport is readily available with a stop immediately outside the site.</p> <p>A GP surgery, school and fresh food are available within 2km of the site.</p>	<p>cycling and there is a very good level of public transport available within very close proximity of the site. All roads in the area are lit, have designated footways and a 30mph speed limit in force.</p> <p>A GP surgery, primary school and fresh food shop are available within 2km of the site.</p>	<p>school or fresh food shop within a reasonable walking distance of the site. The road that runs immediately past the site does have a designated footway.</p>	<p>cycleway, separated from the carriageway by a grass verge.</p> <p>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> <p>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.</p>	<p>essential facilities is not conducive to pedestrians or cyclists – no formal footpath provision and the road is unlit.</p> <p>A school and fresh food facilities are available within 2km of the site in Hockley Heath but there is no GP surgery within the village.</p>	<p>pedestrians or cyclists and public transport is not readily available. A GP surgery, primary school and fresh food is available approximately 2km away in Meriden.</p>	<p>and cyclists and public transport is readily available with a stop immediately outside the site.</p> <p>A GP surgery, school and fresh food are available within 2km of the site.</p>	<p>pedestrians or cyclists and public transport is not readily available. There is no formal footway provision. A 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.</p>	<p>cycling. Salter Street has a designated footway.</p> <p>Public transport is not readily available in the immediate vicinity of the site, although it is available in Cheswick Green.</p> <p>A GP surgery, primary school and fresh food facilities are available within 2km of the site.</p>	<p>cycling. Salter Street has a designated footway.</p> <p>Public transport is not readily available in the immediate vicinity of the site, although it is available in Cheswick Green.</p> <p>A GP surgery, primary school and fresh food facilities are available within 2km of the site.</p>	<p>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 a sustainable location nor a location which would be safe for vulnerable road users to use.</p> <p>Old Damson Lane is a narrow country lane, which does not benefit from a dedicated</p>	<p>conducive to pedestrians or cyclists and Shadowbrook Lane has no formal footway provision. Public transport is not readily available.</p> <p>The GP surgery, school and fresh food available in Hampton-in-Arden is at the upper limit or outside of what is considered to be a realistic walking distance.</p>
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											footway or lighting.	
4. Resource efficiency	Part of the site is an existing gypsy and traveller site. Extension is green field site.	Part of the site is an existing gypsy and traveller site. Extension is green field site.	Part of the site is an existing gypsy and traveller site. Extension is green field site.	Existing unauthorised gypsy and traveller site	Site is not previously developed land.	Site is not previously developed land.	Site is not previously developed land.	Site is not previously developed land.	Site is not previously developed land.	Site is not previously developed land.	Site is not previously developed land.	Existing temporary gypsy and traveller site
5. Greenhouse gases	It is not possible to determine effect at the site allocation stage. Reduction in energy use, renewable energy generation and energy efficiency measures should be dealt with in the detailed planning considerations policy or through reference to other policies in the Local Plan.											
6. Business adaptation	No direct link with this SA objective.											
7. Losses from flooding	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.	The site is not located in a flood zone. The site is in an area that is susceptible to groundwater flooding issues. There may be surface water flooding issues towards the eastern end	The site is not located in a flood zone. There are no surface water flooding issues on the site.	The area is not located in an area prone to flooding.	The site is not located in a flood zone. There are surface water flooding issues on the site.	The site is not located in a flood zone. It is likely that all other flooding issues can be overcome. The roads around the site are liable to flooding.	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	The site is not located in a flood zone. There are no other flooding issues on the site.	The site is not located in a flood zone. There is evidence of surface water flooding issues on the site.	The site is not located in a flood zone. There is evidence of surface water flooding issues on the site.	The site is not located in a flood zone. There are no surface water flooding issues on the site.	The site is not located in a flood zone. There are no other flooding issues on the site.

		of the proposed site extension site.						flooding.				
8. Urban adaptation	This SA objective is not relevant to this assessment. All the sites are located in rural areas where there is unlikely to be urban heating and associated high winds. Design issues are dealt with by the detailed planning considerations policy.											
9. Biodiversity	No statutory national designations affecting the site. The site lies adjacent to the Castle Hill Farm Meadow Local Wildlife Site and impact on this will need to be considered. Protected/priority species issues are unknown and further investigations would be needed.	There are no statutory national designations affecting the site. The site lies adjacent to a Local Wildlife Site. The potential site extension is included within a TPO area. Further assessment will need to be undertaken as some trees have been highlighted as being dead or dying.	There are no statutory designations affecting the site. However, the site is approx 250m from Castle Hill Meadows LWS and approx 400m from Bickenhill Meadows SSSI. The potential impact on protected/priority species is unknown at this stage and further assessment is required.	There are no statutory designations or other local designations affecting the site. There are TPOs on some trees within and adjacent to the site. The potential impact on protected/priority species is unknown at this stage and further assessment is required.	There are no statutory designations or local environmental designations affecting the site. The Solihull Countryside Strategy identifies the location as an area which retains many unique features a variety of natural habitats. Protected/priority species issues are unknown	There are no statutory designations or local environmental designations affecting the site. The 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. Protected/priority	No statutory national designations affecting the site. The site lies adjacent to the Castle Hill Farm Meadow Local Wildlife Site and impact on this will need to be considered. Protected/priority species issues are unknown and further investigations would be needed.	There are no statutory national designations affecting the site. There is a designated SSSI site immediately adjacent to the site to the north and west. There is potential for an adverse impact on sensitive designated habitats. The site itself is identified as a potential Local Wildlife Site/ Site of	There are no statutory designations or local designations affecting the site. The adjoining canal and some nearby, but not adjoining land, is a proposed Local Wildlife Site/Site of Interest for Nature Conservation. The potential impact on protected/pri	No Statutory designations or local designations affecting the site. The site is covered by a proposed Local Wildlife Site/Site of Interest for Nature Conservation. However, the existing authorised site is also covered by the same designation. It is unlikely that any features such as trees or	There are no statutory designations affecting the site. As there is currently no access to the site, some mature trees and hedgerows would require removal. The site is adjacent to a Local Wildlife Site. The potential impact on protected/priority species is unknown at this stage	There are no statutory designations affecting the site. There is a designated SSSI located to the north and west of the site, although it is unlikely that there will be any adverse impact given the limited scale of this site. However the site is identified as a potential Local Wildlife Site/Site of

		The potential impact on protected/priority species is unknown at this stage and further assessment is required.			and further investigations would be needed.	species issues are unknown and further investigations would be needed.		Interest for Nature Conservation and lies within close proximity to a designated Local Wildlife Site.	priority species is unknown at this stage and further assessment is required.	hedges would be removed. The potential impact on protected/priority species is unknown at this stage and further assessment is required.	and further assessment is required.	Interest for Nature Conservation and the site is also within close proximity of a designated Local Wildlife Site.
10. Landscape	Development of the site will impact on the openness of the Green Belt. There are limited views of the site from the public highway and from the south, although views into the site from Old Damson Lane are more	Development of the site will impact on the openness of the Green Belt. The site is not visible from the public highway, public footpath or other public areas. The Solihull Countryside Strategy highlights that the area	Development of the site will impact on the openness of the Green Belt. The existing site and proposed extension is well screened from public viewpoints, public footpaths and the public highway Solihull	Development of the site will impact on the openness of the Green Belt although the site has been established, albeit without planning permission, for a number of years. The site is small in scale in	Development of the site will impact on the openness of the Green Belt. Development of the site will cause a significant intrusion into the landscape when viewed from the residential properties in the immediate	Development of the site will impact on the openness of the Green Belt and have an adverse impact on the safeguarding of the countryside. The site is located in an attractive rural environment and despite being close	Development of the site will impact on the openness of the Green Belt. 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	Development of the site will impact on the openness of the Green Belt. The site is very visually prominent from the public highway. The site is visible from the one public footpath in the vicinity of the site.	Development of the site will impact on the openness of the Green Belt. Development on the site would be visually unobtrusive from the public highway, public footpaths, the adjacent canal or towpaths. There would	Development of the site will impact on the openness of the Green Belt. Development of the site would be visually unobtrusive from the public highway, public footpaths, the adjacent canal or towpaths. There would	Development of the site will impact on the openness of the Green Belt. The size of the site is considered to be out of scale when compared to the neighbouring bungalow but not significantly out of scale for its wider local	Development of the site will impact on the openness of the Green Belt. The site boundary with Shadowbrook Lane is defined by trees and hedgerows although there are gaps which allow views into the site from the

<p>prominent. Views from the east are more open, although there are no nearby roads or public footpaths to create any other public view point. The Solihull Countryside Strategy identifies this location as being strongly dominated by commercial and urban influences and is also subject to significant changes as a result of further expansion at the Airport and NEC. The site is therefore</p>	<p>is strongly dominated by commercial and urban influences and is also subject to significant changes as a result of further expansion at the airport and NEC. The site is therefore likely to be less sensitive from a landscape perspective.</p>	<p>Countryside strategy highlights that the area is strongly dominated by commercial and urban influences and is also subject to significant changes as a result of further expansion at the Airport and NEC. There is expected to be limited impact on landscape character.</p>	<p>terms of the size and number of pitches currently present and is acceptable in the context of the immediate locality and the nearest settled community of Dickens Health which is less than 1km away. The site has low visual impact as it is well screened.</p>	<p>vicinity of the site. The site is located in an attractive rural environment and despite being close to settlements the area has a remote feel. Development of the site would adversely impact on the current landscape character and appearance of the area. The Solihull Countryside Strategy identifies the location as an area which retains many unique features and is an</p>	<p>to settlements the area has a remote feel. The site is highly visible from a range of public and private viewpoints and development would have an urbanising impact. The roadside trees and hedges are an important feature of the lanes and area and their loss would be harmful.</p>	<p>more prominent. Utilising the full capacity of the wider site would 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. The Solihull Countryside Strategy identifies this location as being strongly dominated by commercial and urban influences and is also subject to</p>	<p>Other public views of the site are limited. The 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 site is therefore likely to be less sensitive from a landscape perspective.</p>	<p>be more prominent views from the east across the valley, although the visual impact would be limited to a small number of residential properties. 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 but not significantly</p>	<p>be more prominent views from the east across the valley, although visual impact would be limited to a small number of residential properties. It is unlikely that any features such as trees or hedges would be removed, although a large scale extension would impact on the local landscape character which is a small scale and enclosed. Any large physical</p>	<p>environment or the local settled community, although this will ultimately depend on the number of pitches accommodated. The site is very visually prominent from a range of public viewpoints including the public footpath to the south of the site as well as from the driveway to the sports club. The site is very visually prominent from the sports pitches to the east of the site due to the lack of a physical</p>	<p>highway, particularly from the site access. The site is visible from the one public footpath in the vicinity of the site but other public views of the site are limited. The 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 site is therefore likely to be less sensitive</p>
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	likely to be less sensitive from a landscape perspective.				enclosed landscape containing a variety of natural habitats. The existing trees and hedgerows along School Road contribute to its rural character.		significant change as a result of further expansion at the Airport and NEC. The site is therefore likely to be less sensitive from a landscape perspective. 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		out of scale when considered in the context of Cheswick Green village as a whole. It is unlikely that any existing features such as trees or hedges would be removed, although a large scale extension would impact on the local landscape character which is a small scale and enclosed. The contour of the land is such that longer distance views of the site are	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 but not significantly out of scale when considered in the context of Cheswick Green village as a whole. The contour of the land is such that longer distance views of the site are available from a small	boundary. Views into the site from the public highway are slightly more limited due to the presence of mature trees and hedgerows. 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. There is a concern that development would have an urbanising	from a landscape perspective.
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							smaller scale site, with a limited number of caravans would significantly lessen this impact.		available from a small number of residential properties. A significantly extended site would bring the development closer to these properties and this would have an adverse urbanising impact, including a potential cumulative impact with existing and other proposed sites.	number of residential properties. A significantly extended site would bring the development closer to these properties and this would have an adverse urbanising impact, including a potential cumulative impact with existing and other proposed sites.	effect on the more rural, open landscape in this part of Solihull (although the site is close to Birmingham Airport).	
11. Green infrastructure	The allocation of this site would adversely impact on the openness of the Green	The allocation of this site would adversely impact on the openness of the Green	The allocation of this site would adversely impact on the openness of the Green	The allocation of this site would adversely impact on the openness of the Green	The allocation of this site would adversely impact on the openness of the Green	The allocation of this site would adversely impact on the openness of the Green	The allocation of this site would adversely impact on the openness of the Green	The allocation of this site would adversely impact on the openness of the Green	The allocation of this site would adversely impact on the openness of the Green	The allocation of this site would adversely impact on the openness of the Green	The allocation of this site would adversely impact on the openness of the Green	The allocation of this site would adversely impact on the openness of the Green

	<p>Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The site lies adjacent to the Castle Hill Farm Meadow Local Wildlife Site which could be adversely impacted by development.</p>	<p>Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The site lies adjacent to a Local Wildlife Site which could be adversely impacted by development.</p>	<p>Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The site is approximately 250m from Castle Hill Farm Meadows Local Wildlife Site. The site is also approximately 400m from Bickenhill Meadows SSSI which could be adversely impacted by development.</p>	<p>Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network.</p>	<p>Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network.</p>	<p>Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The northern hedgerow boundary is a designated local wildlife site.</p>	<p>Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The site lies adjacent to the Castle Hill Farm Meadow Local Wildlife Site which could be adversely impacted by development.</p>	<p>Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. There is a designated SSSI immediately adjacent to the north and west and development of the site would have a potential adverse impact on its sensitive designated habitats. Further assessment is required. The site is also identified as</p>	<p>Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The adjoining canal and some nearby, but not adjoining land, is a proposed Local Wildlife Site (LWS) / Site of Interest for nature Conservation (SINC) which could be adversely impacted by development.</p>	<p>Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The site is covered by a proposed Local Wildlife Site / Site of Interest for nature Conservation. However, the existing authorised site is also covered by the same designation.</p>	<p>Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The site is adjacent to a Local Wildlife Site which could be adversely impacted by development.</p>	<p>Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. There is a designated SSSI located to the north and west of the site, although there is unlikely to be any adverse impact due to the small scale of this site. However the site is identified as a potential Local Wildlife site / site of</p>
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								a potential Local Wildlife site / site of interest for nature conservation and within close proximity of a designated Local Wildlife Site.				interest for nature conservation and is also within close proximity of a designated Local Wildlife Site.
12. Historic environment	No information has been provided to assess the impact of the allocation of this site on the setting of historic assets											
13. Built environment	Allocation of this site would have an adverse impact on the openness of the Green Belt but this location is already strongly dominated by commercial and urban influences and is also subject to significant change as a	The allocation of this site would adversely impact on the openness of the Green Belt although the site lies within an established residential and commercial area and the existing site has been well	The allocation of this site would adversely impact on the openness of the Green Belt. There are very few residential properties in the immediate vicinity and as the existing adjacent	The allocation of this site would adversely impact on the openness of the Green Belt although the site has been established, albeit without planning permission, for a number of years.	This allocation would be a large scale site inappropriate in size and scale when considered in the context of the immediate local environment and rural character. It would adversely impact on the	The allocation of this site would adversely impact on the openness of the Green Belt and safeguarding the countryside, and would have a negative, urbanising impact.	Allocation of this site would have an adverse impact on the openness of the Green Belt but this location is already strongly dominated by commercial and urban influences and is also subject to significant change as a	The allocation of this site would adversely impact on the openness of the Green Belt. This is a small scale site that would be acceptable in relation to the local context. The location lies within the	The allocation of this site would adversely impact on the openness of the Green Belt. There would be an adverse urbanising impact and potential negative cumulative impact with the existing and other proposed	The allocation of this site would adversely impact on the openness of the Green Belt. There would be an adverse urbanising impact and potential negative cumulative impact with the existing and other proposed	The allocation of this site would adversely impact on the openness of the Green Belt. The site has no immediate neighbours other than a residential bungalow immediately north, although Old Damson	The allocation of this site would adversely impact on the openness of the Green Belt. The site is small in scale and acceptable in relation to the local context and density of Hampton-in-Arden.

	<p>result of the further expansion at the Airport and NEC.</p> <p>Visual impact is likely to be limited and the site size and number of pitches is of an acceptable scale in the context of the local settled community.</p>	<p>established for many years. An extension to this site would not be out of scale in the context of the local settled community. Visual impact is low as the site is not visible from public areas and screening limits views from adjacent residential properties. This location is already strongly dominated by commercial and urban influences and is also subject to significant change as a result of the</p>	<p>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. The existing site and proposed extension is well screened from public viewpoints and there are few neighbours and no private views of the site.</p> <p>This location is already strongly</p>	<p>The site is small in scale and is acceptable in the context of the immediate locality and the nearest settled community of Dickens Heath which is less than 1km away.</p> <p>The site is well screened and there are few neighbours and no private views of the site.</p>	<p>openness of the Green Belt.</p>		<p>result of the further expansion at the Airport and NEC.</p> <p>A large scale site would have an adverse impact on landscape character and would create an adverse urbanising effect on the more rural landscape in this part of Solihull. A smaller scale site would significantly lessen this impact.</p>	<p>motorway corridor and thus is already impacted by an urbanising influence.</p>	<p>sites if the site was allocated. Any large physical expansion of the site would be out of scale with the local settled community but not significantly out of scale when considered in the context of Cheswick Green as a whole.</p>	<p>sites if the site was allocated. Any large physical expansion of the site would be out of scale with the local settled community but not significantly out of scale when considered in the context of Cheswick Green as a whole.</p>	<p>Lane provides access to a small number of other isolated residential properties, farms and guest houses. A number of businesses 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</p>	<p>The location lies within the motorway corridor, which provides a dominant influence.</p>
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		further expansion at the Airport and NEC.	dominated by commercial and urban influences and is also subject to significant change as a result of the further expansion at the Airport and NEC.								community, although this will ultimately depend on the number of pitches accommodated. There is concern that development would have an urbanising effect on the more rural, open landscape in this part of Solihull.	
14. Pollution	Surface water run-off could potentially have an adverse impact on surface water quality in the nearby watercourse. No significant adverse impact on	The site is in an area that is susceptible to groundwater flooding and there may be surface water flooding issues towards the eastern end of the proposed site	There is expected to be negligible impact on residential amenity as there are very few neighbouring uses. No information was provided on soil quality.	There is expected to be negligible impact on residential amenity as there are very few neighbouring uses.	There are surface water flooding issues on the site which could have an adverse impact on surface water quality in the adjacent Stratford upon Avon	Surface water run-off could potentially have an adverse impact on surface water quality in the adjacent Stratford upon Avon Canal. There is limited evidence of	Surface water run-off could potentially have an adverse impact on surface water quality in the nearby watercourse. No significant adverse impact on	There is expected to be negligible impact on residential amenity for the site occupants or neighbours. No information was provided on soil quality.	There are surface water flooding issues on the site which could have an adverse impact on surface water quality in the adjacent Stratford upon Avon	There are surface water flooding issues on the site which could have an adverse impact on surface water quality in the adjacent Stratford upon Avon	There would be limited impact on residential amenity for potential site occupants due to the lack of immediate neighbours. However, the impact on residential amenity for residents of	There is expected to be negligible impact on residential amenity for site occupants or neighbours as there are very few neighbouring uses.

	<p>residential amenity for either existing site occupants or neighbouring uses is expected.</p>	<p>extension site. This could have an adverse impact on water quality.</p> <p>The increase in vehicle movements may slightly reduce residential amenity for occupiers of properties adjacent to the site.</p> <p>The extended site would be further away from existing residential properties therefore limiting any adverse impact on residential amenity.</p> <p>No information was provided on</p>			<p>Canal.</p> <p>There is localised congestion and parking issues further along the road due to the presence of the School and development of this site would contribute to this congestion which would contribute adversely to particulate and nitrogen dioxide levels.</p> <p>No information was provided on soil quality.</p>	<p>activities which would harm the amenity of local residents.</p> <p>No information was provided on soil quality.</p>	<p>residential amenity for either existing site occupants or neighbouring uses is expected.</p> <p>The residential amenity of the Travellers on the authorised part of the site would be adversely affected should a very large number of pitches be accommodated on the wider Site.</p> <p>No Information was provided on soil quality</p>		<p>Canal.</p> <p>There is expected to be limited impact on residential amenity for site occupants due to lack of neighbours.</p> <p>A significantly extended site would bring development closer to a number of residential properties and would have a greater adverse impact on residential amenity in terms of lighting and increase in general activity.</p> <p>No</p>	<p>Canal.</p> <p>There is expected to be limited impact on residential amenity for site occupants due to lack of neighbours.</p> <p>A significantly extended site would bring development closer to a number of residential properties and would have a greater adverse impact on residential amenity in terms of lighting and increase in general activity.</p>	<p>the bungalow to the north would be more severe, particularly as a result of the increase in activity and vehicle movements from a Gypsy and traveller site in this location.</p> <p>No information was provided on soil quality.</p>	
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		soil quality.							information was provided on soil quality.	No information was provided on soil quality.		
15. Social deprivation/ Community Cohesion	A RSL has received funding to develop a site in this location and the site would contribute 16 socially rented pitches.	No issues recorded.	If the site is not allocated this will require moving the residents from the site who have been living there for a number of years, and finding them alternative accommodation	There are community cohesion issues in association with this site. There is significant local opposition to the potential for a Gypsy and Traveller site in this location. Despite being close to settlements the area has a remote feel and development would be isolated.	There is continuing tension between the site occupants and settled residents at this site.	No issues recorded.	No issues recorded.	No issues recorded.	No issues recorded.	No issues recorded.	No issues recorded.	If the site is not allocated this will require moving the residents from the site who have been living there for a number of years, and finding them alternative accommodation.

16. Housing	A RSL has received funding for 16 social rented pitches on this site. Seven private pitches can also be provided. The site can make a significant contribution to meeting the identified accommodation need (38 pitches).	This existing site can provide for 5 pitches. This will make a reasonable contribution to the identified accommodation need (38 pitches)	The site can provide 12 pitches which is a significant contribution to the identified accommodation need (38 pitches).	The site provides and has provided a settled base for the families that live there for a number of years. An allocated site would provide 3 pitches as a contribution towards the identified need (38 pitches).	No information has been provided on the number of pitches that could be provided on this site. It is a medium sized site.	Site provides additional flexibility to meet identified accommodation need and would provide sufficient space to accommodate extended families.	Up to 10 pitches could be provided on this site. It is a small site.	No information has been provided on the number of pitches that could be provided on this site. It is a medium sized site.			Site is small scale and provides accommodation for just one pitch. Although an existing pitch it does not make a significant contribution to the identified accommodation need (38 pitches).	
17. Commercial assets	No direct link with this SA objective.											
18. Health inequalities	Character of the route to essential facilities is conducive to pedestrians and cyclists. Public transport is readily available	Very good level of public transport is available within very close proximity of the site. Character of the route to	The road has a 40 mph speed limit past the site and a designated footway. There are no bus services which pass	The road has a 30mph speed limit past the site and a designated footway and cycleway, separated from the	Public transport is not readily available and the character of the route to essential facilities is not conducive to	Public transport is not readily available and the character of the route to essential facilities is not conducive to	Character of the route to essential facilities is conducive to pedestrians and cyclists. Public transport is readily available	Public transport is not readily available and the character of the route to essential facilities is not conducive to	The character of the route to essential facilities is conducive to walking and cycling. Public transport is not readily	The character of the route to essential facilities is conducive to walking and cycling. Public transport is not readily	The site is not considered to be in suitable location nor a location which would be safe for vulnerable road users	Public transport is not readily available and the character of the route to essential facilities is not conducive

	<p>with a stop immediately outside the site. A GP surgery, school and fresh food are available within 2km of the site.</p>	<p>essential facilities is conducive to walking and cycling. A GP surgery, primary school and fresh food shop are available within 2km of the site.</p>	<p>the site. There is no GP surgery, school or fresh food shop within reasonable walking distance of the site.</p>	<p>carriageway by a grass verge. 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. Site is within 1km of Dickens Heath where all essential, and a range of other services and facilities are available within reasonable walking distance.</p>	<p>pedestrians or cyclists. School and fresh food facilities are available within 2km of the site in Hockley Heath. There is no GP surgery within the village.</p>	<p>pedestrians or cyclists. A GP surgery, primary school and fresh food is available approximately 2km away in Meriden.</p>	<p>with a stop immediately outside the site. A GP surgery, school and fresh food are available within 2km of the site.</p>	<p>pedestrians or cyclists. A 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.</p>	<p>available in the immediate vicinity of the site, although it is available in Cheswick Green A GP surgery, primary school and fresh food facilities are available within 2km of the site.</p>	<p>available in the immediate vicinity of the site, although it is available in Cheswick Green. A GP surgery, primary school and fresh food facilities are available within 2km of the site.</p>	<p>to use. 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.</p>	<p>to pedestrians or cyclists. There is no formal footway provision. A 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.</p>
<p>19. Crime</p>	<p>This information is not available at the site allocation stage. Design issues will be dealt with through the detailed planning considerations policy.</p>											

<p>20. Public safety</p>	<p>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. There is potential for pedestrian / vehicle conflict is very limited. The existing authorised site appears to be operating satisfactory from a highway safety perspective.</p>	<p>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</p>	<p>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>	<p>Site is accessed from Dickens Heath Road via a shared access with the existing residential property. 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>	<p>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 is unlit. Thereby increasing the potential for conflict</p>	<p>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>	<p>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. There is potential for pedestrian / vehicle conflict is very limited. The existing authorised site appears to be operating satisfactory from a highway safety perspective. Additional</p>	<p>Although Shadowbrook Lane has a rural character, speeds are limited to 40mph, and the carriageway is of an acceptable width. There is 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>	<p>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</p>	<p>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</p>	<p>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.</p>	<p>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>
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		reduced.			between vehicles and pedestrians.		pitches on the wider part of the site would be unlikely to have an adverse impact on highway safety.		footway thereby significantly reducing potential conflict between vehicles and pedestrians.	footway thereby significantly reducing potential conflict between vehicles and pedestrians.		
21. Mixed development	<p>Character of the route to essential facilities is conducive to pedestrians and cyclists.</p> <p>Public transport is readily available with a stop immediately outside the site.</p> <p>A GP surgery, school and fresh food are available within 2km of the site.</p>	<p>A very good level of public transport is available within very close proximity of the site.</p> <p>The character of the route to essential facilities is conducive to walking and cycling.</p> <p>A GP surgery, primary school and fresh food shop are available within 2km</p>	<p>The road has a 40 mph speed limit past the site and a designated footway.</p> <p>There are no bus services which pass the site.</p> <p>There is no GP surgery, school or fresh food shop within reasonable walking distance of the site.</p>	<p>The road has a 30mph speed limit past the site and a designated footway and cycleway, separated from the carriageway by a grass verge.</p> <p>There is a bus route along Dickens Heath Road which provides a service to Solihull and Dickens Heath. Bus stops are</p>	<p>Public transport is not readily available and the character of the route to essential facilities is not conducive to pedestrians or cyclists.</p> <p>A school and fresh food facilities are available within 2km of the site in Hockley Heath.</p> <p>There is no GP surgery within the</p>	<p>Public transport is not readily available and the character of the route to essential facilities is not conducive to pedestrians or cyclists.</p> <p>A GP surgery, primary school and fresh food is available approximately 2km away in Meriden.</p>	<p>Character of the route to essential facilities is conducive to pedestrians and cyclists.</p> <p>Public transport is readily available with a stop immediately outside the site.</p> <p>A GP surgery, school and fresh food are available within 2km of the site.</p>	<p>Public transport is not readily available and the character of the route to essential facilities is not conducive to pedestrians or cyclists.</p> <p>A 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</p>	<p>Public transport is not readily available in the immediate vicinity of the site, although it is available in Cheswick Green.</p> <p>The character of the route to essential facilities is conducive to walking and cycling.</p> <p>A GP surgery, primary school and fresh food facilities are</p>	<p>Public transport is not readily available in the immediate vicinity of the site, although it is available in Cheswick Green.</p> <p>The character of the route to essential facilities is conducive to walking and cycling.</p> <p>A GP surgery, primary school and fresh food facilities are</p>	<p>The site is not considered to be in suitable location nor a location which would be safe for vulnerable road users to use.</p> <p>Although within a theoretical realistic walking and cycling distance to local bus services, a primary school, GP surgery and fresh food facility, the</p>	<p>Public transport is not readily available and the character of the route to essential facilities is not conducive to pedestrians or cyclists.</p> <p>There is no formal footway provision.</p> <p>A GP surgery, school and fresh food is available in Hampton-in-Arden at the upper limit</p>

		of the site.		within 200m of the site. The site is within 1km of Dickens Heath where all essential, and a range of other services and facilities are available within reasonable walking distance	village.			walking distance.	available within 2km of the site.	available within 2km of the site.	nature and attractiveness of the route along Old Damson Lane is such that it is not likely to be conducive to pedestrians or cyclists.	or outside of what is considered to be a realistic walking distance.
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- 5.4.2 In summary, three of the four preferred sites (Land off Old Damson Lane; The Warren; The Uplands) are well placed to reduce the need to travel, address health inequalities through equitable access to a GP and fresh food, including through active travel (walking and cycling) and meet the requirements of a sustainable location, in terms of being well related to jobs and basic services. The exception is the Haven site, which is poorly located in relation to accessing basic services, especially by walking or cycling. However this site is phased to come forward post 2017, and the situation in this respect may have improved by the time the site is brought forward for development. The Uplands site is not as well located in relation to the strategic road network as the other three preferred sites, or the other rejected site options, but still has reasonable access nevertheless.
- 5.4.3 Two of the four preferred sites (Land off Old Damson Lane; The Warren) suffer from flood risk issues, which should be addressed through individual site allocation policies for these sites, given that there is a range of non-preferred sites that do not suffer from the same constraints. Caravans are likely to be particularly vulnerable to flood risk.
- 5.4.4 All four of the preferred sites score highly in terms of being located in areas of lower landscape sensitivity, where the potential impacts on residential amenity through light and noise pollution and visual impact are likely to be negligible and where they would relate well in terms of size and scale in relation to the settled community. They score much better in these respects than many of the rejected site options. However three of the four sites (Land off Old Damson Lane; The Warren; The Haven) are located in close proximity to Local Wildlife Sites which may cause indirect adverse impacts on biodiversity and green infrastructure. These issues will need to be investigated in more detail and this should inform the development of dedicated individual allocation policies for these sites.
- 5.4.5 All four preferred sites score highly in terms of their contribution to meeting the identified accommodation needs of the Gypsy and Traveller community. In particular, the Land off Old Damson Lane site will meet the need for both private and social rented pitches.
- 5.4.6 All four preferred sites score highly in relation to the SA objective on public safety, which in the case of Gypsy and Traveller sites, is principally related to the ability to provide safe and convenient access to the road network.
- 5.4.7 It is recommended that individual allocation policies are prepared for each of the preferred sites, which address their specific sustainability issues. This could take the form of a development brief or dedicated policy.

5.5 In combination effects

5.5.1 Table 5-4 presents an appraisal of the preferred sites coming forward in combination, taking into account the capacity that has been suggested for each site and the proposed approach to phasing. Significant effects on the baseline have been identified where possible. The SA objectives described in Chapter 2 have been used as methodological framework for structuring the appraisal. Sites have been graded according to the following scale:

Major positive effect	Minor positive effect	Effect not known/Neutral	Minor negative effect	Major positive effect
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Table 5-4: Appraisal of the preferred sites coming forward in combination

SA objective	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	Discussion of Significant effects
1. Prosperity	It is not possible to determine effect at the site allocation stage. The level of commercial activity on sites will be governed by the policy on detailed planning considerations.				It is not possible to discuss any significant in-combination effects at this stage. The level of commercial activity which is accommodated on sites will be governed by application of the policy on detailed planning considerations to individual planning applications.
2. Access to jobs	Site has good access to the strategic road network, including the A45 and the M42.	Site has good access to the strategic road network, including the A452, M6 and the M42.	Site has good access to the strategic road network, including the A45 and the M42.	Site has reasonable access to the strategic road network, including the A34 and the M42.	Three of the four sites have good access to the strategic road network. The Uplands site is less well placed but is still reasonably accessible. There should be a positive in-combination effect from the allocation of sites by reducing those with access difficulties to employment, education and training opportunities.
3. Reducing travel	<p>The character of the route to essential facilities is conducive to pedestrians and cyclists and public transport is readily available with a stop immediately outside the site.</p> <p>A GP surgery, school and fresh food are available within 2km of the site.</p>	<p>The character of the route to essential facilities is conducive to walking and cycling and there is a very good level of public transport available within very close proximity of the site. All roads in the area are lit, have designated footways and a 30mph speed limit in force.</p> <p>A GP surgery, primary school and fresh food shop are available within 2km of the site.</p>	There are no bus services which pass the site and there is no GP surgery, school or fresh food shop within a reasonable walking distance of the site. The road that runs immediately past the site does have a designated footway.	<p>The road in the immediate vicinity has a designated footway and cycleway, separated from the carriageway by a grass verge.</p> <p>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> <p>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.</p>	Three of the four preferred sites have good access to essential services, including a GP surgery, school and fresh food within 2 km of the site, which can be accessed by bus, walking or cycling and taken together, would make a significant positive contribution towards achieving this SA objective (making efficient use of existing infrastructure and reducing the need to travel). The exception to this is the Haven site, which is not accessible by bus or within a reasonable walking distance of such services.

SA objective	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	Discussion of Significant effects
4. Resource efficiency	Part of the site is an existing gypsy and traveller site. Site is not previously developed land	Part of the site is an existing gypsy and traveller site. Extension is green field site.	Part of the site is an existing gypsy and traveller site. Extension is green field site.	Existing unauthorised gypsy and traveller site.	Three of the four preferred sites are extensions to existing gypsy and traveller sites. The site off Old Damson Lane is a Greenfield site (as would be an extension to the Haven site and the Warren). Therefore there will be a mixed impact on the SA objective in terms of use of brownfield sites. It is not possible to forecast the impact on the sub-objectives relating to quantity of water or reduction in waste arisings at the site allocation stage. These issues will be addressed by the detailed planning considerations policy alongside other policies in the Local Plan.
5. Greenhouse gases	It is not possible to determine effect at the site allocation stage. Reduction in energy use, renewable energy generation and energy efficiency measures should be dealt with in the detailed planning considerations policy or through reference to other policies in the Local Plan.				It is not possible to determine the in-combination effect of allocating these preferred sites on this SA objective at the site allocation stage. Reduction in energy use, renewable energy generation and energy efficiency measures should be addressed through the detailed planning considerations policy or through reference to other policies in the Local Plan.
6. Business adaptation	No direct link with this SA objective.				There is no direct link or in-combination effect arising from the allocation of these sites to this SA objective.
7. Losses from flooding	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.	The site is not located in a flood zone. The site is in an area that is susceptible to groundwater flooding issues. There may be surface water flooding issues towards the eastern end of the proposed site extension site.	The site is not located in a flood zone. There are no surface water flooding issues on the site.	The area is not located in an area prone to flooding.	Two of the preferred sites are subject to surface water flooding issues and one of the sites (Land off Old Damson Lane) has a small part of the site which is located in a flood zone. However the other two sites have no flooding issues. The in-combination effects from the allocation of these specific sites are thus mixed in relation to this SA objective. Surface water drainage and flood risk issues should be highlighted either through specific allocation policies for the individual sites involved, or through the detailed planning considerations policy.

SA objective	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	Discussion of Significant effects
8. Urban adaptation	This SA objective is not relevant to this assessment. All the sites are located in rural areas where there is unlikely to be urban heating and high winds. Design issues are dealt with by the detailed planning considerations policy.				There is no direct link or in-combination effect arising from the allocation of these sites to this SA objective. All the preferred sites are located in rural areas where there is unlikely to be urban heating and high winds. Design issues are dealt with by the detailed planning considerations policy. Adaptation to climate change (including the provision of natural shade coverage) should be addressed by the detailed planning considerations policy.
9. Biodiversity	No statutory national designations affecting the site. The site lies adjacent to the Castle Hill Farm Meadow Local Wildlife Site and impact on this will need to be considered. Protected/priority species issues are unknown and further investigations would be needed.	There are no statutory national designations affecting the site. The site lies adjacent to a Local Wildlife Site. The potential site extension is included within a TPO area. Further assessment will need to be undertaken as some trees have been highlighted as being dead or dying. The potential impact on protected/priority species is unknown at this stage and further assessment is required.	There are no statutory designations affecting the site. However, the site is approx 250m from Castle Hill Meadows LWS and approx 400m from Bickenhill Meadows SSSI. The potential impact on protected/priority species is unknown at this stage and further assessment is required.	There are no statutory designations or other local designations affecting the site. There are TPOs on some trees within and adjacent to the site. The potential impact on protected/priority species is unknown at this stage and further assessment is required.	None of the four preferred sites are directly affected by national or local nature conservation designations, although three of the sites lie adjacent or in close proximity to Local Wildlife Sites, which could have an adverse in-combination effect on the SA objective (enhancing LBAP priority habitats and species). Two of the four sites are affected by TPOs. The potential impact on protected/priority species in relation to all four of the sites is unknown at this stage and further assessment is required. Potential impacts should be addressed through the individual site allocation policies.
10. Landscape	Development of the site will impact on the openness of the Green Belt. There are limited views	Development of the site will impact on the openness of the Green Belt. The site is not visible from the public highway,	Development of the site will impact on the openness of the Green Belt. The existing site and proposed extension is well	Development of the site will impact on the openness of the Green Belt although the site has been established, albeit without planning permission, for a	All four of the preferred sites are located in the Green Belt, which will impact on the openness of this strategic designation (and will have an in-combination adverse effect, particularly in relation to the three sites which are clustered around the airport). However as these same three sites are located in an

SA objective	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	Discussion of Significant effects
	<p>of the site from the public highway and from the south, although views into the site from Old Damson Lane are more prominent.</p> <p>Views from the east are more open, although there are no nearby roads or public footpaths to create any other public view point.</p> <p>The Solihull Countryside Strategy identifies this location as being strongly dominated by commercial and urban influences and is also subject to significant changes as a result of further expansion at the Airport and NEC.</p> <p>The site is therefore likely to be less sensitive from a landscape perspective.</p>	<p>public footpath or other public areas.</p> <p>The Solihull Countryside Strategy highlights that the area is strongly dominated by commercial and urban influences and is also subject to significant changes as a result of further expansion at the airport and NEC.</p> <p>The site is therefore likely to be less sensitive from a landscape perspective.</p>	<p>screened from public viewpoints, public footpaths and the public highway</p> <p>Solihull Countryside strategy highlights that the area is strongly dominated by commercial and urban influences and is also subject to significant changes as a result of further expansion at the Airport and NEC.</p> <p>There is expected to be limited impact on landscape character.</p>	<p>number of years.</p> <p>The site is small in scale in terms of the size and number of pitches currently present and is acceptable in the context of the immediate locality and the nearest settled community of Dickens Heath which is less than 1km away. The site has low visual impact as it is well screened.</p>	<p>area which is already strongly dominated by commercial and urban influences and which is also likely to be subject to significant change as a result of the further expansion at the Airport and NEC it is considered that this area is likely to be less sensitive from a landscape perspective and thus the potential adverse in-combination effect is likely to be reduced.</p> <p>All of the sites have been considered to be acceptable in the landscape context.</p>
11. Green infrastructure	The allocation of this site would adversely	The allocation of this site would adversely impact on the openness	The allocation of this site would adversely impact on the openness	The allocation of this site would adversely impact on the openness	No specific information has been provided to assess the in-combination or individual impact of the allocation of these four

SA objective	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	Discussion of Significant effects
	<p>impact on the openness of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network. The site lies adjacent to the Castle Hill Farm Meadow Local Wildlife Site which could be adversely impacted by development.</p>	<p>of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network.</p> <p>The site lies adjacent to a Local Wildlife Site which could be adversely impacted by development.</p>	<p>of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network.</p> <p>The site is approximately 250m from Castle Hill Farm Meadows Local Wildlife Site. The site is also approximately 400m from Bickenhill Meadows SSSI which could be adversely impacted by development.</p>	<p>of the Green Belt. No specific information has been provided to assess the impact of the allocation of this site on the green infrastructure network.</p>	<p>preferred sites on the green infrastructure network. None of the preferred sites are located on existing or prospective nature reserves/wildlife sites but three of the four preferred sites lie adjacent or nearby to Local Wildlife Sites which are likely to be important elements of the green infrastructure network and may be adversely impacted by adjacent development. All four sites are located in the Green Belt.</p>
12. Historic environment	<p>No information has been provided to assess the impact of the allocation of this site on the setting of historic assets</p>				<p>No information has been provided to assess the in-combination or individual impact of the allocation of these preferred sites on the setting of historic assets.</p>
13. Built environment	<p>Allocation of this site would have an adverse impact on the openness of the Green Belt but this location is already strongly dominated by commercial and urban influences and is also subject to significant change as a result of the further expansion at the Airport</p>	<p>The allocation of this site would adversely impact on the openness of the Green Belt although the site lies within an established residential and commercial area and the existing site has been well established for many years. An extension to this site would not be out of scale in the context of the local settled community. Visual impact is low as the site is</p>	<p>The allocation of this site would adversely impact on the openness of the Green Belt. There are 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</p>	<p>The allocation of this site would adversely impact on the openness of the Green Belt although the site has been established, albeit without planning permission, for a number of years.</p> <p>The site is small in scale and is acceptable in the context of the immediate locality and the nearest settled community of Dickens Heath which is less than 1km away.</p> <p>The site is well</p>	<p>Three of the four sites are located in an area which is already strongly dominated by commercial and urban influences and which is also likely to be subject to significant change as a result of the further expansion at the Airport and NEC. Therefore it can be argued that allocation of these sites will not have an adverse effect on local distinctiveness/townscapes (all four preferred sites are located in the Green Belt).</p> <p>All four sites are considered to be of an acceptable scale in the context of the local settled community and would have low visual impacts – which should have a positive in-combination effect on this SA objective.</p>

SA objective	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	Discussion of Significant effects
	<p>and NEC. Visual impact is likely to be limited and the site size and number of pitches is of an acceptable scale in the context of the local settled community.</p>	<p>not visible from public areas and screening limits views from adjacent residential properties. This location is already strongly dominated by commercial and urban influences and is also subject to significant change as a result of the further expansion at the Airport and NEC.</p>	<p>community. The existing site and proposed extension is well screened from public viewpoints and there are few neighbours and no private views of the site. This location is already strongly dominated by commercial and urban influences and is also subject to significant change as a result of the further expansion at the Airport and NEC.</p>	<p>screened and there are few neighbours and no private views of the site.</p>	
14. Pollution	<p>Surface water run-off could potentially have an adverse impact on surface water quality in the nearby watercourse. No significant adverse impact on residential amenity for either existing site occupants or neighbouring uses is expected.</p>	<p>The site is in an area that is susceptible to groundwater flooding and there may be surface water flooding issues towards the eastern end of the proposed site extension. This could have an adverse impact on water quality. The increase in vehicle movements may slightly reduce residential amenity for occupiers of properties adjacent to the site. The extended site would be further away</p>	<p>There is expected to be negligible impact on residential amenity as there are very few neighbouring uses. There are significant noise issues on this site resulting from proximity to Birmingham Airport. No information was provided on soil quality.</p>	<p>There is expected to be negligible impact on residential amenity as there are very few neighbouring uses.</p>	<p>Two of the preferred sites are susceptible to surface or groundwater flooding and drainage will need to be managed to ensure there is no adverse effect on surface water quality. This should be addressed through detailed allocation policies for each of these sites. There is expected to be no significant adverse impacts on the amenity of neighbouring uses from the allocation of these preferred sites (noise and light pollution). These issues should also be addressed through the detailed planning considerations policy. No information has been provided to assess the in-combination or individual impact of the allocation of these sites on loss of high quality soils.</p>

SA objective	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	Discussion of Significant effects
		from existing residential properties therefore limiting any adverse impact on residential amenity. No information was provided on soil quality.			
15. Social deprivation/ Community Cohesion	A RSL has received funding to develop a site in this location and the site would contribute 16 socially rented pitches.	No issues recorded.	No issues recorded.	If the site is not allocated this will require moving the residents from the site who have been living there for a number of years, and finding them alternative accommodation.	The allocation of these four preferred sites will assist to reduce social isolation of the Gypsy and Traveller Community, by providing suitable, safeguarded provision for the identified accommodation needs and will have a positive in-combination effect on this SA objective. In particular, the land off Old Damson Lane site will assist to meet the needs of those who cannot afford to purchase or rent a pitch at market value.
16. Housing	A RSL has received funding for 16 social rented pitches on this site. 7 private pitches can also be provided. The site can make a significant contribution to meeting the identified accommodation need (38 pitches).	This existing site can provide for 5 pitches. This will make a reasonable contribution to the identified accommodation need (38 pitches)	The site can provide 12 pitches which is a significant contribution to the identified accommodation need (38 pitches).	The site provides and has provided a settled base for the families that live there for a number of years. An allocated site would provide 3 pitches as a contribution towards the identified need (38 pitches).	In total the four preferred sites have identified capacity to provide 43 pitches, which would provide for the identified accommodation need of 38 pitches to the end of the plan period (2027). In combination, the allocation of these sites will have a significant positive impact on this SA objective (improve the supply and affordability of housing in those areas of greatest need). The Land off Old Damson Lane site in particular, will provide much needed social rented accommodation – enabling a mix of tenures to be provided. The Haven is scheduled to be developed post 2017 and will assist to meet the long term needs for Gypsy and Traveller accommodation.
17. Commercial Assets	No direct link with this SA objective.				There is no direct link / in-combination effect arising from the allocation of these sites to this SA objective.
18. Health inequalities	Character of the route to essential	Very good level of public transport is	The road has a 40 mph speed limit past the site	The road has a 30mph speed limit past the site and a	Three out of the four preferred sites would help to reduce health inequalities and promote healthy

SA objective	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	Discussion of Significant effects
	<p>facilities is conducive to pedestrians and cyclists.</p> <p>Public transport is readily available with a stop immediately outside the site.</p> <p>A GP surgery, school and fresh food are available within 2km of the site.</p>	<p>available within very close proximity of the site.</p> <p>Character of the route to essential facilities is conducive to walking and cycling.</p> <p>A GP surgery, primary school and fresh food shop are available within 2km of the site.</p>	<p>and a designated footway.</p> <p>There are no bus services which pass the site.</p> <p>There is no GP surgery, school or fresh food shop within reasonable walking distance of the site.</p>	<p>designated footway and cycleway, separated from the carriageway by a grass verge.</p> <p>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> <p>Site is within 1km of Dickens Heath where all essential, and a range of other services and facilities are available within reasonable walking distance</p>	<p>lifestyles by providing basic services (GP surgery, fresh food) within a readily accessible distance by walking or cycling (or public transport) and would have a significant positive in-combination effect on this SA objective. The fourth site – The Haven is not readily accessible by public transport and there are no basic services within a reasonable walking distance. However this site is identified for development in Phase 2 (i.e. beyond 2017) and by this time this situation may have improved.</p> <p>Three of the four sites are likely to be adversely impacted by aircraft noise associated with Birmingham Airport – which is likely to have a negative in-combination effect on the health of the local Gypsy and Traveller community, although it is acknowledged that these will be extensions to existing sites.</p>
19. Crime	<p>This information is not available at the site allocation stage. Design issues will be dealt with through the detailed planning considerations policy.</p>				<p>This information is not available at the site allocation stage. Design issues will be dealt with through the detailed planning considerations policy.</p>
20. Public safety	<p>Satisfactory access from the junction of Old Damson Lane and Damson Parkway.</p> <p>Damon Parkway has an urban character, a 40mph speed limit, is lit and has a designated footway.</p> <p>Potential for pedestrian / vehicle conflict is very</p>	<p>Site accessed from a wide, residential cul-de-sac off a good standard, inter-urban road.</p> <p>Direct access to the site is relatively narrow but wide verges would provide for occasional overrunning allowing 2 vehicles to pass.</p> <p>All roads in the area are lit, have designated footways and a 30mph speed</p>	<p>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 40 mph speed limit past the site and a designated footway thereby reducing potential conflict between vehicles</p>	<p>Site is accessed from Dickens Heath Road via a shared access with the existing residential property.</p> <p>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</p>	<p>All four sites can be safely accessed from the public highway and provide designated footways which help to reduce potential conflict between pedestrians and vehicles. The allocation of these preferred sites would have a significant positive in-combination effect on this SA objective.</p>

SA objective	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	Discussion of Significant effects
	limited. The existing site appears to be operating satisfactory from a highway safety perspective.	limit in force. Propensity for vehicle and pedestrian conflict significantly reduced.	and pedestrians.	potential conflict between vehicles and pedestrians.	
21. Mixed development	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. GP surgery, school and fresh food are available within 2km of the site.	Very good level of public transport is available within very close proximity of the site. Character of the route to essential facilities is conducive to walking and cycling. A GP surgery, primary school and fresh food shop are available within 2km of the site.	The road has a 40 mph speed limit past the site and a designated footway. There are no bus services which pass the site. There is no GP surgery, school or fresh food shop within reasonable walking distance of the site.	The road has a 30mph speed limit past the site and a designated footway and cycleway, separated from the carriageway by a grass verge. 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. Site is within 1km of Dickens Heath where all essential, and a range of other services and facilities are available within reasonable walking distance	Three out of the four preferred sites promote a better balance between jobs, housing and services, by providing basic services within a readily accessible distance by walking, cycling or public transport and would have a significant positive in-combination effect on this SA objective. The fourth site – The Haven is not readily accessible by public transport and there are no basic services within a reasonable walking distance. However this site is identified for development in Phase 2 (i.e. beyond 2017) and by this time this situation may have improved.

- 5.5.2 In summary, the in-combination effects of the allocation of the four preferred sites is considered to be either positive, or to have no significant effect on the sustainability issues identified in the SA framework. It is noted that three of the four sites (Land off Old Damson Lane; The Warren; The Haven) are located in the vicinity of Birmingham Airport and this may have a negative in-combination effect on the health and wellbeing of the local Gypsy and Traveller community. However these are all extensions to existing, established sites, so travellers living on these sites will already be subject to these impacts. Any additional noise generated by development and occupation of sites which would effect neighbouring dwellings would need to be mitigated.
- 5.5.3 Two of the preferred sites (Land off Old Damson Lane; The Warren) are susceptible to surface or groundwater flooding and drainage will need to be managed to ensure there is no adverse effect on surface water quality. Surface water drainage and flood risk issues should be highlighted either through specific allocation policies for the individual sites involved, or through the detailed planning considerations policy. Adaptation to climate change (including the provision of natural shade coverage and sensitivity to increased flood risk) should be addressed by the detailed planning considerations policy.
- 5.5.4 The potential impact on protected/priority species in relation to all four of the sites is unknown at this stage and further assessment is required. Potential impacts should be addressed through the individual site allocation policies.

5.6 Policy direction for development management

- 5.6.1 Table 5-5 presents an appraisal of the suggested 'draft policy direction' for 'Detailed Planning Considerations', identifying significant effects on the baseline where possible. The SA objectives described in Chapter 2 have been used in a methodological framework for structuring the appraisal.

Table 5-5: Appraisal of the suggested 'draft policy direction' for 'Detailed Planning Considerations'

SA objective	Discussion of significant effects
1. Prosperity	<p><i>Impact – Minor Positive</i></p> <p>The draft policy direction requires that „schemes should make clear what commercial activity, if any, would be carried out on site and where.’ This will help to ensure that early consideration is given to designing sites in such a way that enables the most to be made of opportunities for on-site commercial activity – providing for the economic development needs of Gypsy and Traveller communities.</p> <p>The cross reference in the policy to the Government’s good practice guide on „Designing Gypsy and Traveller Sites’ will also help to ensure that separate space for commercial or work use/animal keeping is delivered in the context of a specific site size and layout.</p>
2. Access to jobs	<p><i>Impact – Neutral</i></p> <p>The draft policy considerations will be used to judge detailed planning applications. By this point, the location of the site (i.e. a key determinant of access to jobs) will already have been determined.</p> <p>In addition, Policy P6 of the draft Local Plan (Provision of sites for Gypsies and Travellers) sets out criteria for assessing the suitability of existing, well established sites, which do not have planning permission or any new un-allocated site which might come forward in the future to meet any unmet need. Part of the criteria set out in the policy is to ensure local employment is</p>

	<p>accessible by walking, cycling and public transport. The implementation of the Local Plan policy will ensure that access to jobs is considered as part of the planning application process for all gypsy and traveller sites, including those that are not allocated.</p>
3. Reducing travel	<p><i>Impact – Neutral</i></p> <p>The draft policy considerations will be used to judge detailed planning applications. By this point, the location of the site (i.e. a key determinant of the need to travel) will already have been determined.</p> <p>In addition, Policy P6 of the draft Local Plan (Provision of sites for Gypsies and Travellers) sets out criteria for assessing the suitability of existing, well established sites, which do not have planning permission or any new un-allocated site which might come forward in the future to meet any unmet need. Part of the criteria set out in the policy is to ensure local services and facilities are accessible by walking, cycling and public transport. The implementation of the Local Plan policy will ensure that the need to reduce travel is considered as part of the planning application process for all gypsy and traveller sites, including those that are not allocated.</p>
4. Resource efficiency	<p><i>Impact – Neutral</i></p> <p>The draft policy considerations will be used to judge detailed planning applications. By this point, the location of the site (i.e. a key determinant of efficient land use) will already have been determined. The Government's good practice guide 'Designing Gypsy and Traveller Sites', which is cross referenced within the policy, identifies the need to deliver sufficient waste disposal and recycling collection points as part of designing Gypsy and Traveller Sites.</p>
5. Greenhouse gases	<p><i>Impact – Neutral</i></p> <p>The draft policy direction requires that detailed applications for Gypsy and Traveller sites and Gypsy and Traveller related developments should have regard to guidance outlined in 'Designing Gypsy and Traveller Sites – Good Practice Guidance'. This guide includes a section on requirements for energy supply. However, the guide focuses primarily on 'security of supply and health and safety considerations' and does not promote any low carbon approaches.</p> <p><u>Recommendation:</u></p> <p>The policy could be improved by making reference to the need to promote renewable energy generation on Gypsy and Traveller sites – or by a cross reference to policies that deal with these issues in the draft Local Plan.</p>
6. Business adaptation	<p><i>Impact – Neutral</i></p> <p>No effect. No direct link to this SA objective.</p>
7. Losses from flooding	<p><i>Impact – Neutral</i></p> <p>The draft policy direction requires that detailed applications for Gypsy and Traveller sites and Gypsy and Traveller related developments should have regard to guidance outlined in 'Designing Gypsy and Traveller Sites – Good Practice Guidance'. This guide includes a section that refers to the need to avoid development in areas with a high probability of flood risk. Policy P6 of the draft Local Plan (Provision of sites for Gypsies and Travellers) sets out criteria for assessing the suitability of existing, well established sites, which do not have planning permission or any new un-allocated site which might come forward in the future to meet any unmet need. The criteria include an assessment of whether the site is in an area which is prone to flooding.</p> <p>The government guidance 'Designing Gypsy and Traveller Sites – Good</p>

	<p>Practice Guidance' sets out the need to provide appropriate drainage provision on site, which is subject to current legislation, regulations and British Standards.</p> <p><u>Recommendation:</u> For those sites to be allocated through the Gypsy and Traveller DPD, flooding issues should be dealt with through detailed allocation policies for each of the sites.</p>
8. Urban adaptation	<p><i>Impact – Neutral</i></p> <p>No effect. There is nothing in the policy or in Policy P6 of the draft Local Plan which relates to adaptation to climate change, which includes increased flood risk as well as the impacts of extreme weather events, which includes high winds and heat waves.</p> <p><u>Recommendation:</u> Make reference in the policy to the need to ensure that the layout of sites provides for adaptation to climate change, given the vulnerability of caravans to high winds and extreme weather events, including flooding and heat waves. This may make reference to the provision of natural shade for example.</p>
9. Biodiversity	<p><i>Impact - Neutral</i></p> <p>The draft policy direction identifies landscaping priorities, but does not reference the need to give weight to biodiversity considerations (LBAP priority habitats and species). It also noted that the 'Designing Gypsy and Traveller Sites – Good Practice Guide' does not reference biodiversity issues.</p> <p>Policy P6 of the draft Local Plan (Provision of sites for Gypsies and Travellers) sets out criteria for assessing the suitability of existing, well established sites, which do not have planning permission or any new un-allocated site which might come forward in the future to meet any unmet need. Part of the criteria set out in the policy is to ensure the proposals do not have any adverse impact on local nature conservation designations, ecology and biodiversity that cannot be mitigated.</p> <p><u>Recommendation:</u> The implementation of Policy P6 of the draft Local Plan will assist to protect biodiversity assets in Solihull through the planning application process. For those sites which are to be allocated through the Gypsy and Traveller DPD, biodiversity issues should be dealt with through detailed allocation policies for each of the sites.</p>
10. Landscape	<p><i>Impact – Minor Positive</i></p> <p>The draft policy direction sets out the need for proposals for Gypsy and Traveller sites to 'include appropriate landscaping proposals and demonstrate that key elements of landscape character have been identified, retained and incorporated into the design.' The implementation of this policy will help to ensure that potential adverse impacts on the local landscape of delivering new Gypsy and Traveller development are mitigated.</p>
11. Green infrastructure	<p><i>Impact – Minor Positive</i></p> <p>The draft policy direction sets out the need for proposals for Gypsy and Traveller sites to 'include appropriate landscaping proposals and demonstrate that key elements of landscape character have been identified, retained and incorporated into the design.' The implementation of this policy will contribute towards the retention of green infrastructure as part of delivering new Gypsy and Traveller development throughout Solihull.</p>

12. Historic environment	<p><i>Impact – Minor Negative</i></p> <p>The draft policy considerations will be used to judge detailed planning applications. By this point, the location of the site (i.e. the key determinant of effects to the historic environment) will already have been determined.</p> <p><u>Recommendation:</u></p> <p>Impacts on the historic environment are not addressed through the draft policy or Policy P6 in the draft Local Plan or addressed in the government guidance. This issue should be incorporated into Policy P6 of the draft Local Plan.</p>
13. Built environment	<p><i>Impact – Minor Positive</i></p> <p>In addition to setting out landscaping priorities the draft policy direction seeks to ensure that new development is well designed and laid out and that proposed amenity buildings or day rooms are sensitively sited and use sympathetic materials. Policy P6 of the draft Local Plan refers to the size and scale of the site being appropriate in the context of the local settled community.</p> <p>Together the implementation of these policies will contribute towards protecting the quality of the built environment in Solihull.</p>
14. Pollution	<p><i>Impact – Minor Positive</i></p> <p>No direct reference to minimising pollution is set out within the policy. However, the Government’s good practice guide on ‘Designing Gypsy and Traveller Sites’ (which is cross referenced in the policy) sets out the need to ensure that lighting arrangements are planned to ensure light pollution problems are avoided. This guidance also sets out the need to provide appropriate drainage provision on site, which is subject to current legislation, regulations and British Standards.</p> <p>Visual impacts and adverse effects on privacy and residential amenity are addressed in Policy P6 of the Local Plan.</p>
15. Deprivation	<p><i>Impact – Minor Positive</i></p> <p>No direct reference to promoting community cohesion is set out within the policy. However, the Government’s good practice guide on ‘Designing Gypsy and Traveller Sites’ (which is cross referenced in the policy) sets out the need to ensure that proposals to develop a site link in with other broader strategies in place for improving community cohesion and be regarded as a key issue within them.</p> <p>Policy P6 of the draft Local Plan refers to the need to ensure local services and facilities are accessible by walking, cycling and public transport, which will assist to address social isolation.</p>
16. Housing	<p><i>Impact – Neutral</i></p> <p>No effect. The allocation of sites through this DPD will address this objective.</p>
17. Commercial Assets	<p><i>Impact – Neutral</i></p> <p>No effect. There is no direct link between the policy direction and this SA objective.</p>
18. Health inequalities	<p><i>Impact – Minor Positive</i></p> <p>Available evidence suggests that levels of ill health are relatively low, but serious for a minority of families. However, there is a higher level of depression within the Gypsy and Traveller community, compared to the general population. It is likely that mental health issues will in some ways, be related to social exclusion and the absence of strong social ‘support networks’. Good site design, as promoted through this draft policy direction,</p>

	<p>can help to ensure good social relations and the development of strong support networks on sites.</p> <p>Policy P6 of the draft Local Plan refers to the need to ensure local services and facilities (such as fresh food and health facilities) are accessible by walking, cycling and public transport, which will assist to address social isolation and address health inequalities.</p>
19. Crime	<p><i>Impact – Neutral</i></p> <p>There is no direct reference to reducing crime set out in the policy. However, the Government’s good practice guide on ‘Designing Gypsy and Traveller Sites’ (which is cross referenced in the policy) sets out the need to ‘design out’ crime and social exclusion and ‘design in’ community safety and social inclusion through openness of design, allowing ease in passing through, whether walking or driving.</p>
20. Public safety	<p><i>Impact – Minor Positive</i></p> <p>The draft policy direction requires that detailed applications for Gypsy and Traveller sites and Gypsy and Traveller related development should have regard to guidance outlined in ‘Designing Gypsy and Traveller Sites – Good Practice Guide’. This guide includes a strong focus on ensuring on-site health and safety. The policy direction also makes reference to the need to ensure that children can play safely on the site. In addition, Policy P6 of the draft Local Plan addresses the issue of safe and convenient access to the highway network.</p>
21. Mixed development	<p><i>Impact – Neutral</i></p> <p>The draft policy direction will be used to judge detailed planning applications, not the location of proposed sites. The balance between jobs, accommodation and services, and equitable access to all of these, is addressed by Policy P6 of the draft Local Plan.</p>

5.6.2 In summary, the assessment in Table 5-5 above shows that the implementation of this policy has a minor positive effect on a number of SA objectives and there is only one SA objective where a negative impact has been identified. This is in relation to the historic environment, as this issue has not been addressed by either this policy, the draft policy P6 in the Local Plan or in government guidance.

5.6.3 When applied together, Policy P6 of the Local Plan, together with this draft policy direction and the governments good practice guidance ‘Designing Gypsy and Traveller Sites – Good Practice Guide’ provide an appropriate framework for addressing the sustainability issues identified by the SA framework. However the assessment has identified gaps in this framework in relation to reducing energy use and renewable energy generation, adapting to the impacts of climate change and the historic environment, which are addressed by the recommendations above. Other issues highlighted by the assessment (in relation to biodiversity and flood risk) should be addressed by specific allocation policies in relation to the preferred sites.

5.7 Policy direction’ for ‘safeguarding’

5.7.1 An appraisal of the suggested ‘draft policy direction’ for ‘Safeguarding’, is presented below. The significant effects on the baseline are identified where possible. The SA objectives described in Chapter 2 have been used in a methodological framework for structuring the appraisal.

5.7.2 The only objective where a significant effect was found was SA objective 16 (Housing) which was considered to be likely to have a minor positive impact on SA objective 16. The safeguarding of allocated and authorised Gypsy and Traveller sites, and of any new sites which gain planning permission, will help to provide for the identified accommodation needs for Gypsies and Travellers in Solihull. The implementation of this policy will ensure that existing and future Gypsy and Traveller sites remain as such and are not lost to alternative development.

5.7.3 The implementation of the draft policy direction will have no effect on the following SA objectives:

- | | | |
|-------------------------|--------------------------|-------------------------|
| 1. Prosperity | 8. Urban adaption | 15. Deprivation |
| 2. Access to jobs | 9. Biodiversity | 17. Commercial assets |
| 3. Reducing Travel | 10. Landscape | 18. Health inequalities |
| 4. Resource efficiency | 11. Green infrastructure | 19. Crime |
| 5. Greenhouse gases | 12. Historic environment | 20. Public safety |
| 6. Business adaption | 13. Built environment | 21. Mixed development |
| 7. Losses from flooding | 14. Pollution | |

6 CONCLUSIONS AND NEXT STEPS

6.1.1 The following provides a summary of the appraisal findings:

- *Appraisal of the proposed plan objectives* - The overarching objectives and sub-objectives provide more depth and identify measurable targets for the vision. The overarching objective and each sub objective is consistent with at least one of the SA objectives. Five of the SA objectives are not covered by the overarching objective or any of the sub objectives. These SA objectives include 1 (Prosperity), 6 (Business adaptation), 8 (Urban adaptation), 17 (Commercial assets) and 21 (Mixed development). However, this can be attributed to the specific nature of the DPD as it focuses narrowly on the allocation of sites for gypsies and travellers.
- *Appraisal of the preferred strategy for allocating sites* - The majority of effects are forecast to be „neutral“. In relation to the objective of „meeting housing needs“, a significant positive effect is anticipated. It is suggested that the preferred strategy has the potential to be an effective means of meeting Gypsy and Traveller housing needs.
- *While implementing the preferred strategy, it is recommended* that the Council should ensure that family groups are able to remain on sites together, as far as is possible; and that careful consideration is given to any approach that will increase the need for family groups to have to share sites.
- *Summary of preferred and non-preferred sites appraisals* – In summary, three of the four preferred sites (Land off Old Damson Lane; The Warren; The Uplands) are well placed to reduce the need to travel, address health inequalities through equitable access to a GP and fresh food, including through active travel (walking and cycling) and meet the requirements of a sustainable location, in terms of being well related to jobs and basic services. The exception is the Haven site, which is poorly located in relation to accessing basic services, especially by walking or cycling. However this site is phased to come forward post 2017, and the situation in this respect may have improved by the time the site is brought forward for development. The Uplands site is not as well located in relation to the strategic road network as the other three preferred sites, or the other rejected site options, but still has reasonable access nevertheless.
- Two of the four preferred sites suffer from flood risk issues (Land off Old Damson Lane; The Warren), which should be addressed through individual site allocation policies for these sites, given that there is a range of non-preferred sites that do not suffer from the same constraints. Caravans are likely to be particularly vulnerable to flood risk.
- All four of the preferred sites score highly in terms of being located in areas of lower landscape sensitivity, where the potential impacts on residential amenity through light and noise pollution and visual impact are likely to be negligible and where they would relate well in terms of size and scale in relation to the settled community. They score much better in these respects than many of the rejected site options. However three of the four sites (Land off Old Damson Lane; The Warren; The Haven) are located in close proximity to Local Wildlife Sites which may cause indirect adverse impacts on biodiversity and green infrastructure. These issues will need to be investigated in more detail and this should inform the development of dedicated individual allocation policies for these sites.
- All four preferred sites score highly in terms of their contribution to meeting the identified accommodation needs of the Gypsy and Traveller community. In particular, the land off Old Damson Lane site will meet the need for both private and social rented pitches.
- All four preferred sites score highly in relation to the SA objective on public safety, which in the case of Gypsy and Traveller sites, is principally related to the ability to provide safe and convenient access to the road network.
- It is recommended that individual allocation policies are prepared for each of the preferred sites, which address their specific sustainability issues. This could take the form of a development brief or dedicated policy.

- *The in-combination effects* of the allocation of the four preferred sites is considered to be either positive, or to have no significant effect on the sustainability issues identified in the SA framework. It is noted that three of the four sites (Land off Old Damson Lane; The Haven; The Warren) are located in the vicinity of Birmingham Airport and this may have a negative in-combination effect on the health and wellbeing of the local Gypsy and Traveller community. However these are all extensions to existing, established sites, so travellers living on these sites will already be subject to these impacts. Any additional noise generated by development and occupation of this site which would affect neighbouring dwellings would need to be mitigated.
- Two of the preferred sites (Land off Old Damson Lane; The Warren) are susceptible to surface or groundwater flooding and drainage will need to be managed to ensure there is no adverse effect on surface water quality. Surface water drainage and flood risk issues should be highlighted either through specific allocation policies for the individual sites involved, or through the detailed planning considerations policy. Adaptation to climate change (including the provision of natural shade coverage and sensitivity to increased flood risk) should be addressed by the planning considerations policy.
- The potential impact on protected/priority species in relation to all four of the sites is unknown at this stage and further assessment is required. Potential impacts should be addressed through the individual site allocation policies.
- *The draft policy direction for detailed planning considerations* – Implementation of this policy will have a minor positive effect on the majority of the SA objectives with one SA objective where a negative impact (the historic environment), as this issue has not been addressed by either this policy, the draft policy P6 in the Local Plan or in government guidance. When applied together, Policy P6 of the Local Plan, together with this draft policy direction and the governments good practice guidance ‘Designing Gypsy and Traveller Sites – Good Practice Guide’ provide an appropriate framework for addressing the sustainability issues identified by the SA framework. However the assessment has identified gaps in this framework for reducing energy use and renewable energy generation, adapting to the impacts of climate change; and the historic environment, which are addressed by the recommendations. Other issues highlighted by the assessment (in relation to biodiversity and flood risk) should be addressed by specific allocation policies in relation to the preferred sites.
- *The draft policy direction for safeguarding* – Implementation of this policy will have a neutral effect on all of the SA objectives with the exception of SA objective 16 - housing provision. The policy was judged to have a significant positive impact on SA objective 16 - Housing. The safeguarding of all allocated authorised Gypsy and Traveller sites, and any new sites which gain planning permission, will help to provide for the identified accommodation needs for Gypsies and Travellers in Solihull. Implementation of this policy will ensure that existing and future Gypsy and Traveller sites remain as such and are not lost to alternative development.

6.2 Next Steps

- 6.2.1 This SA Report will be published alongside the Gypsy and Traveller Site Allocations DPD Preferred Options to seek feedback on the preferred options.
- 6.2.2 Any significant changes to the DPD which are made in the Proposed Submission Draft version will be subject to further SA /SEA, and a SA report will be prepared to accompany the Proposed Submission Draft version of the DPD.
- 6.2.3 The Council would like as many people as possible to have their say about this document. Please send your response to the Council by Monday 3rd September 2012.

6.3 How to make comments

6.3.1 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

6.3.2 To find out more about the Gypsy and Traveller Site Allocations DPD you can visit the Council's webpage at www.solihull.gov.uk/LDF or call 0121 707 6428.

APPENDIX A - EVOLUTION OF THE SA OBJECTIVES

Table A: Evolution of the SA Objectives

2008 Objectives	2011 Objectives	Rationale
Sustainable consumption & production		
<ul style="list-style-type: none"> Encourage sustainable economic growth and prosperity for all in a diverse local economy, with employment opportunities suited to the needs of the local workforce 	1. To contribute to regeneration and economic development initiatives spatially targeted towards on specific community groups	The inequalities in both employment opportunities and access to employment across the Borough features in the Sustainable Community Strategy as needing attention.
<ul style="list-style-type: none"> Ensure education and training opportunities for all and value the contribution of unpaid work 	2. To reduce the number of people with access difficulties to employment, education and training opportunities	The 2008 framework is not directly amenable to the influence of the Core Strategy. Also accessibility to employment, education and training relate more directly to sustainable consumption & production
<ul style="list-style-type: none"> Reduce the need to travel by encouraging housing growth in accessible locations and local sourcing of food, goods and materials, and encourage the use of more sustainable modes, such as public transport, cycling and walking 	3. To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel	The previous objective is focused upon housing location, whereas the 2011 objective takes a wider stance on the location of all development
<ul style="list-style-type: none"> Minimise the use of natural resources, such as land, water and minerals, and minimise waste, increase reuse and recycling and manage within the Borough/Sub-region 	4. Minimise the use of natural resources, such as land, water and minerals, and minimise waste, increase reuse and recycling and manage within the Borough/Sub-region <ol style="list-style-type: none"> Deliver reductions in the quantity of water used in the Borough Deliver reductions in the waste arisings and to move up the waste hierarchy. To use brownfield sites where appropriate where there is no net loss of ecological value To promote resource efficiency 	The 2011 objectives are used as sub-objectives to the 2008 objective
Theme 2 - Climate change and energy		
<ul style="list-style-type: none"> Minimise greenhouse gas emissions, reduce energy use, encourage energy efficiency and renewable energy generation 	5. Minimise greenhouse gas emissions, reduce energy use, encourage energy efficiency and renewable energy generation	The 2011 objectives provide greater focus reflecting the national objectives set for emissions

2008 Objectives	2011 Objectives	Rationale
	a. To deliver quantified reductions in greenhouse gas emissions by 2020 that contribute to the 34% reduction target b. To encourage reduced energy use, use of distributive energy systems and renewable energy	
<ul style="list-style-type: none"> Protect all from the impacts of climate change, such as increased temperatures and flooding 	6. To assist in the adaptation businesses need to become or resource efficient and also to deliver more sustainable products and services better equipped to a changing market place caused by climate change. 7. Manage, maintain and where necessary improve the drainage network to reduce the economic losses from flooding 8. To ensure that development provides for adaptation to urban heating and to the effects of high winds	It is increasingly acknowledged that climate change will result in consequences beyond those of flooding, hence this wider appreciation has been reflected in the 2011 objectives.
Theme 3 - Natural resource protection and environmental enhancement		
<ul style="list-style-type: none"> Conserve, restore and enhance biodiversity 	9. To enhance the ecological connectivity of non-designated ecological sites and enhance LBAP priority habitats and species	A more focused objective has been provided that deliberately addresses non-designated sites given that designated sites are protected islands of valued biodiversity and to address the consequences of climate change greater connectivity is required.
<ul style="list-style-type: none"> Protect and enhance environmental assets such as landscape, countryside, historic environment and open space 	10. To manage the landscape effects of development in recognition of the European Landscape Convention as well as the risks and opportunities associated with measures to address climate change 11. To facilitate the delivery and enhance the quality of areas providing green infrastructure 12. To enhance, conserve and protect buildings, sites, and the setting of historic assets to the urban environment as part of development projects	The 2011 objectives provide a more specific focus.
<ul style="list-style-type: none"> Promote high quality built environment and encourage local distinctiveness 	13. To deliver improvements in townscape and enhance local distinctiveness	The 2011 objective delivers a more positive footing.
<ul style="list-style-type: none"> Minimise air, soil, water, light and noise pollution 	14. Minimise air, soil, water, light and noise pollution a. To continue to deliver reductions in particulate and nitrogen	The 2011 objective includes sub-objectives that are more focused.

2008 Objectives	2011 Objectives	Rationale
	dioxide levels b. To manage drainage network to ensure no detriment to surface water quality c. To reduce the intrusion of urban and highway lighting d. To deliver reductions in road traffic noise focusing upon those areas identified as First Priority Locations e. To conserve soils thereby supporting other objectives	
Theme 4 - Sustainable communities		
<ul style="list-style-type: none"> Reduce social exclusion and disparities within the Borough 	15. To improve community capital and reduce social isolation across the social gradient	The 2011 objective takes a more positive stance than the 2008 objective
<ul style="list-style-type: none"> Improve the supply and affordability of housing 	16. Improve the supply and affordability of housing in those areas of greatest need	The 2011 provides a spatial focus to the objective
<ul style="list-style-type: none"> Ensure the Borough's national and regional assets reflect wider needs 	17. Ensure the Borough's national and regional assets reflect wider needs	No change
<ul style="list-style-type: none"> Improve health, reduce health inequalities and promote healthy lifestyles, and encourage increased cultural and recreational opportunities for all 	18. To fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality to reduce health inequalities and promote healthy lifestyles	To provide an approach in which the public health agenda is integrated into the decision making across the Borough
<ul style="list-style-type: none"> Reduce crime, fear of crime and anti-social behaviour 	19. Reduce crime, fear of crime and anti-social behaviour 20. Enhance public safety	No change
<ul style="list-style-type: none"> Encourage development with a better balance between jobs, housing and services, and provide easy and equitable access to opportunities, basic services and amenities for all. 	21. Encourage development with a better balance between jobs, housing and services, and provide easy and equitable access to opportunities, basic services and amenities for all.	No change