

# **Solihull Strategic Land Availability Site Assessment Summaries Non-Housing Sites September 2012**





## **Introduction**

The purpose of this document is to provide an assessment of sites submitted for consideration for allocation for non-housing purposes through the new development plan for the borough. This document does not determine whether the sites should be allocated for development, it provides:

- The choices available to meet need and demand
- A basis for decisions on allocations through the development plan.

## **Notes on using this document**

### **Proposal**

#### **Existing use and proposal**

As submitted by those promoting the site

### **Suitability for Proposed Development**

#### **Policy Restrictions**

Provides a summary of current land use policy constraints. A number of the sites are within the Green Belt and cannot currently be considered deliverable or developable. It is likely to be necessary to review green belt boundaries to meet development requirements and this document will need to be reviewed as production of the Local Plan progresses.

#### **Physical Problems and Limitations**

Any physical problems that could limit the development. Identification of a restriction does not rule a site out. The intention is to highlight problems or limitations that need to be addressed. We do not have reliable information on the location of underground pipelines, further investigation may be required for any sites considered for designation through the Local Plan.

#### **Accessibility**

Provides an indication of how accessible the site is locally. The table (not applicable to minerals and waste sites) is an indication of the number of people living within the specified travel times of the site by different modes of travel (public transport, walking and cycling).

#### **Potential Impacts**

Lists potential impacts on landscape, conservation and infrastructure that may affect site development or that need to be taken into consideration if the site is developed. For example, may include potential impacts on Local Wildlife Sites (LWS) or Local Nature Reserves (LNR), transport infrastructure or the green belt.

#### **Environmental conditions**

Demonstrates the possible noise levels present in the vicinity of a site.

### **Achievability for Proposed Development**

Market, cost and delivery issues are considered.

### **Potential for Proposed Development**

Highlights any particular characteristics of the site that affect suitability for the development proposed.

### **Consider Further for Allocation**

The sites that we think are the most suitable for allocation have been identified and included in Policies 3 and 13 of the Local Plan.

## **Index**

NB: the index references sites by ward but the document presents the sites in consecutive number order (i.e. not divided by ward). Waste and minerals sites are presented separately at the end of the document.

### **Site Ref.      Address/Location**

#### **Bickenhill Ward**

12	Land adjacent Birmingham International Airport, Coventry Road
13	Brickfields Farm, Chester Road.
43	Land at Bickenhill Lane, adjacent Birmingham International Station
50	George Higginson Land, Bickenhill Lane
62	Land Adjacent Coleshill Heath Road/Chester Road
75	Hampton Manor, High Street, Hampton Manor
82	Village Farm, Coventry Road
133	Land adjacent M42 and Coventry Road (east of NEC)
134	Land at Middle Bickenhill Lane (east of NEC)
135	Land at Blackfirs Lane and Bickenhill Parkway
146	Land at Damson Parkway
152	Plot 4 Trinity Park, Bickenhill Lane
213	Land at Old Damson Lane
225	Land at Wychams Close, Coventry Road
239	Adjacent Blackfirs Lane
240	East of M42 and West of Middle Bickenhill Lane
281	Birmingham Business Park extension, Blackfirs Lane
300	Land at Lugtrout Lane, near Catherine-de-Barnes

#### **Blythe Ward**

7	Land at Monkspath, Stratford Road
30	Lane at Whitlock's End Farm, Bills Lane
57	Land at 3 Maypoles
60	Land at Light Hall Farm, Dog Kennel Lane
77	Notcutts, Stratford Road.
119/151	Land adjacent 'Fore' business park, Stratford Road.
124	Land adjacent to 173 Creynolds Lane
283	Land at Illshaw Heath Road

31	Brickiln Farm, Rumbush Lane / Braggs Farm Lane (see site 86)
49	Land at Braggs Farm
111	Square Acre Farm, Lady Lane
112	Square Acre Farm, Lady Lane
113	Square Acre Farm, Lady Lane
163	Ivy House Farm, Grange Road and Rear of Henwood Lane
224	Shirley Golf Club, Stratford Road
229	Opposite 32 Houndsfield Lane

### **Dorridge & Hockley Heath Ward**

72	Box Trees Farm/Oak Lodge Farm, Stratford Road
129	Hogarths Hotel, Four Ashes Road
18	Land at Widney Manor Road
35	Land at Widney Manor Road
302	Fields opposite Hockley Heath Primary School, School Road
310	Land at Widney Road/Browns Lane

### **Knowle Ward**

4	Olton Stable Cottage, Warwick Road
20	Land at Ravenshaw Way (near M42 J5)
24	Land at Golden End, Kenilworth Road / Kixley Lane
176	Land between 114 – 166 Kenilworth Road
256	Whale Tankers, Ravenshaw Way (near M42 J5)

### **Meriden Ward**

5	Land between Manor Hotel and Fillongley Road
27	Barretts Lane Farm
33	Land at Riddings Hill
34	Land at Lavender Hall Lane
51	Land at Waste Lane
73	Land at Oaks Farm and south of Balsall Street
78	Maxstoke Lane
149	Pear Tree Farm, Meer End Road
237	443 Station Road
286	Land at Lavender Hall Lane

292 Part of Barretts Lane Farm, Station Road

**Shirley Wards**

14 Land at Stratford Road/Monkspath Hall Road

**St Alphege Ward**

52 Land bounded by Warwick Rd / Poplar Rd / High Street / George Rd

131 Land to rear of 168-206 Widney Manor Road

**Minerals & Waste Sites - Bickenhill & Meriden Wards**

**(start on page 127)**

23 Berkswell Quarry, Cornetts End Lane

56 Former Arden Brickworks, Coventry Road

79 Various locations

138 Marsh Farm, Kenilworth Road

230 Land off Cornet's End Lane

242 Hornbrook Farm

243 Berkswell Quarry West

244 Marsh Farm South East

245 Cornet's End

246 Berkswell Quarry





## Site 4: Olton Stable Cottage, Warwick Road



### Proposal

Site Size	0.16ha (0.38ac)
Existing Use	Previously developed land
	Garden and storage
Proposal	Housing / Retail
Availability	Within 5 years – expected to deliver

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt			
Physical problems and limitations	Hard constraints: None			
	Soft constraints: Local infrastructure Increased provision of services Existing outbuildings Size of site Agricultural land classification – 3, half of site predominantly urban land use Habitats of interest			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-10	1-10	20-40
	Cycling	20-40	40+	40+
Potential impacts	Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.			

	However, impact of development would be minimal. Landscape, Conservation, Increased traffic flow.
Environmental conditions	Noise exposure category A/B (day and night)

**Achievability for proposed development**

Market	Surrounding area is of residential and predominantly agriculture. Discussions have taken place for alternative uses. Village shops and dwelling. Demand in area may not be as strong as in other settlements.
Cost	Full intrusive ground survey required, ecological, topographical. Creating suitable access. Infrastructure works. Service provision or increased capacity. Demolition
Delivery	Projected build would take 6 months. Small builder, private developer more suitable.

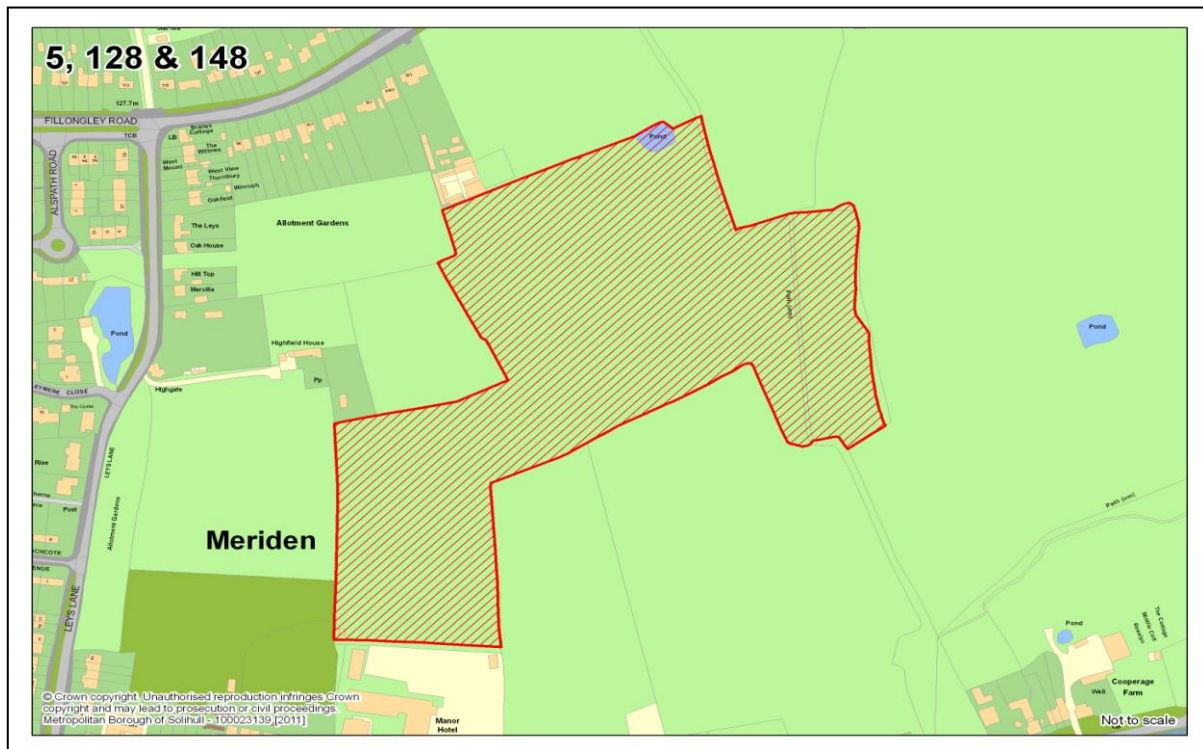
**Potential for proposed development**

Potentially developable site subject to identified constraints and to suitable access (not shown)
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**Consider Further for Allocation**

No	Poor access to key services and facilities. Retail is a NPPF main town centre use. Would need to be of a small local scale. No justification/need for use of green belt land for retail purposes.
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## Site 5: Land between Manor Hotel and Fillongley Road



### Proposal

Site Size	5.91ha (14.61ac)
Existing Use	Green field
	Farming, grazing land
Proposal	Housing / Retail / Offices / Leisure
Availability	Within 5 years – expected to deliver

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – green belt			
Physical problems and limitations	Hard constraints: Tree preservation orders			
	Soft constraints: Local infrastructure Increased provision of services Access Land levels Public footpath Hedgerows Agricultural land classification – 2, 3, 3a Habitats of interest			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-10	40-80
	Walking	1-	1-10	1-10
	Cycling	1-10	40+	40+
Potential impacts	Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and			

	<p>helping prevent coalescence between settlements.          Poorly related to existing development. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.          Landscape, Conservation, Increased traffic flow, fingers into green belt, would be visible from countryside due to land levels.</p>
Environmental conditions	Noise exposure category – B(day), A(night)

**Achievability for proposed development**

Market	<p>Surrounding area is mainly agriculture.          Mix of housing types in the locality.          Market demand (for housing) expected to be high in this postcode area.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.          Provision of suitable access.          Infrastructure works.          Service provision or increased capacity.          Design and build solutions.</p>
Delivery	<p>Under build or re-grade of land          Projected build would take 24 – 60 months.          Phased development.          Joint Venture          Would suit national house builders, large developers.          Deliverability would be cost ineffective through levels and lack of access</p>

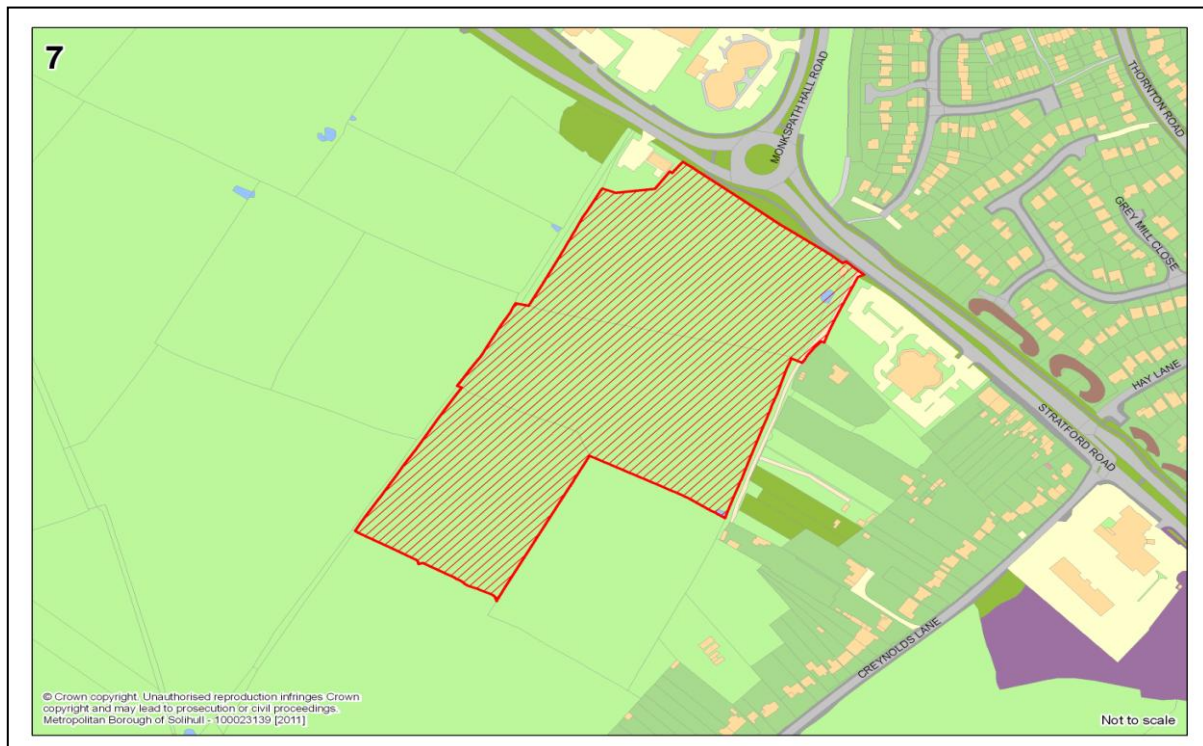
**Potential for proposed development**

Potentially developable site subject to identified constraints and to appropriate access.
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**Consider Further for Allocation**

No	<p>Good access to local services and facilities but release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.          Retail, offices and leisure are NPPF main town centre uses. No justification/need to release green belt land for these purposes in this location. Could encourage car travel.          Remote from main areas of employment need and from main urban areas of Solihull that are generally more accessible.          None housing uses would need to be small scale and in the context of serving housing development on the site.</p>
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## Site 7: Land at Monkspath, Stratford Road



### Proposal

Site Size	6.48ha (16.01ac)
Existing Use	Green field
	Agricultural land
Proposal	Housing / Retail / Employment / Offices / Leisure
Availability	Within 5 years – expected to deliver

### Suitability for proposed development

Policy restrictions	Greenbelt Agricultural land classification - 3			
Physical problems and limitations	Hard constraints: None			
	Soft constraints: Local infrastructure Increased provision of services Access Footpath (boundary) Hedgerows Primary School places insufficient at higher density Habitats of interest			
Accessibility to Population (thousand people)	Minutes travel Public Trans. Walking Cycling	15 mins 1- 1-10 40+	30 mins 1-10 10-20 40+	45 mins 10-20 20-40 40+
Potential impacts	Contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent			

	<p>coalescence between settlements.          Poorly related to existing development. Would erode the narrow green belt gap between Shirley and Cheswick Green, impacting on the functions and openness of the green belt and create an indefensible green belt boundary.          Landscape, Conservation, Increased traffic flow.</p>
Environmental conditions	Noise exposure category – B/C(day), A/B(night)

**Achievability for proposed development**

Market	<p>Surrounding area is mix of residential, employment, and agriculture.          Market demand (for housing) expected to be high in this postcode area.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.          Provision of suitable access.          Infrastructure works.          Service provision or increased capacity.</p>
Delivery	<p>Projected build would depend on eventual planning consent to be granted.          Would suit national house builders, large developers, and Commercial developers.</p>

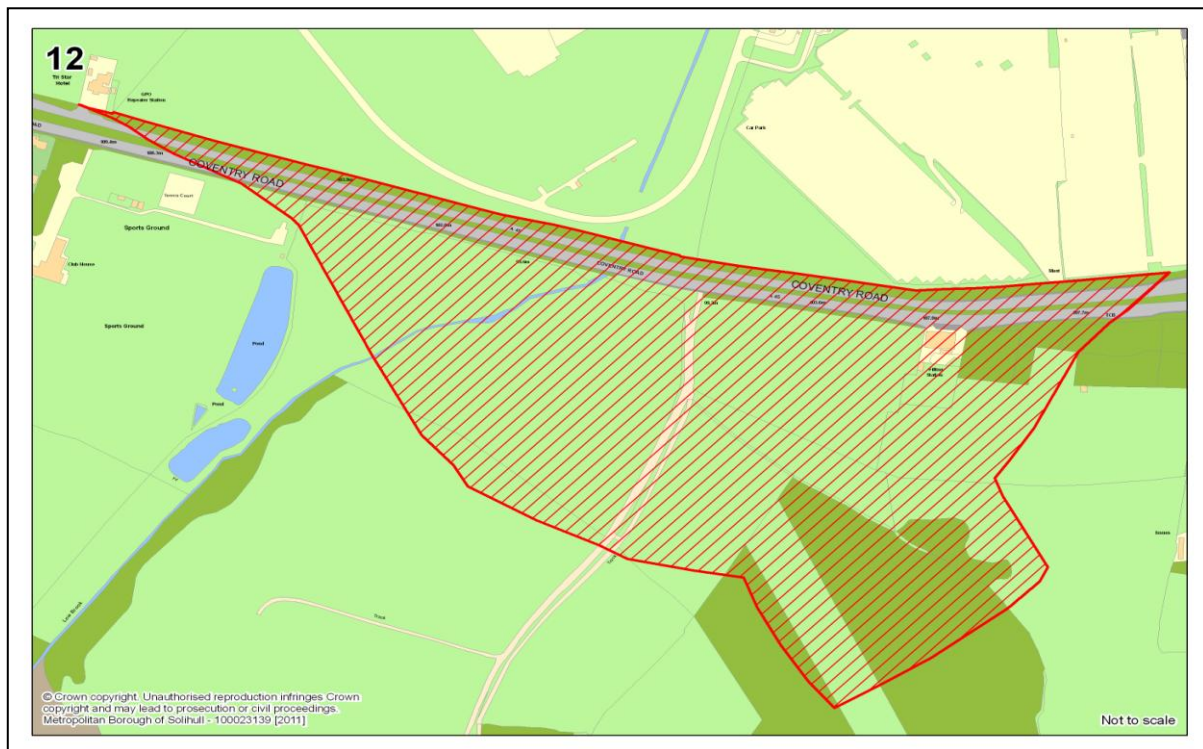
**Potential for proposed development**

<p>Developable greenfield site, subject to appropriate standard of access and to identified constraints. Other commercial sites are nearby.</p>
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**Consider Further for Allocation**

No	<p>Good accessibility to local services and facilities.          Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.          Sites in noise exposure category C should not be considered for development unless there are no suitable alternatives.          Significant impact on green belt. No justification/need to release green belt land for non housing purposes in this location. Retail, offices and leisure are NPPF main town centre uses.</p>
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## Site 12: Land adjacent to Birmingham Airport



## Proposal

<b>Site Size</b>	21.57 ha (53.29 acres)
<b>Existing Use</b>	Greenfield (existing Airport is brownfield) Agriculture, some leisure and retail
<b>Proposal</b>	Airport development
<b>Availability</b>	Within 10 years

## Suitability for proposed development

Policy restrictions	UDP (2006) – Site is in the Green Belt. The Plan sets out criteria for consideration of an extension to the main runway - Policy T15 (planning permission for the runway extension has been granted). Runway extension is a proposal in the Birmingham Airport Master Plan			
Physical problems and limitations	Flood risk Part of site is a SINC Runway extension relies on re-alignment of A45 Agricultural land classification 3			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	PublicTrans.	1-10	40-80	80+
	Walking	1-	1-10	1-10
	Cycling	10-20	40+	40+

Potential impacts	Green Belt. Need to consider where, in detail, the green belt boundary should be set. May not affect openness of the Green belt but would impact on landscape. Would impact on Strategic Highway Network (realignment of A45).
Environmental conditions	Noise: 65-74db.

### **Achievability for proposed development**

Market	NA
Cost	Full intrusive ground survey required, ecological, topographical. Infrastructure works. Re-alignment of A45
Delivery	Within 10 years

### **Potential for proposed development**

Required for Airport development. Proposal in the BIA Master Plan.
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### **Consider Further for Allocation**

Yes	21.57 ha site. Site would enable runway extension which is a proposal in the Airport Master Plan and which has an extant planning consent. Supports the success of the Airport as a key business in the Region.
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### Site 13: Brickfield Farm, Chester Road



### Proposal

<b>Site Size</b>	42.74 ha (105.61 acres)
<b>Existing Use</b>	Greenfield
	Agriculture.
<b>Proposal</b>	Employment/Offices
<b>Availability</b>	Within 5 years

### Suitability for proposed development

Policy restrictions	NPPF - offices are a town centre use UDP - Green Belt land			
Physical problems and limitations	May need buffer strip to motorway Part of site is a SINC Line of High Speed Rail (HS2) bisects site. Pylons on site			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-10	10-20	80+
	Walking	1-10	10-20	20-40
	Cycling	20-40	40+	40+
Potential impacts	Potential traffic impact on Strategic Highway Network. Landscape impact. Impacts on the Green Belt, including openness and encroachment into countryside.			

Environmental conditions	Noise: 65 -74db
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### **Achievability for proposed development**

Market	Potentially attractive to employment use. Close to existing business park and urban population.
Cost	Full intrusive ground survey required, ecological, topographical. Suitable access would be needed. Infrastructure works.
Delivery	Within 5 years

### **Potential for proposed development**

<p>Near to Regeneration Zone (RZ). Could potentially provide significant number of jobs. Other important employment generators within 2 kilometres (Birmingham Business Park, Birmingham Airport, National Exhibition Centre, Birmingham International Park, Elmdon Trading Estate ).</p> <p>Birmingham International Station about 2 kilometres.</p>
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### **Consider Further for Allocation**

No	<p>Significant impact on landscape and Green belt, including openness and encroachment into countryside.</p> <p>Unlikely that a greenfield site of this size is needed to meet employment land needs.</p> <p>Potential impact on SINC</p> <p>Line of High Speed Rail Link (HS2) could make the site difficult to develop.</p>
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## Site 14: Land at Stratford Road / Monkspath Hall Road



### Proposal

<b>Site Size</b>	2.22 ha (5.49 acres)
<b>Existing Use</b>	Brownfield Leisure building, restaurant (vacant) and car parking
<b>Proposal</b>	Retail
<b>Availability</b>	Within 5 years

### Suitability for proposed development

Policy restrictions	NPPF – Seeks to locate town centre uses, including retail, in town centre locations. UDP (2006) – Site is un-notated.			
Physical problems and limitations	No strong obstacles to development (planning permission granted in Jan 2009 for a DIY retail store – expired).			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	PublicTrans.	1-10	1-10	10-40
	Walking	1-10	10-20	40+
	Cycling	40+	40+	40+
Potential impacts	Potential impact on Strategic Highway Network			
Environmental conditions	Noise: 60-74db.			

## **Achievability for proposed development**

Market	Area of mixed commercial/business use. Residential areas nearby. Proximity to Strategic Highway Network
Cost	Full intrusive ground survey required, ecological, topographical. Access improvements. Infrastructure works.
Delivery	Within 5 years

## **Potential for proposed development**

Development for retail purposes could potentially support a significant number of full and part time jobs. Could bring the site back to active use.  
Consent for a DIY retail store was granted in Jan 2009 (expired).

## **Consider Further for Allocation**

No	NPPF seeks to locate retail and other town centre uses in town centre locations. Draft Local Plan aims to meet needs for retail development in line with the town centre first approach of the NPPF
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## Site 18: Land at Widney Manor Road



### Proposal

Site Size	14.98ha (37.02ac)
Existing Use	Green field
	Farmland / Agriculture
Proposal	Housing / Employment / Retail / Offices
Availability	Within 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – green belt			
Physical problems and limitations	Hard constraints: Small part of site is woodland Tree preservation orders			
	Soft constraints: Access Local infrastructure Provision of services Footpath Insufficient capacity within existing secondary school Existing properties Agricultural land classification 3 Hedgerows Habitats of interest			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-10	10-40	80+
	Walking	1-10	10-20	10-20
	Cycling	10-20	40+	40+

Potential impacts	<p>Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Would erode the narrow green belt gap between Knowle/Dorridge/Bentley Heath and Solihull, impacting on the functions and openness of the green belt and create an indefensible green belt boundary,</p> <p>Landscape, Conservation, Increased traffic flow</p> <p>Poorly related to existing pattern of development.</p>
Environmental conditions	Noise exposure category A / B (day and night)

**Achievability for proposed development**

Market	<p>Surrounding area is of residential and predominantly agriculture. Close to local amenities and market demand may be high (for housing)</p> <p>High rate of sale vales and sales expected.</p> <p>Request for alternative uses also sustainable.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical. Creating suitable access.</p> <p>Infrastructure works</p> <p>Service provision or increased capacity.</p>
Delivery	<p>Projected build would take several years.</p> <p>Joint Venture development or split land parcel.</p> <p>National house builders, commercial developers and large house builders.</p>

**Potential for proposed development**

<p>Could Provide significant number of jobs. Developable greenfield site, subject to identified constraints and to appropriate access (not shown).</p>
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**Consider Further for Allocation**

No	<p>Good access to local services and facilities and part of the site is previously developed land. But release of the site would have a significant impact of green belt functions and openness and erode an already narrow green belt gap.</p> <p>Offices and retail development are NPPF main town centre uses. No justification/need for release of green belt land for employment and other non-housing development purposes in this location. Remote from main areas of employment need and from main urban areas of the Borough which are generally more accessible. Would encourage car travel.</p>
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## Site 20: Land at Ravenshaw Way



### Proposal

Site Size	15.44ha (38.15ac)
Existing Use	Green field
	Agriculture, farming
Proposal	Housing / Retail / Employment / Offices / Leisure
Availability	Within 5 years – expected to deliver

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt			
Physical problems and limitations	Hard constraints: Tree preservation orders			
	Soft constraints: Local infrastructure Pipelines Hedgerows Increased provision of services Access Sub station M42 Split land parcels Agricultural land classification – 3 Habitats of interest			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-10	10-40	40-80
	Walking	1-10	1-10	20-40
	Cycling	20-40	40+	40+

Potential impacts	<p>Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Poorly related to existing development. Would erode the narrow green belt gap between Solihull and Knowle/Dorridge/Bentley Heath, impacting on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.</p> <p>Landscape, Conservation, Increased traffic flow.</p>
Environmental conditions	Noise exposure category – C/D(day and night)

### Achievability for proposed development

Market	<p>Surrounding area is agricultural</p> <p>Viability for employment / offices more suitable.</p> <p>No housing in vicinity.</p> <p>Market demand (for housing) expected to be high in this postcode area for alternative uses.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.</p> <p>Access works / improvements.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p> <p>Part of site to be sterile due to sub station.</p>
Delivery	<p>Sympathetic layout in relation to large sub station.</p> <p>Projected build would be dependant on type of consent to be granted.</p> <p>Phased development.</p> <p>Joint Venture</p> <p>Would suit national house builders, large developers and commercial developers.</p>

### Potential for proposed development

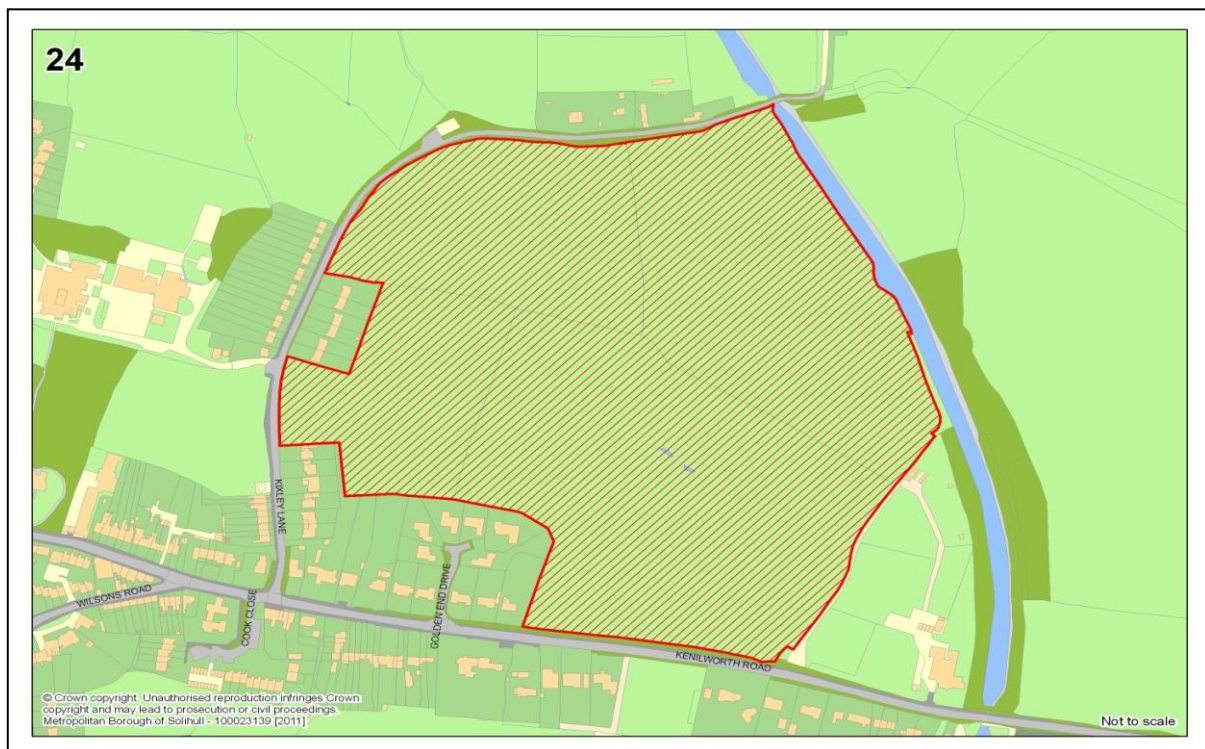
<p>Developable greenfield site, subject to appropriate standard of access and to identified constraints. Other commercial site nearby.</p>
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### Consider Further for Allocation

No	<p>Good accessibility to some local services and facilities from some parts of the proposal, poor from others. Accessibility to services and facilities by walking and cycling is along unsuitable routes. Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>Sites in noise exposure category C should not be considered for development unless there are no suitable alternatives..</p> <p>No justification/need to release green belt land for non housing purposes in this location. Retail, offices and leisure are NPPF main town centre uses. Not well related to areas of employment need or to main urban area. Would encourage car travel.</p>
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**Site 24: Land at Golden End, Kenilworth Road / Kixley Lane**



**Proposal**

Site Size	15.04ha (37.16ac)
Existing Use	Green field
	Arable land
Proposal	Housing / Employment / Leisure / Social or Community / marina
Availability	10 - 15 years

**Suitability for proposed development**

Policy restrictions	Unitary Development Plan – green belt			
Physical problems and limitations	Hard constraints: Tree preservation orders on boundary			
	Soft constraints: Local infrastructure Increased provision of services Access Severn Trent works Primary and Secondary school capacity insufficient Hedgerows Local wildlife site (boundary) Adjacent conservation area Habitats of interest Agricultural land classification - 3			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-10	40-80
	Walking	1-10	1-10	10-20
	Cycling	10-20	40+	40+

Potential impacts	<p>Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Development would impact on the functions and openness of the green belt and create an indefensible green belt boundary, however, the site is surrounded by development and roads form a defensible green belt boundary.</p> <p>The site is too large for local needs and release of part of the site would set a precedent for the release of the whole site.</p> <p>Landscape, Conservation, Increased traffic flow, visible from open countryside as land parcel is raised, impact on the character of the conservation area.</p>
Environmental conditions	Noise exposure category – A/B(day), A(night)

### Achievability for proposed development

Market	<p>Surrounding area is a mix of residential and agriculture.</p> <p>Mix of housing types in locality.</p> <p>Market demand (for housing) expected to be high in this postcode area.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.</p> <p>Access works.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p>
Delivery	<p>Projected build would take 36 – 84 months.</p> <p>Mixed use development would be most suitable.</p> <p>Phased development.</p> <p>Joint Venture</p> <p>Would suit national house builders, large developers, and commercial developers.</p>

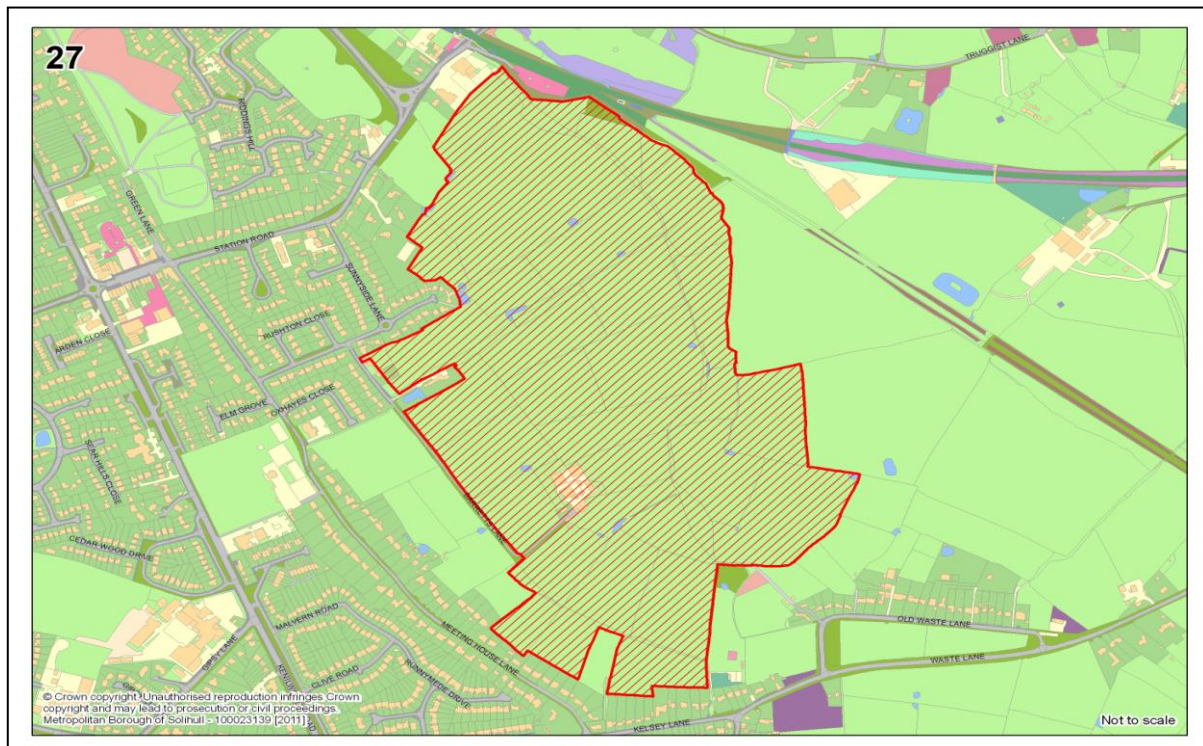
### Potential for proposed development

<p>Developable greenfield site, subject to constraints including impact on conservation area and to suitable access for commercial vehicles/traffic. Could provide substantial amount of employment.</p>
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### Consider Further for Allocation

No	<p>Good access to local services and facilities but release of the site would have a significant impact of green belt functions and openness and impact on the character of the conservation area.</p> <p>No justification/need for release of green belt land for employment use in this location. Remote from areas of greatest employment need. Similarly no justification/need for release of green belt land for other non-housing uses. Leisure is a NPPF main town centre use. Social or Community uses would need to be small scale in the context of housing development or would be more appropriate in the urban area near other facilities. Similarly a marina would impact on the green belt.</p>
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## Site 27: Barretts Lane Farm



### Proposal

Site Size	49.4ha (122.07ac)
Existing Use	Green field
	Farmhouse and associated farm land
Proposal	Housing / Employment / Other - park and ride site adjacent to Balsall common station
Availability	Within 5 years

### Suitability for Proposed Development

Policy restrictions	Unitary Development Plan – Green belt
Physical problems and limitations	Hard constraints: Listed buildings Tree preservation orders Pylons
	Soft constraints: Access 1/100 Floodplain Footpath Hedgerows Agricultural land classification 3 Habitats of interest identified Proposed by-pass line Insufficient capacity within existing primary and secondary schools Site within 500m of proposed HS2 route

Accessibility to Population (thousand people)	Minutes travel Public Trans. Walking Cycling	15 mins 1- 1-10 1-10	30 mins 1-10 1-10 1-10	45 mins 40-80 1-10 40-80
Potential impacts	<p>Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Significant incursion into green belt, impacting on functions and openness.</p> <p>Development would significantly impact on existing residents and conservation of area characteristics.</p>			
Environmental conditions	<p>If mixed use scheme more consideration to be given to impact of different use classes on environment.</p> <p>Noise exposure category A/B (day), A/B, small part C (night).</p>			

### Achievability for Proposed Development

Market	<p>Surrounding area is of residential and predominantly agriculture. Alternative land uses not suitable or sustainable.</p> <p>Infrastructure not suitable. Demand not present in market.</p> <p>Insufficient local demand for a development of this size.</p>
Cost	<p>Full intrusive ground survey required.</p> <p>Access and infrastructure works and improvements required.</p> <p>Access may require finding alternative access points.</p> <p>Ecological Survey to assess wildlife and habitats.</p>
Delivery	<p>Project would need to be phased.</p> <p>Projected build would take several years and only a development to be taken by national house builder or large developer.</p> <p>If mixed use scheme more consideration to be given construction projection times and viability of site planning.</p>

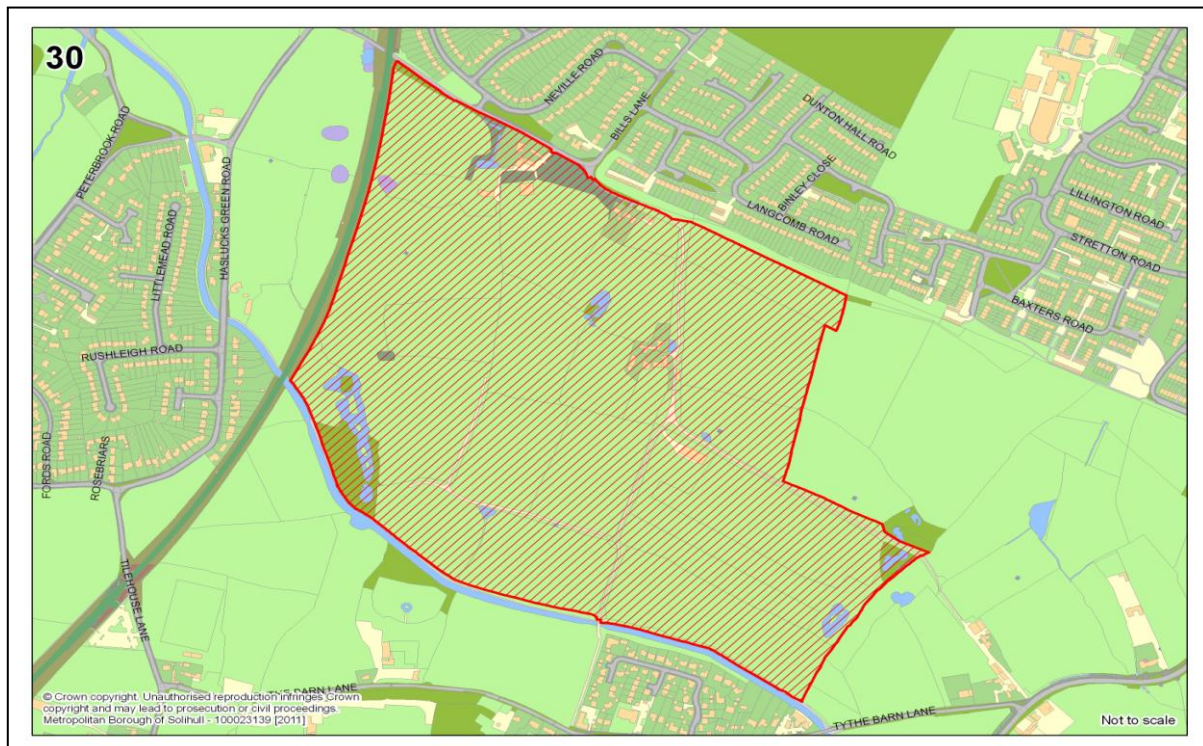
### Potential for proposed development

<p>Could potentially provide a substantial number of jobs and expanded park and ride facilities for the Station. Developable greenfield site subject to identified constraints and suitable access.</p> <p>Could support rail use and access by rail into Birmingham.</p>
---

### Consider Further for Allocation

No	<p>Too large to meet local needs, would be a significant incursion into the green belt. Part of the site</p> <p>Release of land from the green belt for employment purposes is not justified/needed in this location. Distant from areas of greatest employment need and from the main urban areas of the Borough that are more generally accessible. Not sustainably located because, although there is a railway station in the locality, employment use would also encourage car commuting. Would not be well related to Balsall Common village without the housing part of the proposal.</p>
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## Site 30: Lane at Whitlock's End Farm, Bills Lane



### Proposal

Site Size	54.59ha (134.88ac)
Existing Use	Green field
	Agriculture and forestry
Proposal	Housing / Retail / Employment / Offices
Availability	Within 5 years – expected to deliver

### Suitability for proposed development

Policy restrictions	Greenbelt Agricultural land classification - 3
Physical problems and limitations	Hard constraints: Tree preservation orders (boundary) Listed building Woodland pockets
	Soft constraints: Local infrastructure Increased provision of services Rail line Existing properties and outbuildings Access Local wildlife site Hedgerows Habitats of interest Locally listed building Footpath Insufficient primary school capacity

Potential impacts	<p>Contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Poorly related to existing development. Would erode the narrow green belt gap between Shirley and Dickens Heath, impacting on the functions and openness of the green belt and create an indefensible green belt boundary.</p> <p>Landscape, Conservation, Increased traffic flow, fingers into green belt, would be highly visible from open countryside due to size of site</p>			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-10	10-20	40+
	Cycling	40+	40+	40+
Environmental conditions	Noise exposure category – A/B(day), A(night)			

### Achievability for proposed development

Market	<p>Surrounding area is a mix of residential and agriculture. Housing and alternative uses doubtful of viability.</p> <p>Market demand (for housing) expected to be high in this postcode area.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical. Improving current access.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p> <p>Demolition and cart away.</p>
Delivery	<p>Projected build would take 36 - 96 months.</p> <p>Phased development, joint venture</p> <p>Would suit national house builders, large developers and commercial developers.</p>

### Potential for proposed development

<p>Developable greenfield site subject to suitable access and to above constraints. Could provide substantial amount of employment.</p>
---

### Consider Further for Allocation

No	<p>Good accessibility to local services and facilities but release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>No justification/need to release green belt land for none housing purposes in this location. Retail and offices are NPPF main town centre uses.</p>
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**Site 31: Brickiln Farm, Rumbush Lane / Braggs Farm Lane (see site 86)**



**Proposal**

Site Size	0.64ha (1.58ac)
Existing Use	Green field (part brown field)
	Residential dwelling, garden and outbuildings
Proposal	Housing / Offices
Availability	Within 5 years

**Suitability for proposed development**

Policy restrictions	Unitary Development Plan - safeguarded land			
Physical problems and limitations	Hard constraints: None			
	Soft constraints: Local infrastructure Increased provision of services Access Existing buildings Undulating land levels Agricultural land classification – 3 Arden pasture Adjacent potential local wildlife site to north			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-10	1-10	10-20
	Cycling	20-40	40+	40+
Potential impacts	The site is excluded from the green belt for long-term housing needs, but contributes to the purposes of the green belt,			

	<p>safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>If developed in isolation, the site is poorly related to existing development. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.</p> <p>If developed with land to the north (see site 86), the impact of development would be minimal. Existing development, roads and public open space form a defensible green belt boundary.</p> <p>Landscape, Conservation, Increased traffic flow, isolated from main settlement.</p>
Environmental conditions	Noise exposure category – A/B(day), B(night)

**Achievability for proposed development**

Market	<p>Surrounding area is of residential and agriculture.</p> <p>Demand (for housing) in area may not be as strong as in other settlements.</p> <p>Close to Dickens Heath Village.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.</p> <p>Creating suitable access.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p> <p>Extended Phase I study required.</p>
Delivery	<p>Projected build would take 18 – 28 months (for housing).</p> <p>Would suit all residential/commercial developers.</p> <p>Improvement on infrastructure.</p> <p>Under build to combat land levels or grading of site.</p>

**Potential for proposed development**

<p>Part greenfield and part brownfield. No strong physical barriers to commercial development subject to access and identified constraints.</p>
---

**Consider for Allocation**

No	<p>If developed in conjunction with land to the north (Site 86):</p> <p>Good access to local services and facilities, but along unsuitable routes for walking and cycling.</p> <p>Not suitable for office development which is a NPPF main town centre use. Remote from centre of village and from main areas of employment need in the Borough. Could encourage car travel.</p>
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### Site 33: Land at Riddings Hill



### Proposal

Site Size	2.45ha (6.05ac)
Existing Use	Green field
	Vacant, used for sports
Proposal	Housing / Offices
Availability	Within 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt, public open space			
Physical problems and limitations	Hard constraints: None			
	Soft constraints: Gradient on site from northwest to southwest. Added build costs. Agricultural land classification 3 Habitats of interest identified			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-10	40-80
	Walking	1-10	1-10	1-10
	Cycling	1-10	40+	40+
Potential impacts	Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements. However, impact of removal from the green belt would be minimal, site is surrounded by development and roads form a defensible green belt boundary.			

	Land abuts new residential development. Potential increased traffic flow.
Environmental conditions	If mixed use scheme more consideration to be given to impact of different use classes on environment. Noise exposure category A/B (day), A (night)

**Achievability for proposed development**

Market	Surrounding area is of residential and predominantly agriculture. Alternative land uses not suitable or sustainable. Infrastructure already present but market demand may not be sufficient for development.
Cost	Full intrusive ground survey required. Some under build may be required due to land gradient.
Delivery	Project would need to be phased. Projected build would take 2-3 years and only a development to be taken by national house builder or large developer (if non housing). If mixed use scheme more consideration to be given construction projection times.

**Potential for proposed development**

<p>Could potentially provide a substantial number of jobs. Near a railway station into Birmingham. Developable Greenfield site, subject to identified constraints and suitable access.</p>
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**Consider Further for Allocation**

No	<p>Site is within the green belt. Site would not be suitable for employment development. As an employment site it is distant from areas of greatest employment need and from the main urban areas of the Borough that are more generally accessible. No justification/need for releasing land from the green belt for employment purposes in this location. Could potentially encourage car travel.</p>
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## Site 34: Land at Lavender Hall Lane



### Proposal

Site Size	3.99ha (9.87ac)
Existing Use	Green field
	Agriculture
Proposal	Housing / Employment
Availability	Within 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt			
Physical problems and limitations	Hard constraints: Woodland on small part of the site			
	Soft constraints: Existing infrastructure. Lavender Hall Lane improvements as only access point Provision of services. Footpath Agricultural land classification 3 Hedgerow Habitats of interest identified Site within 500m of proposed HS2 route			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-	1-	1-10
	Cycling	1-10	40+	40+

Potential impacts	<p>Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Roads form a defensible green belt boundary, but, would set a precedent for the release of green belt land to the south-east where the green Belt boundary runs along the rear of the houses along Kenilworth Road and gardens are included within the green belt, leading to intensification of development and change in the character of the area.</p> <p>Local amenities, increased capacity.</p>
Environmental conditions	Noise exposure category A/B (day and night)

### **Achievability for proposed development**

Market	<p>Site abuts existing back garden land with roads to all other boundaries.</p> <p>Demand for employment use is not as high as other areas within borough..</p>
Cost	<p>Full intrusive ground survey required</p> <p>Creating suitable access</p> <p>Highway improvement</p> <p>Increased capacity or new provision of, services</p>
Delivery	<p>Project would need to be phased</p> <p>Projected build dependant on eventual scheme to be consented, mixed use or residential</p> <p>Any project would take a few years to construct</p>

### **Potential for proposed development**

Could provide significant number of jobs. Potentially easy to develop as a Greenfield site and suitable access could potentially be provided (but none shown).

### **Consider for Further Allocation**

No	<p>Well contained site and could provide a defensible green belt boundary.</p> <p>Site would not be suitable for office development which the NPPF considers to be a town centre use. As an employment site it is distant from areas of greatest employment need and from the main urban areas of the Borough that are more generally accessible. No justification/need for releasing land from the green belt for employment purposes in this location. Could potentially encourage car travel.</p> <p>Site is not generally well related to Balsall Common Village facilities and may be amenity issues due to proximity of houses along Kenilworth Road.</p>
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## Site 35: Land at Widney Manor Road



### Proposal

Site Size	6.54ha (16.15ac)
Existing Use	Green field
	Paddock, grazing, stabling
Proposal	Housing / Employment / Offices / Leisure / Other – ecological, carbon neutral & sustainable housing
Availability	Within 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan - Green belt			
Physical problems and limitations	Hard constraints: Woodland			
	Soft constraints: Access Local infrastructure Provision of services Lightweight structure on site Insufficient capacity within existing secondary school Agricultural land classification 3 Habitats of interest Hedgerows			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-10	10-40	80+
	Walking	1-10	1-10	10-20
	Cycling	10-20	40+	40+

Potential impacts	<p>Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Development would erode the narrow gap between Knowle/Dorridge/Bentley Heath and Solihull.</p> <p>Poorly related to existing development. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.</p> <p>Landscape, Conservation, Increased traffic flow</p>
Environmental conditions	Noise exposure category B/C (day and night)

**Achievability for proposed development**

Market	<p>Surrounding area is of residential and predominantly agriculture. Close to local amenities and market demand may be high. High rate of sale values and sales expected (for housing). Requirement for alternative uses also sustainable.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical. Creating suitable access. Infrastructure works Service provision or increased capacity.</p>
Delivery	<p>Projected build would take several years. Would require several phases of development. National house builders, or other large project builder Suitable access.</p>

**Potential for proposed development**

<p>Could Provide significant number of jobs. Developable greenfield site, subject to identified constraints and appropriate access (not shown).</p>
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**Consider Further for Allocation**

No	<p>Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>Offices and leisure development are NPPF main town centre uses. No justification/need for release of green belt land for employment and other non-housing development purposes in this location. Remote from main areas of employment need and from main urban areas of the Borough which are generally more accessible.</p> <p>Would encourage car travel.</p>
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### Site 43: Land at Bickenhill Lane



### Proposal

<b>Site Size</b>	14.9 ha (36.83 acres)
<b>Existing Use</b>	Brownfield
	Parking, interchange and offices
<b>Proposal</b>	Parking for NEC
<b>Availability</b>	Within 5 years

### Suitability for proposed development

Policy restrictions	<p>UDP - Policy E4 (BIA). Proposal E4/2-West Car Park allocates the land for Airport, NEC and Interchange purposes. The plan seeks to protect the site for Interchange purposes but enables airport terminal related activity such as parking.</p> <p>UDP also enables reasoned proposals for development ancillary/complementary to the use of the land for Airport/NEC/Interchange purposes and other development as long as it does not prejudice use of the site for commuter parking for Birmingham International Station.</p> <p>Birmingham Airport Master Plan proposes part of the site for Airport parking.</p>			
Physical problems and limitations	No major limitations			
Accessibility to Population (thousand people)	Minutes travel Public Trans.	15 mins 1-10	30 mins 10-40	45 mins 80+

	Walking Cycling	1- 10-20	1- 40+	1-10 40+
Potential impacts	Potential traffic impact on Strategic Highway Network and on commuter parking at the station.			
Environmental conditions	Noise: 65-69db			

### **Achievability for proposed development**

Market	NA
Cost	Full intrusive ground survey required, ecological, topographical. Suitable access would be needed. Infrastructure works.
Delivery	Within 5 years

### **Potential for proposed development**

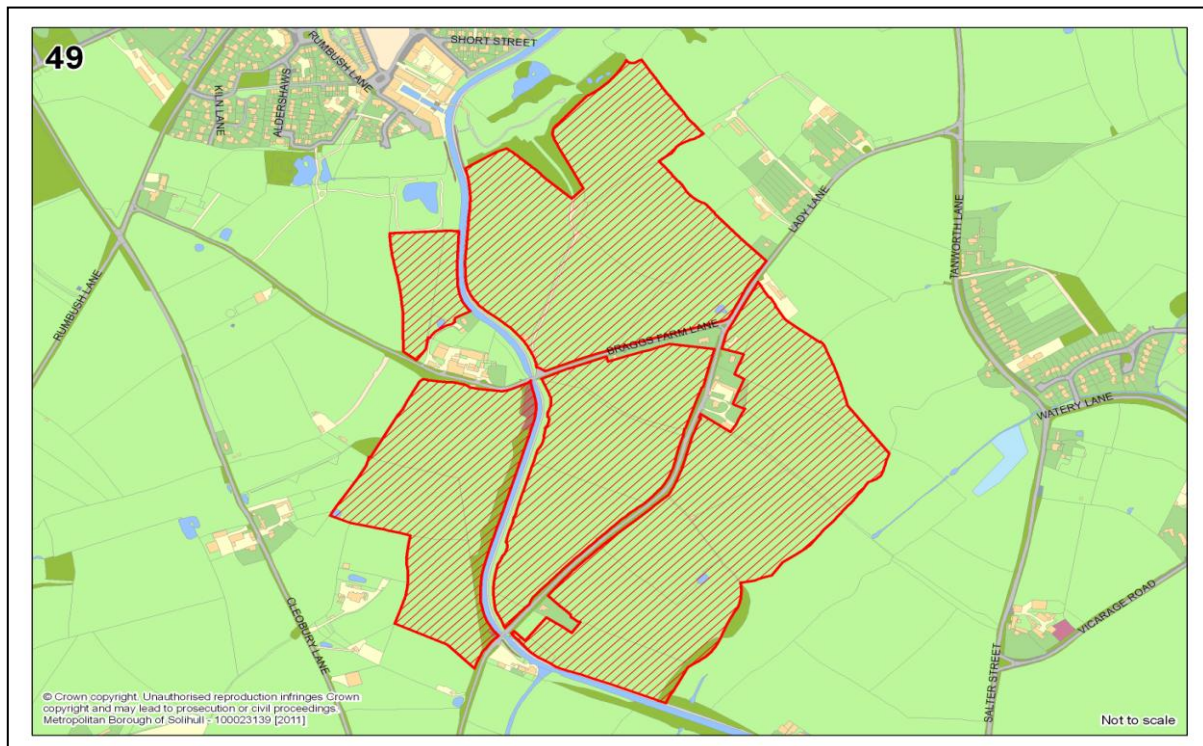
<p>Close to NEC (was within 1997 UDP NEC boundary but taken out to enable more flexibility of use between BIA/NEC.</p> <p>Inclusion of significant part of the land within Airport operational area may preclude NEC use if the Airport controls the identified operational area land.</p>
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### **Consider Further for Allocation**

Yes	<p>The use of the site is currently flexible under the terms of the UDP (2006).</p> <p>Part of site used for interchange parking and remainder is used for Airport/NEC parking. Small area is used for commercial office development.</p> <p>Site can potentially alleviate pressures for more distant off-site parking for Airport/NEC or could support operational needs of the 3 users.</p>
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## Site 49: Land at Braggs Farm



### Proposal

Site Size	53.28ha (131.66ac) total of all land parcels
Existing Use	Green field
	Farming, agriculture
Proposal	Housing / Leisure / Social or Community
Availability	Within 5 years, delivery within 15 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – green belt			
Physical problems and limitations	Hard constraints: None			
	Soft constraints: Local infrastructure Increased provision of services Access Existing buildings Undulating land levels Sustainability Local wildlife site Footpath Hedgerows Insufficient capacity within existing primary schools Agricultural land classification – 3 Habitats of interest			
Accessibility to Population	Minutes travel	15 mins	30 mins	45 mins

(thousand people)	Public Trans. Walking Cycling	1- 1- 20-40	1- 1-10 40+	1- 10-20 40+
Potential impacts	<p>Contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements. Development would erode the narrow gap between Dickens Heath and Cheswick Green.</p> <p>Too large to meet local needs. All of the site is poorly related to existing development. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.</p> <p>Landscape, Conservation, Increased traffic flow, isolated from main settlement, highly visible from open countryside.</p>			
Environmental conditions	Noise exposure category – A/B(day), A(day)			

### Achievability for proposed development

Market	<p>Surrounding area is agriculture.</p> <p>Demand (for housing) in area may not be as strong as in other settlements.</p> <p>Close to Dickens Heath Village.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.</p> <p>Creating suitable access.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p> <p>Design and build solutions.</p>
Delivery	<p>Projected build would take several years.</p> <p>Phasing of development.</p> <p>Would suit national house builders and commercial developers.</p> <p>Improvement of infrastructure.</p> <p>Under build to combat land levels or grading of site.</p>

### Potential for proposed development

<p>Developable greenfield land subject to identified constraints and suitable access.</p> <p>Development would need to be within the context of an extension to Dickens Heath Village.</p>
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### Consider Further for Allocation

No	<p>Part of the site has good access to local services and facilities, but large parts are outside of the desirable parameters to a range of services and facilities. Access via walking and cycling is along unsuitable routes.</p> <p>Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites. Local wildlife site is a soft constraint, but loss should be avoided if there are better alternatives.</p> <p>No justification/need to release land from the green belt for non-housing purposes in this location. Remote from areas of employment need. Would encourage car travel.</p> <p>Leisure is a NPPF main town centre use. Social/community uses would be more appropriately located within a settlement.</p>
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## Site 50: George Higginson & Son, Bickenhill Lane



### Proposal

<b>Site Size</b>	1.56 ha (3.85 acres)
<b>Existing Use</b>	Brownfield Haulage/office/storage
<b>Proposal</b>	Housing/Retail/Employment/Leisure
<b>Availability</b>	Within 5 years

### Suitability for proposed development

Policy restrictions	NPPF – Seeks to locate town centre uses, including retail, offices and leisure, in town centre locations. UDP – Site is allocated, together with the Chep site adjacent, for B1/B2/B8 purposes (proposal E2/6).			
Physical problems and limitations	Currently in active use as a haulage yard. SINC on adjacent land			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	PublicTrans.	1-10	20-40	80+
	Walking	1-	1-10	20-40
	Cycling	20-40	40+	40+
Potential impacts	Would need to avoid harm to the adjacent SINC Impacts on Strategic Highway Network			
Environmental conditions	Noise: Ranges from 64-74db.			

## Achievability for proposed development

Market	Potentially attractive to employment development. Already in active commercial use. Proximity to Strategic Highway Network Birmingham International Station and Airport nearby.
Cost	Full intrusive ground survey required, ecological, topographical. Access improvements. Infrastructure works.
Delivery	Within 5 years

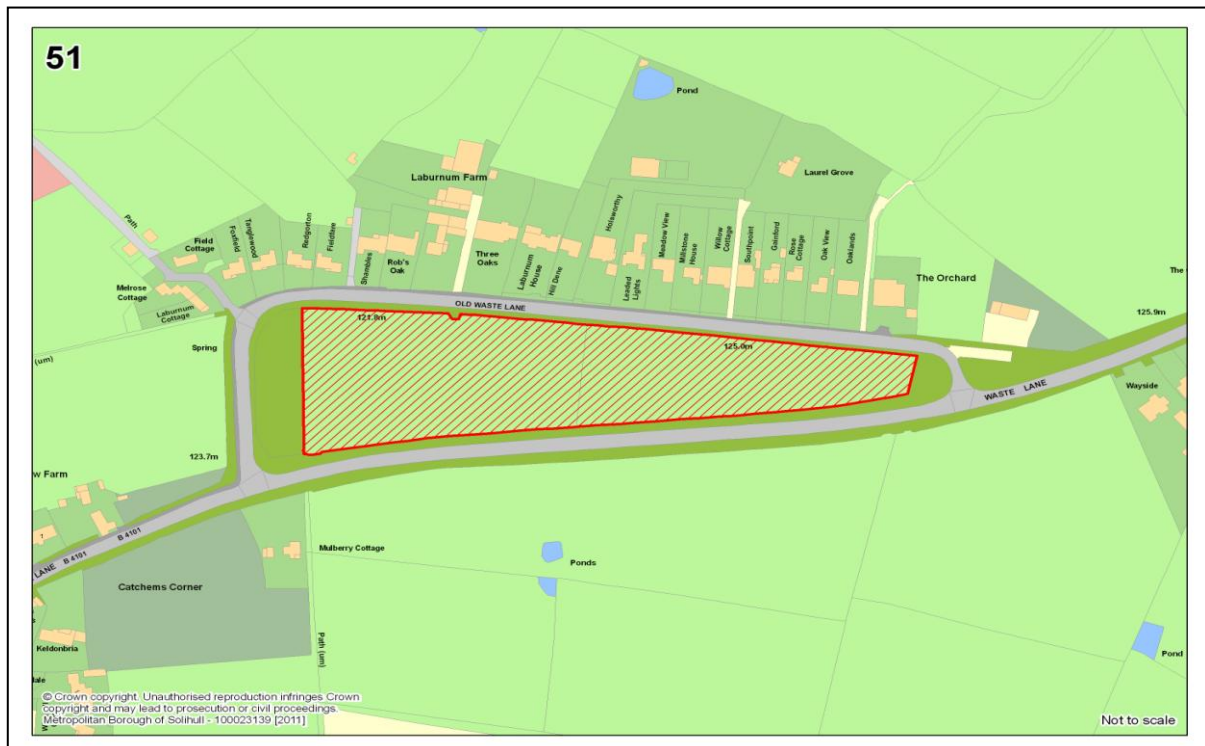
## Potential for proposed development

Redevelopment could potentially increase number of jobs provided by the site. Some limited accessibility from North Solihull.  
Near a main line station and other commercial sites.  
Proximity to Strategic Highway Network

## Consider Further for Allocation

Yes	<p>Already allocated, in the UDP, for business development (B1/B2/B8).</p> <p>Located close to NEC and other employment generators. Some accessibility from North Solihull.</p> <p>Potentially attractive to employment development and could contribute to employment land need.</p> <p>No context for housing development which would not be near supporting services/facilities for residential.</p> <p>Town centre uses such as retail and leisure would be inappropriate because current planning policy seeks to encourage such development in town centre locations.</p>
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## Site 51: Land at Waste Lane



### Proposal

Site Size	1.64ha (4.06ac)
Existing Use	Green field
	Grazing
Proposal	Housing - onto Old Waste Lane with affordable flats at the eastern end of site next to proposed By-Pass. Retail - Petrol station at eastern end next to proposed island
Availability	Within 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – green belt			
Physical problems and limitations	Hard constraints: None			
	Soft constraints: Access, Old Waste Lane in narrow Public footpath Agricultural land classification 3 Hedgerows Habitats of interest identified Site within 500m of proposed HS2 route			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-10	1-10	1-10
	Cycling	1-10	40+	40+

Potential Impacts	Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements. Detached from the main settlement. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land. Impact on character of the area.
Environmental conditions	Noise exposure category A (day and night)

#### **Achievability for proposed development**

Market	Adjacent land uses are mostly agricultural. Non-viable site due to market, location and preparation of site and highway network for development.
Cost	Full intrusive ground survey required. Diversion of footpath. Increased service provision Create suitable access.
Delivery	Development to be phased over several years. Development suited to national house builder or large developer, or private developer.

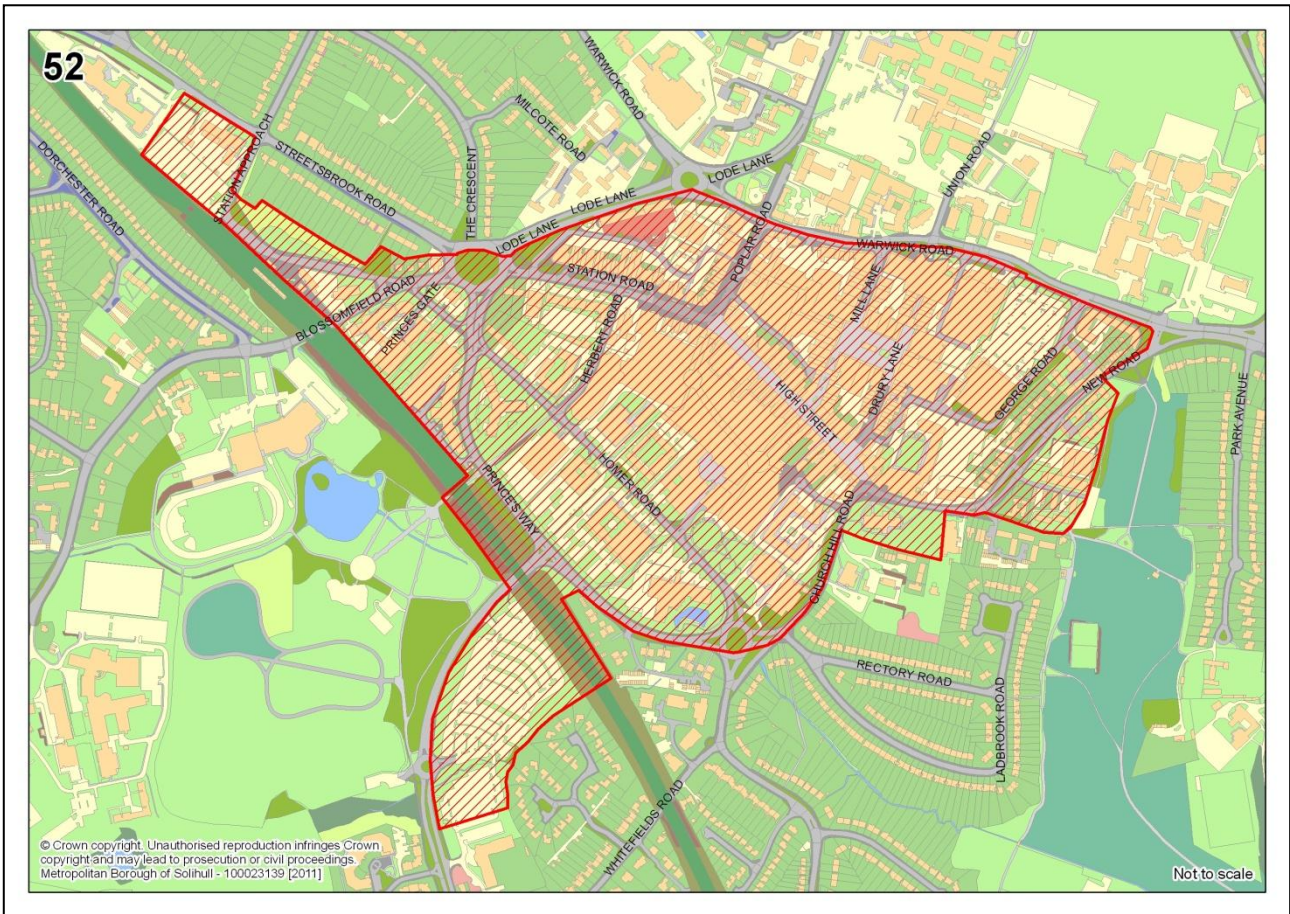
#### **Potential for proposed development**

Greenfield site. Developable in part for a petrol station provided suitable safe access arrangements can be made, including for delivery tankers and subject to identified constraints.
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#### **Consider Further for Allocation**

No	The site is isolated from the main settlement and would impact on green belt functions and openness and create an indefensible green belt boundary. Balsall Common is already served by petrol station facilities. No justification/need to release green belt land for this purpose and could be amenity issues because of proximity to nearby houses. Relatively remote from Balsall Common Village.
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**Site 52: Land bounded by Warwick Road / Poplar Road / High Street / George Road**

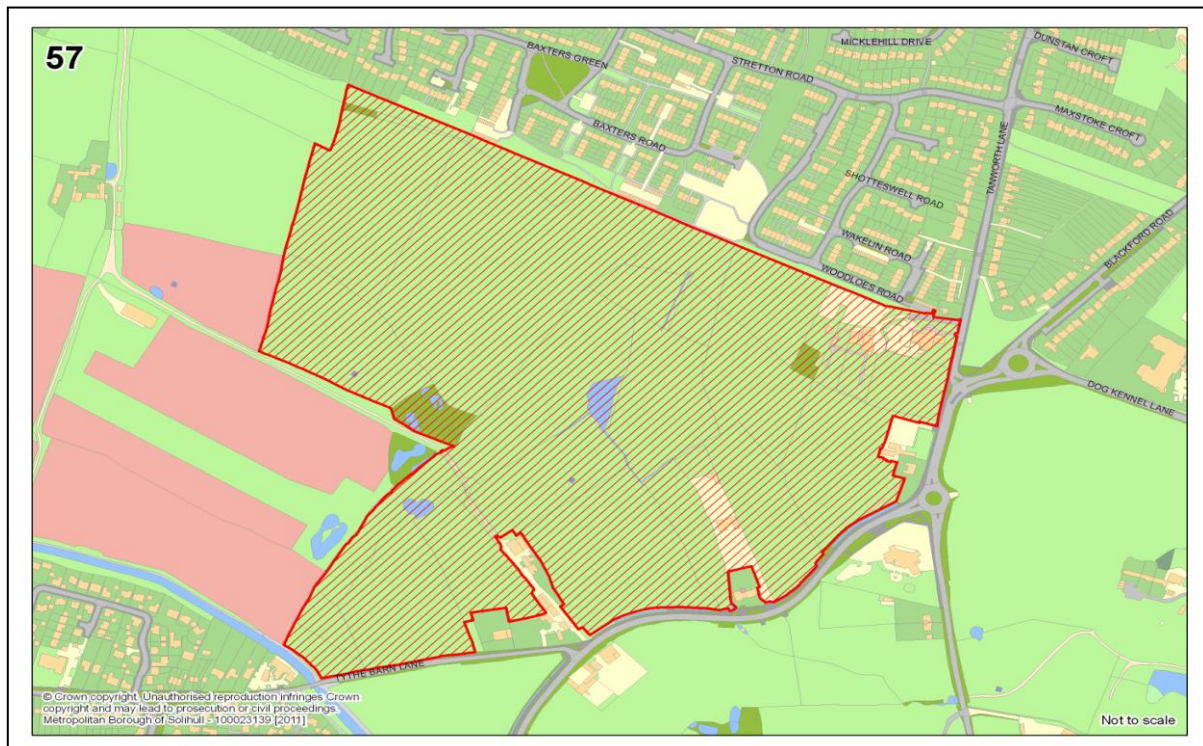


See the Solihull Town Centre Study





## Site 57: Land at 3 Maypoles



### Proposal

Site Size	33.92ha (83.82ac)
Existing Use	Green field
	Agriculture and leisure facilities
Proposal	Housing / Leisure / Social or Community use
Availability	Within 5 years – expected to deliver

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt, sports pitches			
Physical problems and limitations	Hard constraints: Tree preservation orders Woodland pockets			
	Soft constraints: Local infrastructure Increased provision of services Rail line Existing properties and outbuildings Access Footpath Hedgerows Habitats of interest Local wildlife site Insufficient primary school capacity Agricultural land classification - 3			
Accessibility to Population	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-10

(thousand people)	Walking Cycling	1-10	10-20	40+
Potential impacts	<p>Contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Poorly related to existing development. Would erode the narrow green belt gap between Shirley and Dickens Heath, impacting on the functions and openness of the green belt and create an indefensible green belt boundary.</p> <p>Loss of sports provision.</p> <p>Landscape, Conservation, Increased traffic flow, fingers into green belt, would be highly visible from open countryside due to size of site</p>			
Environmental conditions	Noise exposure category – A/B(day, night)			

### Achievability for proposed development

Market	<p>Surrounding area is a mix of residential and agriculture. Housing and alternative uses doubtful of viability.</p> <p>Market demand (for housing) expected to be high in this postcode area.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical. Improving current access.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p> <p>Demolition and cart away.</p>
Delivery	<p>Projected build would take 36 - 96 months.</p> <p>Phased development, joint venture</p> <p>Would suit national house builders, large developers and commercial developers.</p>

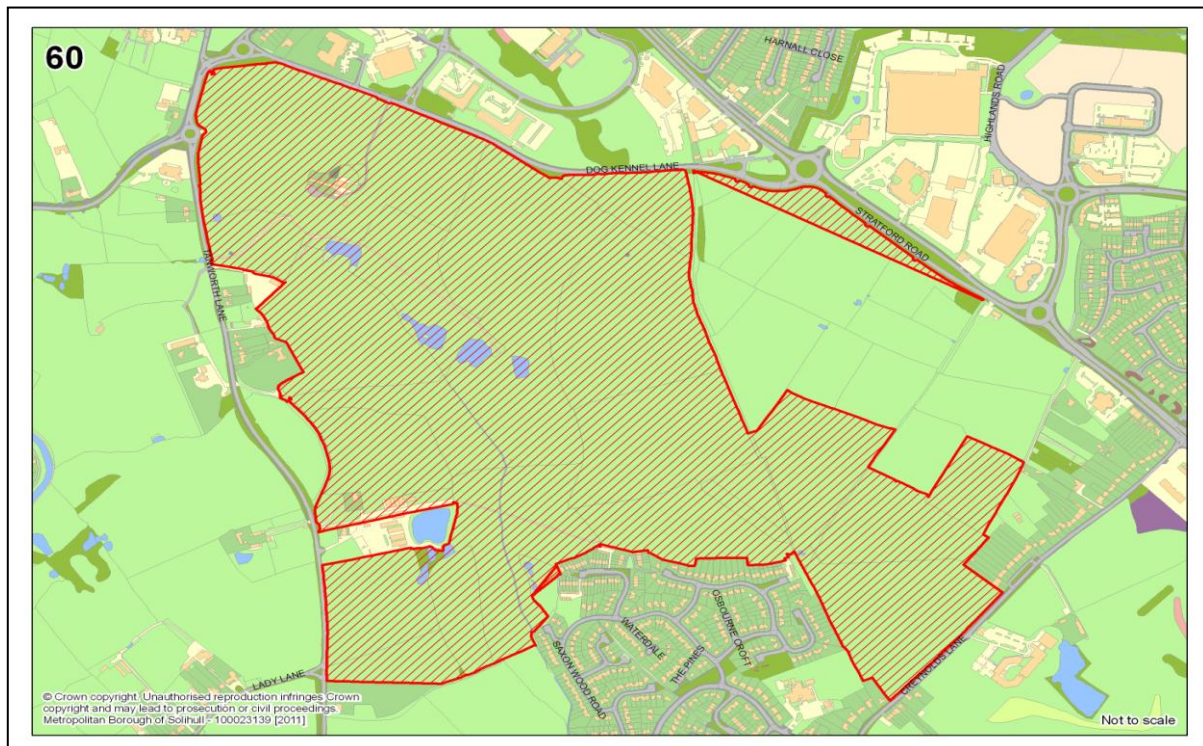
### Potential for proposed development

Developable greenfield site, subject to identified constraints and suitable access. Could provide substantial amount of employment.

### Consider Further for Allocation

No	<p>Good accessibility to local services and facilities.</p> <p>Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>Loss of open space and sports provision.</p> <p>Local wildlife site is a soft constraint, but loss should be avoided if there are better alternatives.</p> <p>Retail and offices are NPPF main town centre uses. No justification/need to release green belt land for employment and other non housing uses. Provision of employment land is made within the main urban area of the Borough, on existing business parks and in the North of the borough near the main area of employment need.</p>
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## Site 60: Land at Light Hall Farm, Dog Kennel Lane



### Proposal

Site Size	96.29ha (237.93ac)
Existing Use	Green field
	Farm buildings, farmland, agricultural
Proposal	Mixed use - Housing / Retail / Employment / Offices
Availability	Within 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt			
Physical problems and limitations	Hard constraints:			
	Tree preservation orders (boundary) Listed building			
Physical problems and limitations	Soft constraints:			
	Local infrastructure Increased provision of services Existing properties and outbuildings Access Public footpath Hedgerows Agricultural land classification - 3 1/100, 1/1000 year flood zone Insufficient primary and secondary school provision Habitats of interest			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-10	10-40
	Walking			

	Cycling			
Potential impacts	<p>Contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Poorly related to existing development. Would erode the narrow green belt gap between Shirley and Dickens Heath, impacting on the functions and openness of the green belt and create an indefensible green belt boundary.</p> <p>Landscape, Conservation, Increased traffic flow, merge settlements, would be highly visible from open country side due to size of site</p>			
Environmental conditions	Noise exposure category – A/B (day and night)			

### Achievability for proposed development

Market	<p>Surrounding area is a mix of residential, employment, offices and agriculture.</p> <p>Housing and alternative uses strong viability.</p> <p>Market demand (for housing) expected to be high in this postcode area.</p> <p>High sales and occupancy rates expected.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.</p> <p>Improving current access points.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p> <p>Demolition and cart away.</p>
Delivery	<p>Projected build would take 36 - 72 months, phased development.</p> <p>Joint Venture</p> <p>Would suit national house builders, large developers and commercial developers.</p>

### Potential for proposed development

Greenfield land that is potentially developable subject to appropriate access and to identified constraints. Could provide a substantial amount of employment.

### Consider Further for Allocation

No	<p>Good accessibility to local services and facilities from parts of the site, poor from other parts.</p> <p>Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p><b>Retail and offices are NPPF main town centre uses. No justification/need to release green belt land for employment and other non housing uses in this location. Provision of employment land is made within the main urban area of the Borough, on existing business parks and in the North of the borough near the main area of employment need.</b></p>
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## Site 62: Land adjacent Coleshill Heath Road / Chester Road



### Proposal

<b>Site Size</b>	9.32 ha (23.02 acres)
<b>Existing Use</b>	Greenfield Landscaped buffer area adjacent Birmingham Business Park.
<b>Proposal</b>	Business park extension - employment, offices, retail and other mixed development.
<b>Availability</b>	Within 5 years

### Suitability for proposed development

Policy restrictions	UDP - Green Belt land NPPF policies would make retail use difficult to justify out of centre unless ancillary or complementary (scale issue) NPPF includes offices as a main town centre use			
Physical problems and limitations	Agricultural land classification 3			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-10	10-40	80+
	Walking	1-10	20-40	20-40
	Cycling	40+	40+	40+
Potential impacts	Loss of landscaped area between the business park and residential development at the urban edge. Potential traffic impact on Strategic Highway Network.			

	Landscape and Green Belt impact
Environmental conditions	Noise: 60-64db

### **Achievability for proposed development**

Market	Potentially attractive site adjacent existing business park
Cost	Full intrusive ground survey required, ecological, topographical. Suitable access would be needed. Infrastructure works.
Delivery	Within 5 years

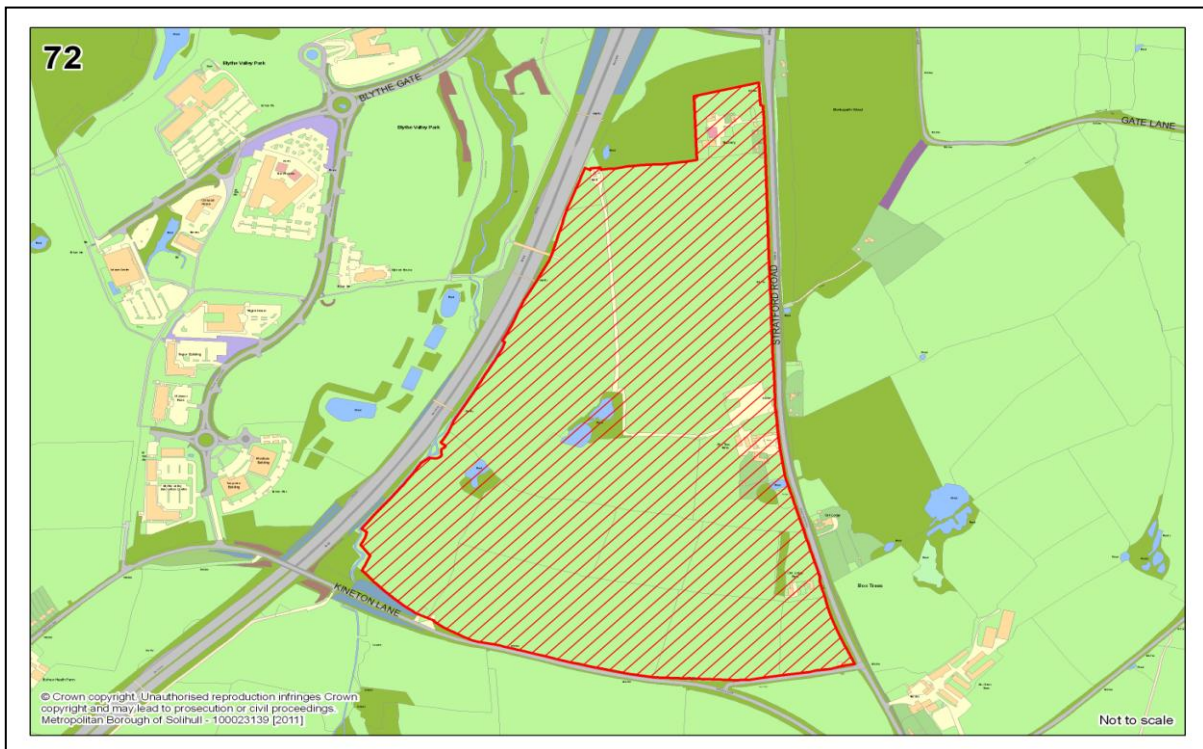
### **Potential for proposed development**

Near Regeneration Zone (RZ). Could provide a significant number of jobs. Other important employment generators within 2 kilometres (Birmingham International Airport, National Exhibition Centre, Birmingham International Park, Elmdon Trading Estate). Birmingham International Station about 2 kilometres.

### **Consider Further for Allocation**

No	<p>Site well related to Regeneration Zone (RZ) and Birmingham Business Park. Could enable better integration of the business park with the RZ. Could provide a significant number of jobs locally accessible. Site is relatively accessible by non-car modes.</p> <p>Would have substantial impact on Green Belt and the link to green belt land to the south-west of the site. Could significantly affect amenity of local residents.</p> <p>(see site 281)</p>
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**Site 72: Box Tree Farm / Oak Lodge Farm, Stratford Road A3400**



**Proposal**

<b>Site Size</b>	48.92 ha (120.89 acres)
<b>Existing Use</b>	Greenfield
	Agriculture
<b>Proposal</b>	Employment/offices
<b>Availability</b>	Within 5 years

**Suitability for proposed development**

Policy restrictions	NPPF – Seeks to locate office development in town centre locations and also seeks to promote economic growth in sustainable locations. UDP – Green Belt			
Physical problems and limitations	TPO Agricultural land classification 3			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	PublicTrans.	1-	1-	1-
	Walking	1-	1-10	10-20
	Cycling	10-20	40+	40+
Potential impacts	Development of site for employment/offices purposes could increase traffic pressures on A3400 and at M42 J4 Impacts on Green Belt (encroachment into the countryside) Potential impact on trees.			

Environmental conditions	Noise: Ranges from 64-74db.
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### **Achievability for proposed development**

Market	Potentially attractive to employment development. Proximity to Strategic Highway Network
Cost	Full intrusive ground survey required, ecological, topographical. Access improvements. Infrastructure works.
Delivery	Within 5 years

### **Potential for proposed development**

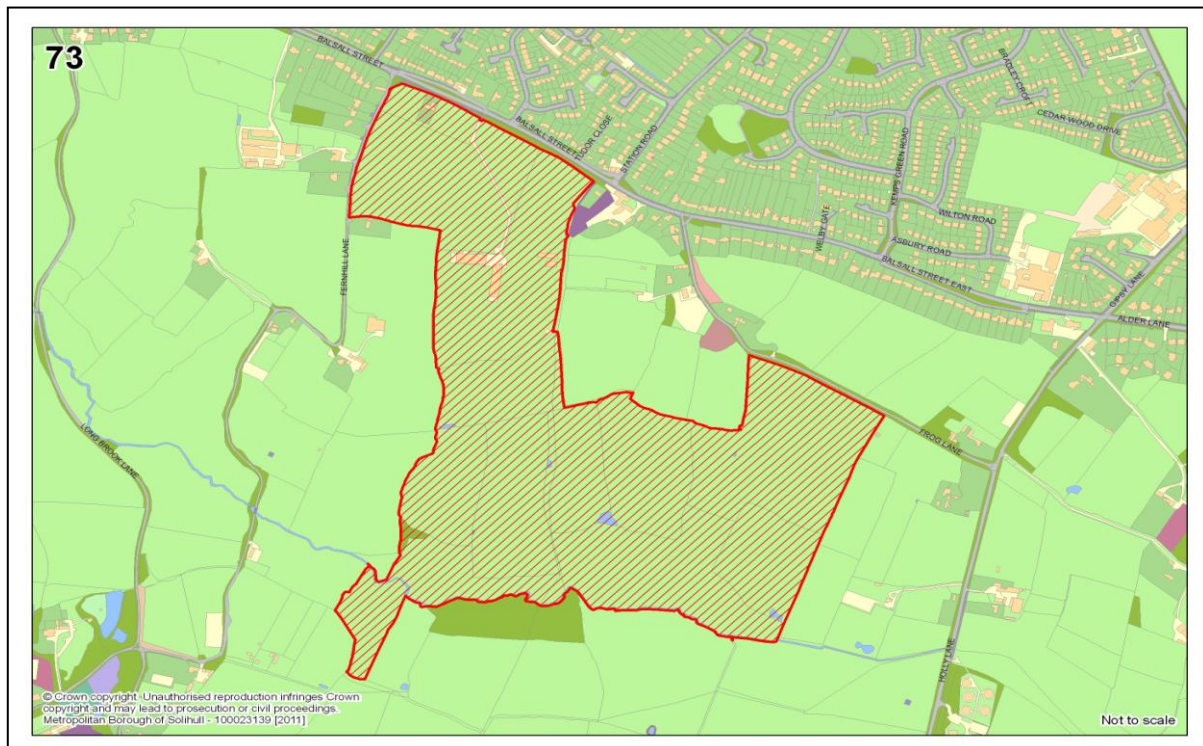
49 ha site – could support substantial number of jobs. Some proximity to other commercial development (Tesco, Fore, BVP - west of M42)
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### **Consider Further for Allocation**

No	<p>Would impact on the openness of the Green Belt and protrude into open countryside. No firm justification for removing land from Green Belt for this purpose in this location.</p> <p>Not well related to areas of employment need in North Solihull</p> <p>Other commercial development is nearby but west of the M42 therefore not particularly well related.</p> <p>Unlikely to require a new greenfield site of this size to meet requirements for general business land.</p> <p>Would not support sustainable development principles.</p>
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## Site 73: Land at Oaks Farm and south of Balsall Street



### Proposal

Site Size	40.92ha (101.12ac)
Existing Use	Green field
	Farmland, grazing
Proposal	Housing / Retail / Employment / Offices
Availability	Within 5 years
	5-10 years – expected to deliver
	10-15 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – green belt
Physical problems and limitations	Hard constraints: None

	<p>Soft constraints:  Size of proposed site.  Uneven land levels  Existing infrastructure  Overhead cables  Suitable access points  1/100 year floodplain  Local wildlife site  Footpath  Agricultural land classification 3  Insufficient capacity within existing primary and secondary schools.  Hedgerows  Habitats of interest  Site within 2000m of proposed HS2 route</p>			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-10	1-10	1-10
	Cycling	1-10	40+	40+
Potential impacts	<p>Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.  Poorly related to existing development. Would consolidate development south of Balsall Street East and impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.  Impact on landscape, conservation and all local amenities.</p>			
Environmental conditions	<p>Noise exposure category A/B, C at north boundary (day), A (night).</p>			

### Achievability for proposed development

Market	<p>Surrounding area is agricultural.  No apparent requirement for large scale residential or mix used development.</p>
Cost	<p>Full intrusive ground survey required.  Surrounding infrastructure would need to be improved to deal with increased capacity.  Increased service provision.  Provision of access</p>
Delivery	<p>Development to be phased over several years.  Development suited to national house builder or large developer, or private developer.  Any access issues and highway constraints would be subject to careful planning and consideration of master plan.</p>

### Potential for proposed development

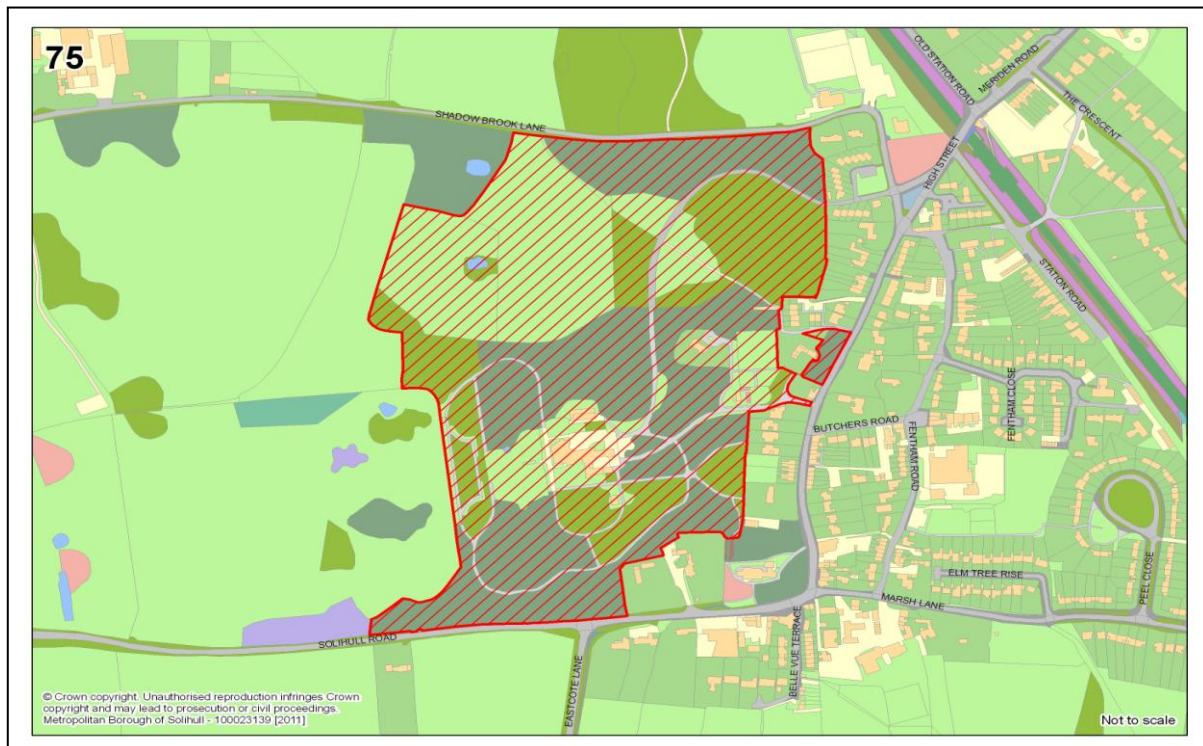
<p>Developable greenfield site, subject to identified constraints and provision of suitable access (none shown). Could provide substantial number of jobs.</p>
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### Consider Further for Allocation

No	<p>The site is too large for local needs.</p> <p>Parts of the site fall within the desirable parameters for access to key local services and facilities. But release of the site would extend development south of Balsall Street East and have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>Local wildlife site is a soft constraint, but loss should be avoided if there are better alternatives.</p> <p>Sites within noise exposure category C should not be considered unless there are no suitable alternatives.</p> <p>No justification/need for release of green belt land or employment or other non housing purposes. Site not well related to Balsall Common Village for employment, offices or retail purposes. Could encourage car travel. Distant from areas of greatest employment need and from more generally accessible main urban areas of the Borough. Retail and offices are NPPF main town centre uses.</p>
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## Site 75: Hampton Manor, High Street



## Proposal

<b>Site Size</b>	18 ha (44.48 acres)
<b>Existing Use</b>	Greenfield Vacant former care home, craft shop and gardens
<b>Proposal</b>	Hotel and conference facilities
<b>Availability</b>	Within 5 years

## Suitability for proposed development

Policy restrictions	NPPF – Seeks to locate town centre uses, including hotels, in town centre locations. UDP (2006) – Site is in the Green Belt (hotels are inappropriate development in the Green Belt).			
Physical problems and limitations	Listed Building Conservation Area Protected trees/TPO Access limitations			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	PublicTrans.	1-	1-10	40-80
	Walking	1-	1-10	1-10
	Cycling	1-10	40+	40+
Potential impacts	Potential traffic impact on local roads Potential impacts on listed building, conservation area and			

	protected trees.
Environmental conditions	Noise: 60-64db.

### **Achievability for proposed development**

Market	Attractive rural site at edge of village. Station nearby in village on WCML enabling access to Birmingham and Birmingham International Station.
Cost	Full intrusive ground survey required, ecological, topographical. Access improvements Infrastructure works.
Delivery	Within 5 years

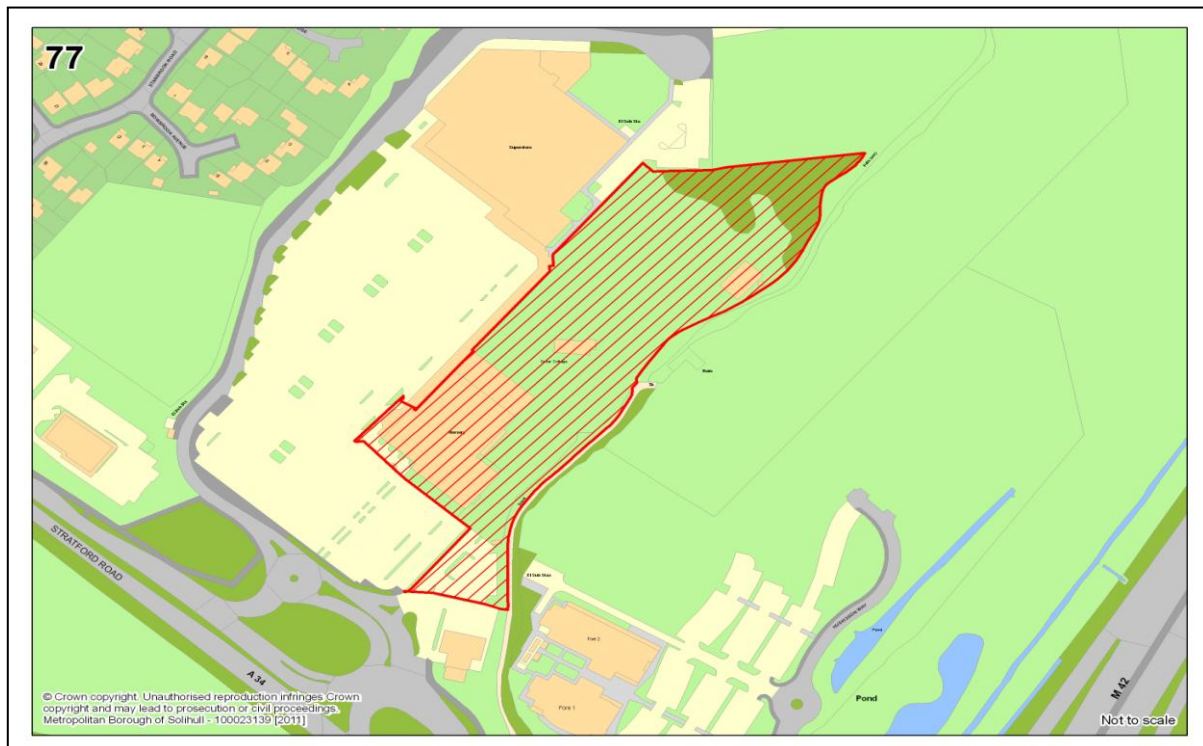
### **Potential for proposed development**

Use for hotel conference facilities could potentially provide local jobs and provide an active use for the site.

### **Consider Further for Allocation**

No	<p>Site is in Green Belt.</p> <p>No firm justification for taking the site out of the Green Belt (extant hotel consents at NEC and elsewhere). Hotel development is an inappropriate form of development in the Green Belt.</p> <p>NPPF includes hotels as a town centre use.</p> <p>Not generally well related to the urban area and would not support sustainable development principles.</p>
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## Site 77: Notcutts Stratford Road



### Proposal

<b>Site Size</b>	2.13ha (5.27 acres)
<b>Existing Use</b>	Mainly brownfield
	Retail garden centre
<b>Proposal</b>	Retail
<b>Availability</b>	Within 5 years

### Suitability for proposed development

Policy restrictions	NPPF – Seeks to locate retail development in town centre locations and to promote sustainable development.			
Physical problems and limitations	Adjacent to SSSI TPO			
Accessibility to Population	Minutes travel	15 mins	30 mins	45 mins
	PublicTrans.	1-10	1-10	10-20
	Walking	1-10	10-20	20-40
	Cycling	20-40	40+	40+
Potential impacts	Development of site for retail purposes could increase traffic pressures on A34 and at M42 J4 Could impact on SSSI and TPO Impact on Strategic Highway Network			
Environmental conditions	Noise: 65-69db			

### **Achievability for proposed development**

Market	Potentially attractive to retail development. Proximity to Strategic Highway Network
Cost	Full intrusive ground survey required, ecological, topographical. Access improvements. Infrastructure works.
Delivery	Within 5 years

### **Potential for proposed development**

Could support substantial number of jobs on redevelopment.  
Near other retail and commercial development (Tesco, Fore)

### **Consider Further for Allocation**

No	NPPF seeks to locate retail and other town centre uses in accessible town centre locations. No firm justification for allocating the site for retail purposes. Could encourage car borne shopping. Draft Local Plan aims to meet retail development needs in line with the town centre first approach of the NPPF.
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## Site 78: Maxstoke Lane



### Proposal

Site Size	13.48ha (33.32ac)
Existing Use	Green field
	Farmland, agriculture
Proposal	Housing / Employment / Retail / Offices / Leisure
Availability	Within 5 years – expected to deliver

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt			
Physical problems and limitations	Hard constraints: Woodland pocket			
	Soft constraints: Local infrastructure Increased provision of services Access Adjacent to park / play area Local wildlife site Habitats of interest Hedgerows Insufficient primary school capacity if built to high density Agricultural land classification – 2, 3			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-10	40-80
	Walking	1-	1-10	1-10
	Cycling	1-10	40+	40+
Potential impacts	Within the Meriden gap and contributes to the purposes of the			

	<p>green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Poorly related to existing development. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.</p> <p>Landscape, Conservation, Increased traffic flow.</p>
Environmental conditions	Noise exposure category – B-D(day), B-C(night)

**Achievability for proposed development**

Market	<p>Surrounding area is mix of residential and agriculture.</p> <p>Mix of housing types in the locality.</p> <p>Market demand (for housing) expected to be high in this postcode area.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.</p> <p>Provision of suitable access.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p>
Delivery	<p>Projected build would take 36 – 60 months.</p> <p>Phased development.</p> <p>Joint venture.</p> <p>Would suit national house builders, large developers, medium and some private developers.</p>

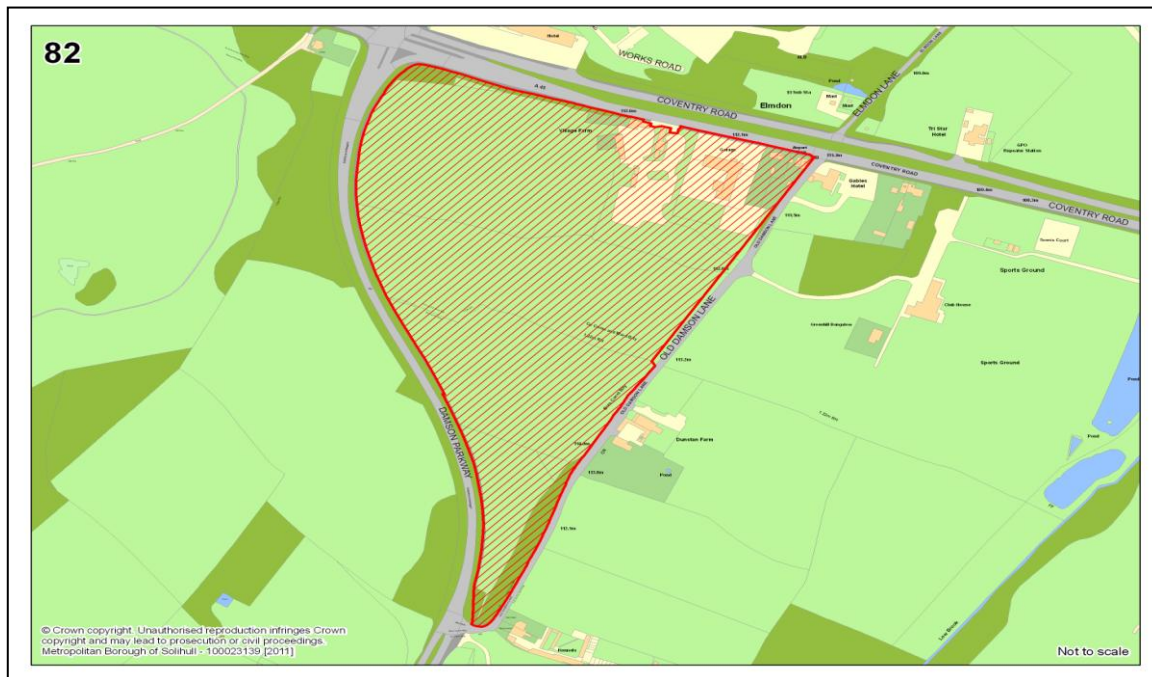
**Potential for proposed development**

<p>Developable greenfield site, subject to identified constraints and suitable access. Could provide substantial employment .</p>
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**Consider Further for Allocation**

No	<p>Good accessibility to local services and facilities. However accessibility to secondary schools by cycle is along unsuitable routes.</p> <p>Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>Sites in noise exposure category C should not be considered for development unless there are no suitable alternatives.</p> <p>Local wildlife site is a soft constraint, but loss should be avoided if there are better alternatives.</p> <p>Retail, offices and leisure are NPPF main town centre uses. No justification/need to release green belt land for these purposes in this location. Could encourage car travel.</p> <p>Remote from main areas of employment need and from main urban areas of Solihull that are generally more accessible.</p> <p>None housing uses would need to be small scale and in the context of serving housing development on the site.</p>
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## Site 82: Village Farm, Coventry Road, Bickenhill



### Proposal

Site Size	11.84ha (29.26ac)
Existing Use	Green field (part brown field)
	Vacant retail former garage, farm buildings, storage units, land
Proposal	Housing, employment, offices, mixed
Availability	Within 5 years – expected to deliver

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt			
Physical problems and limitations	Hard constraints: Woodland pocket			
	Soft constraints: Local infrastructure Increased provision of services Access Contamination Various buildings and structures on site Land levels Local wildlife site Hedgerows Habitats of interest Agricultural land classification – 3			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-10	40-80	80+
	Walking	1-	1-10	20-40
	Cycling	20-40	40+	40+
Potential impacts	Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and			

	<p>helping prevent coalescence between settlements.          Poorly related to existing development. Would erode the narrow green belt gap between Solihull and Marston Green, impacting on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.          Landscape, Conservation, Increased traffic flow.</p>
Environmental conditions	Noise exposure category – C/D(day), B/C(night)

**Achievability for proposed development**

Market	<p>Surrounding area is mix of agricultural, industrial and employment.          Proximity to M42 and A45 Coventry Road reduces demand.          Proposal is not best use and not really viable for land parcel.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.          Access improvements.          Infrastructure works.          Service provision or increased capacity.          Demolition, ground remediation</p>
Delivery	<p>Design and build solutions.          Projected build would take 36 – 60 months.          Joint Venture          Would suit national house builder and large developers.</p>

**Potential for proposed development**

Developable greenfield (mainly) site subject to identified constraints and suitable access.
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**Consider Further for Allocation**

No	<p>Good accessibility to most local services and facilities. Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.          Sites within noise exposure category C should not be considered for development unless there are no suitable alternatives. Local wildlife site is a soft constraint, but loss should be avoided if there are better alternatives.          No justification/need to release green belt land for non housing purposes in this location unless in the context of serving housing development. Offices are a NPPF main town centre use. Employment development would not be well related to areas of greatest employment need or to main urban area. Could encourage car travel.</p>
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## Site 111: Square Acre Farm, Lady Lane



### Proposal

Site Size	1.31ha (3.25ac)
Existing Use	Green field
	Farming, grazing
Proposal	Housing, leisure, waste and 'other'
Availability	Not stated

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – green belt
Physical problems and limitations	Hard constraints: Woodland
	Soft constraints: Local infrastructure Increased provision of services Access Hedgerows Local wildlife site Footpaths Habitats of interest Agricultural land classification – 3

Accessibility to Population (thousand people)	Minutes travel Public Trans. Walking Cycling	15 mins 1- 1-10 20-40	30 mins 1- 1-10 40+	45 mins 1- 20-40 40+
Potential impacts	<p>Contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Development would erode the narrow gap between Dickens Heath and Cheswick Green.</p> <p>Poorly related to existing development. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.</p> <p>Landscape, Conservation, Increased traffic flow, fingers into green belt and isolated from main settlement, would be highly visible from the countryside.</p>			
Environmental conditions	Noise exposure category – A (day and night)			

### Achievability for proposed development

Market	<p>Surrounding area is of agriculture.</p> <p>Demand in area (for housing) may not be as strong as in other settlements.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.</p> <p>Creating suitable access.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p>
Delivery	<p>Projected build would take 24 – 50 months.</p> <p>Phased development.</p> <p>Joint Venture</p> <p>Acquiring further property to create access. Alternatively may look at developing Sites 1, 111, 112, 113 together as all linked</p> <p>Under build to combat land levels or grading of site.</p> <p>Would suit national house builders, large developers.</p>

### Potential for proposed development

Developable greenfield site, subject to identified constraints and to suitable access (not shown).

### Consider Further for Allocation

No	<p>Good access to local services and facilities. But access via walking and cycling is along unsuitable routes.</p> <p>Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>Local wildlife site is a soft constraint, but loss should be avoided if there are better alternatives.</p> <p>Leisure is a NPPF main town centre use. No justification for using green belt land for none housing development in this location. Waste could raise amenity and environmental issues issues.</p>
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## Site 112: Square Acre Farm, Lady Lane



### Proposal

Site Size	2.93ha (7.24ac)
Existing Use	Green field
	Farming, grazing
Proposal	Housing, employment and 'other'
Availability	Not stated

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – green belt			
Physical problems and limitations	Hard constraints: None			
	Soft constraints: Local infrastructure Increased provision of services Access Footpath Hedgerows Habitats of interest Agricultural land classification - 3			
Accessibility to Population (thousand people)	Minutes travel Public Trans. Walking Cycling	15 mins 1- 1-10 20-40	30 mins 1- 1-10 40+	45 mins 1- 20-40 40+
Potential impacts	Contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.			

	Development would erode the narrow gap between Dickens Heath and Cheswick Green. Poorly related to existing development. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.
Environmental conditions	Noise exposure category – A (day and night)

**Achievability for proposed development**

Market	Surrounding area is of agriculture. Demand (for housing) in area may not be as strong as in other settlements.
Cost	Full intrusive ground survey required, ecological, topographical. Creating suitable access. Infrastructure works. Service provision or increased capacity.
Delivery	Projected build would take 36 – 50 months. Phased development. Acquiring further property to create access. Alternatively may look at developing Sites 1, 111, 112, 113 together as all linked. Under build to combat land levels or grading of site. Joint Venture Would suit national house builders, large developers.

**Potential for proposed development**

Developable greenfield site, subject to identified constraints and suitable access.
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**Consider Further for Allocation**

No	Good access to local services and facilities, but access via walking and cycling is along unsuitable routes. Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites. No justification/need to release green belt land for employment or other non housing use in this location. Remote from areas of greatest employment need. Detached from Dickens Heath Village. Could encourage car travel.
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## Site 113: Square Acre Farm, Lady Lane



### Proposal

Site Size	2.73ha (6.75ac)
Existing Use	Green field
	Farming, grazing
Proposal	Housing, employment, leisure, waste, social and community use, 'other'.
Availability	Not stated

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – green belt
Physical problems and limitations	Hard constraints: None

	Soft constraints: Local infrastructure Increased provision of services Access Hedgerows Local wildlife site Footpaths Habitats of interest Agricultural land classification – 3			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-10	1-10	20-40
	Cycling	20-40	40+	40+
Potential impacts	Contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements. Development would erode the narrow gap between Dickens Heath and Cheswick Green. Poorly related to existing development. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land. Landscape, Conservation, Increased traffic flow, fingers into green belt and isolated from main settlement, would be highly visible from the countryside.			
Environmental conditions	Noise exposure category – A (day and night)			

### Achievability for proposed development

Market	Surrounding area is of agriculture. Demand (for housing) in area may not be as strong as in other settlements.
Cost	Full intrusive ground survey required, ecological, topographical. Creating suitable access. Infrastructure works. Service provision or increased capacity.
Delivery	Projected build would take 24 – 50 months. Acquiring further property to create access. Alternatively may look at developing Sites 1, 111, 112, 113 together as all linked Under build to combat land levels or grading of site. Would suit national house builders, large developers.

### Potential for proposed development

Developable greenfield site, subject to identified constraints and suitable access.
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### Consider Further for Allocation

No	Good access to local services and facilities, but access via walking and cycling is along unsuitable routes. Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from
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	<p>surrounding sites.</p> <p>Local wildlife site is a soft constraint, but loss should be avoided if there are better alternatives.</p> <p>No justification/need to release green belt land for employment and other non housing use, in this location. Remote from areas of greatest employment need. Detached from any substantial settlement. Could encourage car travel. Leisure is a NPPF main town centre use. Social and community facilities would be more appropriately located within a settlement. Access for commercial vehicles not clear.</p>
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## Site 119 and Site 151: Land adjacent to Fore Business Park



### Proposal

<b>Site Size</b>	2.26 ha (5.58 acres)
<b>Existing Use</b>	Greenfield
	Open land
<b>Proposal</b>	offices
<b>Availability</b>	Within 5 years

### Suitability for proposed development

Policy restrictions	NPPF – offices are a town centre use. UDP – Part of site is allocated as an office site. Part of the site is in the Green Belt.			
Physical problems and limitations	Flood risk TPO Part SSSI Agricultural land classification 3			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	PublicTrans.	1-10	1-10	10-40
	Walking	1-10	10-20	20-40
	Cycling	20-40	40+	40+
Potential impacts	Encroachment into Green belt could reduce openness.			

	<p>Potential harm to SSSI.</p> <p>Potential impact on trees.</p> <p>Traffic impacts of further development on A34 and at Junction 4 of M42.</p>
Environmental conditions	Noise: 70-74db

### **Achievability for proposed development**

Market	<p>Potentially attractive to office development</p> <p>Surrounding area - commercial and residential west and north. Buffer strip to M42 on the east side. Fore site is part developed as offices.</p> <p>Proximity to Strategic Highway Network.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical. Access improvements.</p> <p>Infrastructure works.</p>
Delivery	Within 5 years

### **Potential for proposed development**

Could provide about 2 ha of employment land for B1 use.
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### **Consider Further for Allocation**

Yes	<p>Part of the site is already allocated in the UDP (2006) as employment land.</p> <p>No firm justification for release of part of the land that is currently in the Green Belt for employment development and could potentially harm SSSI by taking development nearer to it.</p> <p>Further consideration should be given to re-affirming the UDP business site (E2/7) which has attracted investment and is part developed.</p>
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## Site 124: Land adjacent to 173 Creynolds Lane



### Proposal

Site Size	0.81ha (2.01ac)
Existing Use	Green field, part previously developed land
	Garden land, pasture
Proposal	Housing / Employment / Offices / Leisure / Social or Community use
Availability	Within 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt			
Physical problems and limitations	Hard constraints: None			
	Soft constraints: Local infrastructure Increased provision of services Access Proximity to sub station Habitats of interest Agricultural land classification 3			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-10	10-40
	Walking	1-10	10-20	20-40
	Cycling	20-40	40+	40+
Potential impacts	Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.			

	<p>Development would erode the narrow gap between Cheswick Green and Blythe Valley.</p> <p>Poorly related to existing development. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development east of Creynolds Lane.</p> <p>Landscape, Conservation, Increased traffic flow.</p>
Environmental conditions	Noise exposure category A/B (day and night)

**Achievability for proposed development**

Market	<p>Surrounding area is of residential and agriculture.</p> <p>Demand in area may be strong for a smaller scale development.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.</p> <p>Creating suitable access.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p>
Delivery	<p>Projected build would take 12 – 24 months.</p> <p>Design and build solutions.</p> <p>Would suit all residential/commercial developers.</p>

**Potential for proposed development**

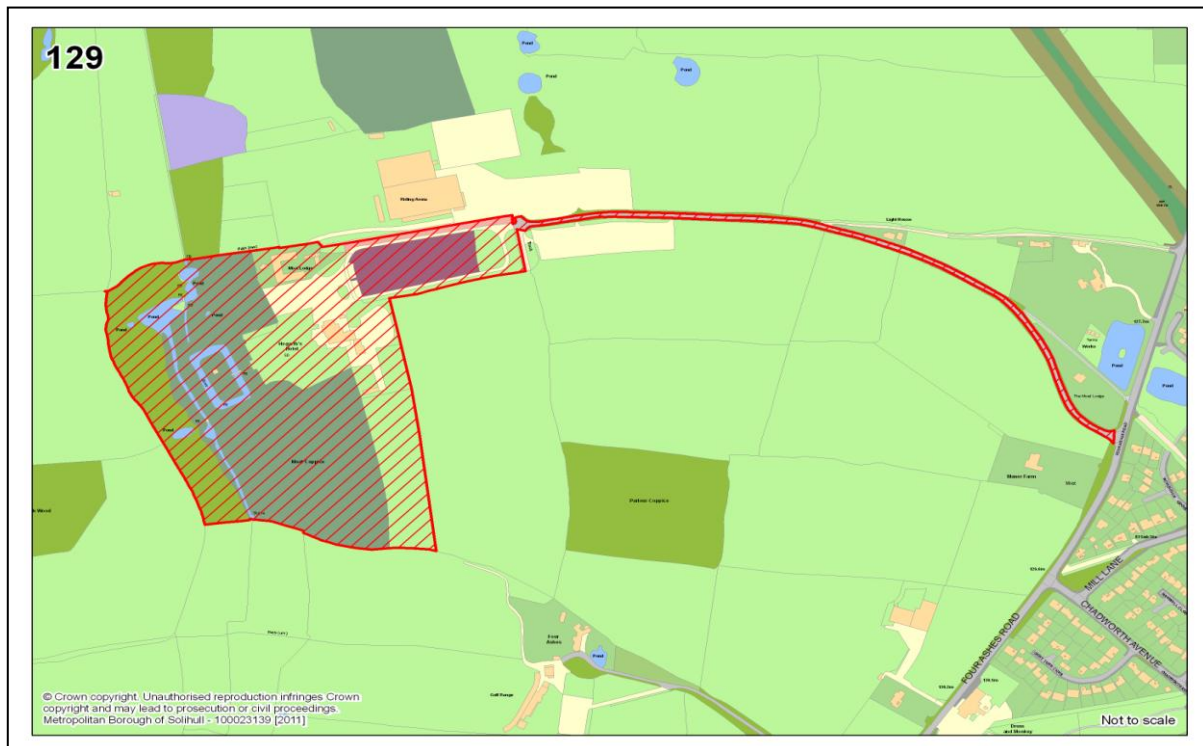
<p>Mainly greenfield site. Developable subject to identified constraints and if suitable access can be provided (none shown) Could provide some support for Cheswick Green Village facilities.</p>
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**Consider Further for Allocation**

No	<p>Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>Offices and leisure are NPPF main town centre uses. More general employment uses could raise amenity issues due to proximity of housing. Remote from areas of employment need and could encourage car travel. Social/community uses would be more appropriately located near existing facilities in the village (e.g. shops, public house).</p> <p>No justification/need to release green belt land for non-housing purposes in this location.</p>
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## Site 129: Hogarths Hotel, Four Ashes Road



### Proposal

<b>Site Size</b>	9.65 ha (22.88)
<b>Existing Use</b>	Greenfield Hotel and grounds
<b>Proposal</b>	Hotel and conference facilities
<b>Availability</b>	Within 5 years

### Suitability for proposed development

Policy restrictions	NPPF – Hotel development is a main town centre use. UDP (2006) – Land is in the Green Belt			
Physical problems and limitations	TPO Local Nature Reserve			
Accessibility to Population (thousand people)	Minutes travel PublicTrans. Walking Cycling	15 mins 1- 1-10 10-20	30 mins 1- 1-10 40+	45 mins 1- 10-20 40+
Potential impacts	Impact on the openness of the Green Belt. . Potential impact on TPO and LNR.			
Environmental conditions	Noise: 60-64db.			

### **Achievability for proposed development**

Market	Located in the rural area. May be market interest for further hotel development/conference facilities.
Cost	Full ground survey, ecological, topographical Access improvements
Delivery	Within 5 years

### **Potential for proposed development**

Established hotel in the rural area. Potential to add to existing offer.

### **Consider Further for Allocation**

No	No firm justification for taking land from the Green Belt for this purpose. Hotel development is inappropriate development in the Green Belt. NPPF views hotels as a town centre use. Not a sustainable location for the proposed use and not well related to existing development.
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## Site 131: Land to rear of 168-206 Widney Manor Road



### Proposal

Site Size	0.59ha (1.46ac)
Existing Use	Brown field
	Waste land
Proposal	Housing / Retail / Offices
Availability	Within 5 years – expected to deliver

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green Belt			
Physical problems and limitations	Hard constraints: None			
	Soft constraints: Local infrastructure Increased provision of services. Land levels Rail line and station Access Size and shape of land parcel Habitats of interest			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-10	40-80	80+
	Walking	1-10	10-20	20-40
	Cycling	20-40	40+	40+
Potential impacts	Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements. Impact of development would be minimal. However, proposal			

	<p>would set a precedent for an amendment to the green belt boundary to exclude dwellings and gardens along Widney Manor Road which is likely to result in intensification of development, impacting on the character of the area and the setting of Solihull town centre.</p> <p>Would erode the narrow green belt gap between Knowle/Dorridge/Bentley Heath and Solihull, impacting on the functions and openness of the green belt.</p> <p>Landscape, Conservation, Increased traffic flow.</p>
Environmental conditions	Noise exposure category – C(day), B(night)

**Achievability for proposed development**

Market	<p>Surrounding area is residential.</p> <p>Alternative uses would not be suitable.</p> <p>Large detached and semi detached housing.</p> <p>Market demand (for housing) expected to be high in this postcode area.</p> <p>Level of sales and sale values expected to be high.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.</p> <p>Access works / improvements.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p> <p>Re-grading of land levels. Foundation solutions / build solutions.</p>
Delivery	<p>Projected build would take approx 12 – 24 months.</p> <p>Would suit national house builders, large developers, and commercial developers.</p>

**Potential for proposed development**

Developable greenfield site subject to identified constraints and suitable access.
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**Consider Further for Allocation**

No	<p>Good accessibility to local services and facilities.</p> <p>Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>Would impact on the character of the area and the setting of Solihull town centre.</p> <p>Sites in noise exposure category C should not be considered for development unless there are no suitable alternatives.</p> <p>No justification/need for release of green belt land for retail/offices purposes. Retail and offices are NPPF main town centre uses. Could be amenity issues due to proximity of site to housing.</p>
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## Site 133: Land adj M42/A45 (east of NEC)



## Proposal

<b>Site Size</b>	1.36ha (3.36ac)
<b>Existing Use</b>	Greenfield
	Open land (grass and trees)
<b>Proposal</b>	Hotel, Parking
<b>Availability for employment</b>	Within 5 years

## Suitability for proposed development

Policy restrictions	NPPF – Hotels are a main town centre use. UDP – Green Belt Airport consultation zone			
Physical problems and limitations	Access – site is adjacent M42 slip road. Wooded area on site. Agricultural land classification 3			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	PublicTrans.	1-	1-10	40-80
	Walking	1-	1-	1-10
	Cycling	1-10	40+	40+
Potential impacts	Within Meriden Gap and would reduce openness. Not well related to existing development (east of M42)			

Environmental conditions	Noise: 70-74db
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### **Achievability for proposed development**

Market	Surrounding area is part of Strategic Highway Network. Close to NEC but not necessarily an attractive site because of M42 proximity.
Cost	Full intrusive ground survey required, ecological, topographical. Access improvements. Infrastructure works.
Delivery	Within 5 years

### **Potential for proposed development**

Would provide limited employment as hotel or parking near the NEC.
--

### **Consider Further for Allocation**

No	No firm justification for release from Green Belt. Near NEC but there are unimplemented consents for hotel development within the NEC and at other locations that are not in the Green Belt). Not well related to existing development (i.e. NEC is on the opposite side of the M42).
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**Site 134: Land at Middle Bickenhill Lane (east of M42)**



**Proposal**

<b>Site Size</b>	39.47 ha (97.52 acres)
<b>Existing Use</b>	Greenfield
	Agriculture
<b>Proposal</b>	Mixed commercial development
<b>Availability</b>	Within 5 years

**Suitability for proposed development**

Policy restrictions	NPPF – Seeks to promote sustainable economic development. UDP – Green Belt			
Physical problems and limitations	Green Belt Flood risk Line of HSR and new station close to site. Agricultural land classification 3b/c			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	PublicTrans.	1-	1-	1-
	Walking	1-	1-	1-10
	Cycling	1-10	40+	40+
Potential impacts	Green Belt impacts - within Meriden Gap and would reduce openness. Encroaches into countryside			

	Not well related to existing development Potential traffic impacts on Strategic Highway Network
Environmental conditions	Noise: West part of site 70-74db. East part of site 65-69db

### **Achievability for proposed development**

Market	Proximity to NEC and Strategic Highway Network
Cost	Full intrusive ground survey required, ecological, topographical. Access improvements. Infrastructure works.
Delivery	Within 5 years

### **Potential for proposed development**

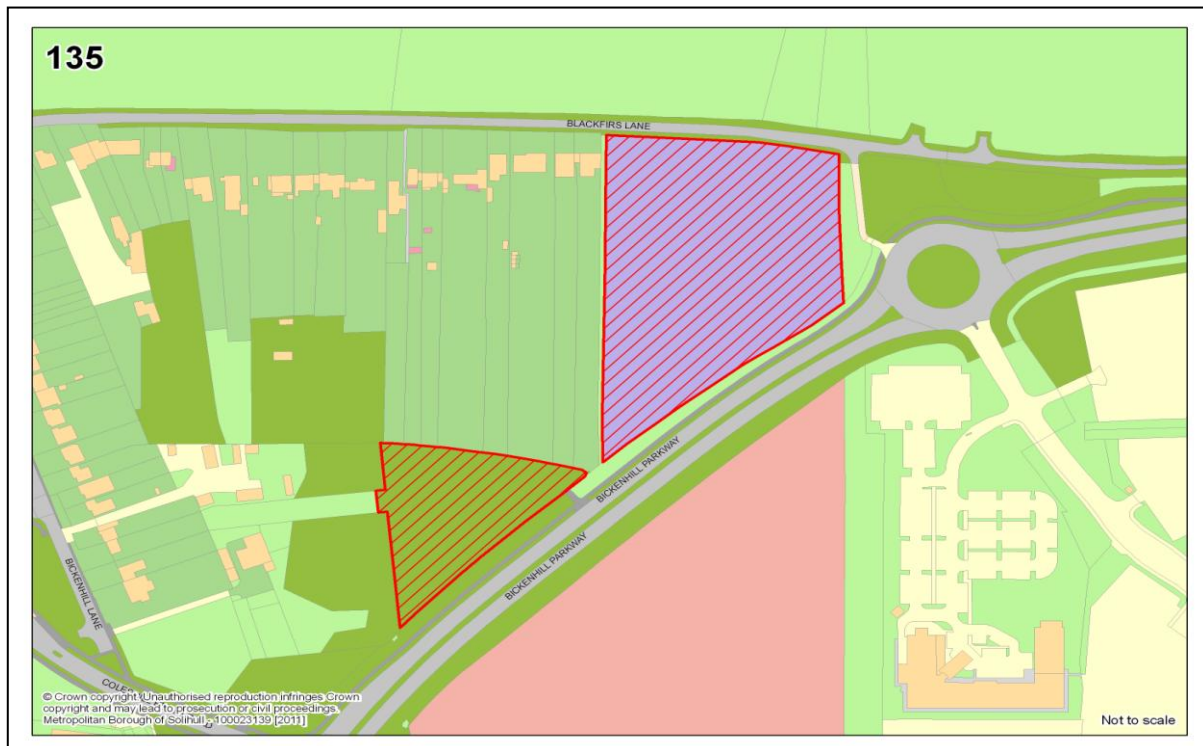
<p>Could support the employment generation potential of the NEC (link to NEC need is unclear). Could provide a significant number of jobs. Other employment generators nearby.</p>
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### **Consider Further for Allocation**

No	<p>No firm justification for release from Green Belt.</p> <p>No firm evidence of need for a greenfield site of this size to support employment land need or to support NEC needs.</p> <p>Not well related to NEC and other commercial developments to the west of M42.</p> <p>Would not support sustainable development principles.</p>
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## Site 135: Land at Blackfirs Lane



## Proposal

<b>Site Size</b>	2.11 ha (5.22 acres)
<b>Existing Use</b>	Greenfield
	Open land
<b>Proposal</b>	Hotel/Offices/Employment
<b>Availability</b>	Within 5 years

## Suitability for proposed development

Policy restrictions	NPPF – Seeks to locate town centre uses, including offices and hotels, in town centre locations. UDP (2006) – Site is in Green Belt			
Physical problems and limitations	Agricultural land classification 3 TPO SINC Heavily wooded site.			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	PublicTrans.	1-	10-40	80+
	Walking	1-	1-10	20-40
	Cycling	20-40	40+	40+
Potential impacts	Impact on Strategic Highway Network Green Belt impact Impact on SINC and trees			

Environmental conditions	Noise:55-59db
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### **Achievability for proposed development**

Market	Potentially attractive to development. Access to Strategic Highway Network. Close to Birmingham Business Park and NEC
Cost	Full intrusive ground survey required, ecological, topographical. Suitable access would be needed. Infrastructure works. Tree removal
Delivery	Within 5 years

### **Potential for proposed development**

Could potentially be attractive to hoteliers (near NEC and Birmingham Business Park). Could provide jobs with some limited accessibility from North Solihull.

### **Consider Further for Allocation**

No	No evidence of need to take land from Green Belt for hotel purposes. Hotel and office development are NPPF main town centre uses. More general employment uses would be an encroachment into a residential enclave and in a prominent green belt location. Development would involve loss of a woodland amenity and would have significant impact on a Site of Importance for Nature Conservation (SINC). Relatively poor public transport/walking access to population within 15 minutes travel time.
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## Site 146: Land at Damson Parkway



### Proposal

Site Size	55.14ha (136.26ac)
Existing Use	Green field
	Grazing
Proposal	Housing, employment.
Availability	Within 5 years – expected to deliver

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt			
Physical problems and limitations	Hard constraints: Ancient woodland Woodland Tree preservation order site			
	Soft constraints: Local infrastructure Increased provision of services. Access Local wildlife site Hedgerows Insufficient primary and secondary school capacity Habitats of interest Agricultural land classification - 3			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-10	10-40	80+
	Walking	1-10	1-10	10-20
	Cycling	10-20	40+	40+

Potential impacts	<p>Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Poorly related to existing development. Would erode the narrow green belt gap between Solihull and Catherine-de-Barnes, impacting on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.</p> <p>Landscape, Conservation, Increased traffic flow.</p>
Environmental conditions	Noise exposure category – B(day), A(night)

**Achievability for proposed development**

Market	<p>Surrounding area is mix of residential and agricultural.</p> <p>Alternative uses not suitable.</p> <p>Large detached and semi detached housing makes up character.</p> <p>Market demand (for housing) expected to be high in this postcode area.</p> <p>Level of sales and sale values expected to be high.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.</p> <p>Access works / improvements.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p>
Delivery	<p>Projected build would take approx 3-5 years.</p> <p>Would national house builders.</p> <p>Phased development</p> <p>Joint Venture</p>

**Potential for proposed development**

Developable greenfield site, subject to identified constraints and to suitable access.
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**Consider Further for Allocation**

No	<p>Good accessibility to local services and facilities from parts of the site, but parts of the site are outside desirable parameters.</p> <p>Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>Local wildlife site is a soft constraint, but loss should be avoided if there are better alternatives.</p> <p>Most of the site is covered with protected trees and woodland.</p> <p>No justification/need to release green belt land for non housing purposes in this location unless in the context of serving housing development. Employment development would not be well related to areas of greatest employment need.</p>
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## Site 149: Pear Tree Farm, Meer End Road



### Proposal

Site Size	9.94ha (24.56ac)
Existing Use	Green field
	Farmland, Agriculture
Proposal	Housing / Retail / Leisure / Social or Community Use / Other - business use
Availability	Within 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – green belt			
Physical problems and limitations	Hard constraints: None			
	Soft constraints: Uneven land levels Land tenancy on site until 2012 Suitable access points Footpath (boundary) Local wildlife site (boundary) Agricultural land classification 3 Hedgerows Habitats of interest			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-	1-	1-
	Cycling	1-10	40+	40+

Potential impacts	<p>Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Isolated from settlements and poorly related to existing development. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.</p> <p>Impact on landscape, conservation and all local amenities</p>			
Environmental conditions	Noise exposure category A/B (day), A (night)			

**Achievability for proposed development**

Market	<p>Surrounding area is agricultural.</p> <p>No apparent requirement for large scale residential or mix used development.</p>
Cost	<p>Full intrusive ground survey required.</p> <p>Surrounding infrastructure would need to be improved to deal with increased capacity.</p> <p>Increased service provision.</p> <p>Provision of access.</p>
Delivery	<p>Development to be phased over several years.</p> <p>Development suited to national house builder or large developer, or private developer.</p> <p>Any access issues and highway constraints would be subject to careful planning.</p>

**Potential for proposed development**

<p>Developable greenfield land, subject to identified constraints and suitable access. Could provide significant numbers of jobs if used for non residential purposes.</p>
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**Consider Further for Allocation**

No	<p>Poor access to key local services and facilities.</p> <p>Too large to meet local needs.</p> <p>Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>No justification/need for releasing green belt land in this location for non housing development. Poorly related to areas of employment need and to main urban areas of the Borough. Would encourage travel by car. Retail and leisure and some community uses are town centre uses that should be located within centres.</p> <p>Not well related to settlements, including Balsall Common Village.</p>
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## Site 152: Plot 4 Trinity Park



## Proposal

<b>Site Size</b>	0.45 ha (1.1 acres)
<b>Existing Use</b>	Greenfield Undeveloped land on an existing business site
<b>Proposal</b>	Offices
<b>Availability</b>	Within 5 years

## Suitability for proposed development

Policy restrictions	NPPF – offices are a town centre use. UDP (2006) – Land is part of Trinity Park which is an allocated business site for B1 business development.			
Physical problems and limitations	No strong physical problems or limitations (part of an existing business site for B1 business development).			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	PublicTrans.	1-10	40-80	80+
	Walking	1-	1-	1-10
	Cycling	10-20	40+	40+
Potential impacts	Increased traffic on Strategic Highway Network (but land is part of an established business site)			
Environmental conditions	Noise: 60-64db.			

### **Achievability for proposed development**

Market	Part of a long established commercial site near the Airport and NEC. Has successfully attracted B1 development.
Cost	Full ground survey, ecological, topographical
Delivery	Within 5 years

### **Potential for proposed development**

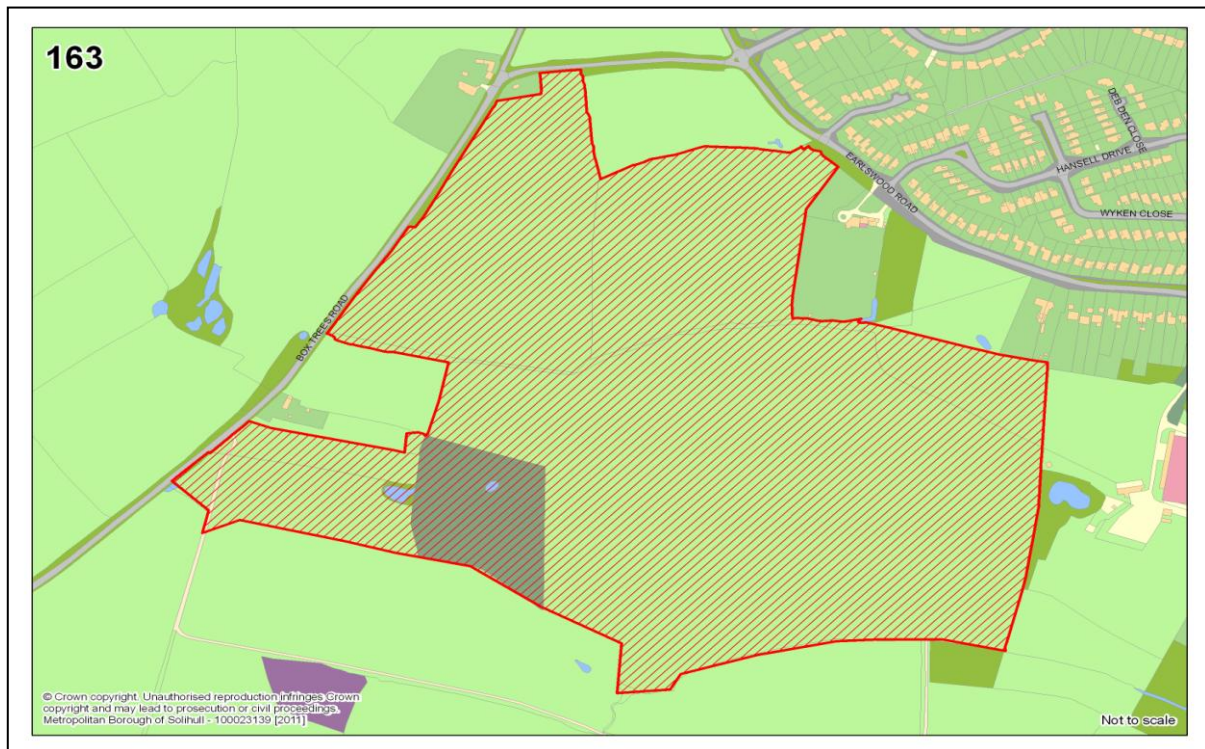
Trinity Park is an established office park. Site is part of the remaining land to be developed. Near Birmingham International station and other main employment generators

### **Consider Further for Allocation**

Yes	<p>Land is part of a UDP business site allocation (proposal E2/3) for B1 development and hotels. Land is part of remaining B1 land to be developed</p> <p>Located close to NEC and Airport and Birmingham International Station. Most of the Trinity park site is already developed for B1 purposes and is a long established business park that has successfully attracted investment.</p> <p>Close to main line railway station.</p> <p>Could contribute to employment land need.</p>
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**Site 163: Ivy House Farm, Grange Road and Rear of Henwood Lane**



**Proposal**

Site Size	32ha (79.07ac)
Existing Use	Green field
	Farmhouse and farmland
Proposal	Housing / Leisure
Availability	10 - 15 years – expected to deliver

**Suitability for proposed development**

Policy restrictions	Unitary Development Plan – green belt			
Physical problems and limitations	Hard constraints: Woodland (small part)			
	Soft constraints: Existing properties Existing agricultural tenancies Grand Union Canal Local wildlife site Footpath Local infrastructure Increased provision of services Insufficient primary and secondary school capacity Hedgerows Agricultural land classification – 3 Habitats on interest			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-10
	Walking	1-10	1-10	10-20

	Cycling	10-20	40+	40+
Potential impacts	<p>Within the Meriden Gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Development would erode the narrow gaps between Dorridge and Blythe Valley and Dorridge and Hockley Heath.</p> <p>Poorly related to existing development. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.</p> <p>Landscape, Conservation, Increased traffic flow, visible and imposing from the open countryside due to size of land parcel.</p>			
Environmental conditions	Noise exposure category – A/B(day), A(night)			

### Achievability for proposed development

Market	<p>Surrounding area is agriculture.</p> <p>Market demand (for housing) expected to be high in this postcode area.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.</p> <p>Improving current access.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p>
Delivery	<p>Phased development</p> <p>Joint Venture.</p> <p>Suitable for national house builders/large developers.</p>

### Potential for proposed development

Developable greenfield land, subject to identified constraints and suitable access.
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### Consider Further for Allocation

No	<p>Too large to meet local needs. Release of the whole or part of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>Local wildlife site is a soft constraint, but loss should be avoided if there are better alternatives.</p> <p>On such a large area of land leisure would need to be in the context of serving a housing or other substantial development. No justification/need for release of green belt land for leisure use which is a NPPF main town centre use.</p>
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## Site 176: Land between 114 – 166 Kenilworth Road



### Proposal

Site Size	0.42ha (1.03ac)
Existing Use	Green field
	Garden
Proposal	Housing, leisure/social/community uses
Availability	Within 5 years – expected to deliver

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – green belt			
Physical problems and limitations	Hard constraints: None			
	Soft constraints: Local infrastructure Increased provision of services Access Habitats of interest Agricultural land classification - 3			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-10	40-80
	Walking			
	Cycling			
Potential impacts	Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements. Impact of removal from the green belt would be minimal, site is surrounded by development and roads form a defensible green			

	<p>belt boundary.          However, allocation of this site would set a precedent for the release of dwellings to the east from the green belt, leading to intensification and change in character with an impact on green belt functions and openness.          Landscape, Conservation.</p>
Environmental conditions	Noise exposure category – B(day), A(night)

**Achievability for proposed development**

Market	<p>Surrounding area is a mix of residential and agriculture.          Mix of housing types in locality.          Market demand (for housing) expected to be high in this postcode area.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.          Access works / improvements.          Infrastructure works.          Service provision or increased capacity.</p>
Delivery	<p>Projected build would take 9 - 18 months.</p> <p>Would suit a range of developers.</p>

**Potential for proposed development**

<p>Developable greenfield site for non housing uses subject to identified constraints and suitable access.</p>
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**Consider Further for Allocation**

No	<p>Good access to local services and facilities.          Well contained site, but would set a precedent for development and redevelopment of garden land to the east which would impact on green belt functions, openness and the character of the area.          No justification/need to release green belt land for leisure/other non housing purposes in this location. Leisure is a NPPF main town centre use. Could be amenity issues associated with non housing use because of proximity to housing.</p>
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## Site 213: Land at Old Damson Lane



## Proposal

<b>Site Size</b>	1.53 ha (3.78 acres)
<b>Existing Use</b>	Greenfield
	Open land
<b>Proposal</b>	Employment - warehousing
<b>Availability</b>	Within 5 years

## Suitability for proposed development

Policy restrictions	NPPF – supportive of economic development in sustainable locations. UDP 2006 – Land is in the Green Belt.			
Physical problems and limitations	Adjacent a SINC			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	PublicTrans.	1-10	1-10	80+
	Walking	1-	1-10	10-20
	Cycling	20-40	40+	40+
Potential impacts	Commercial traffic on Old Damson Lane			

	Impact on openness of the Green Belt Encroachment into the countryside
Environmental conditions	Noise: 60-64db

### **Achievability for proposed development**

Market	Some proximity to Strategic Highway Network
Cost	Full ground survey, ecological, topographical Access improvements
Delivery	Within 5 years

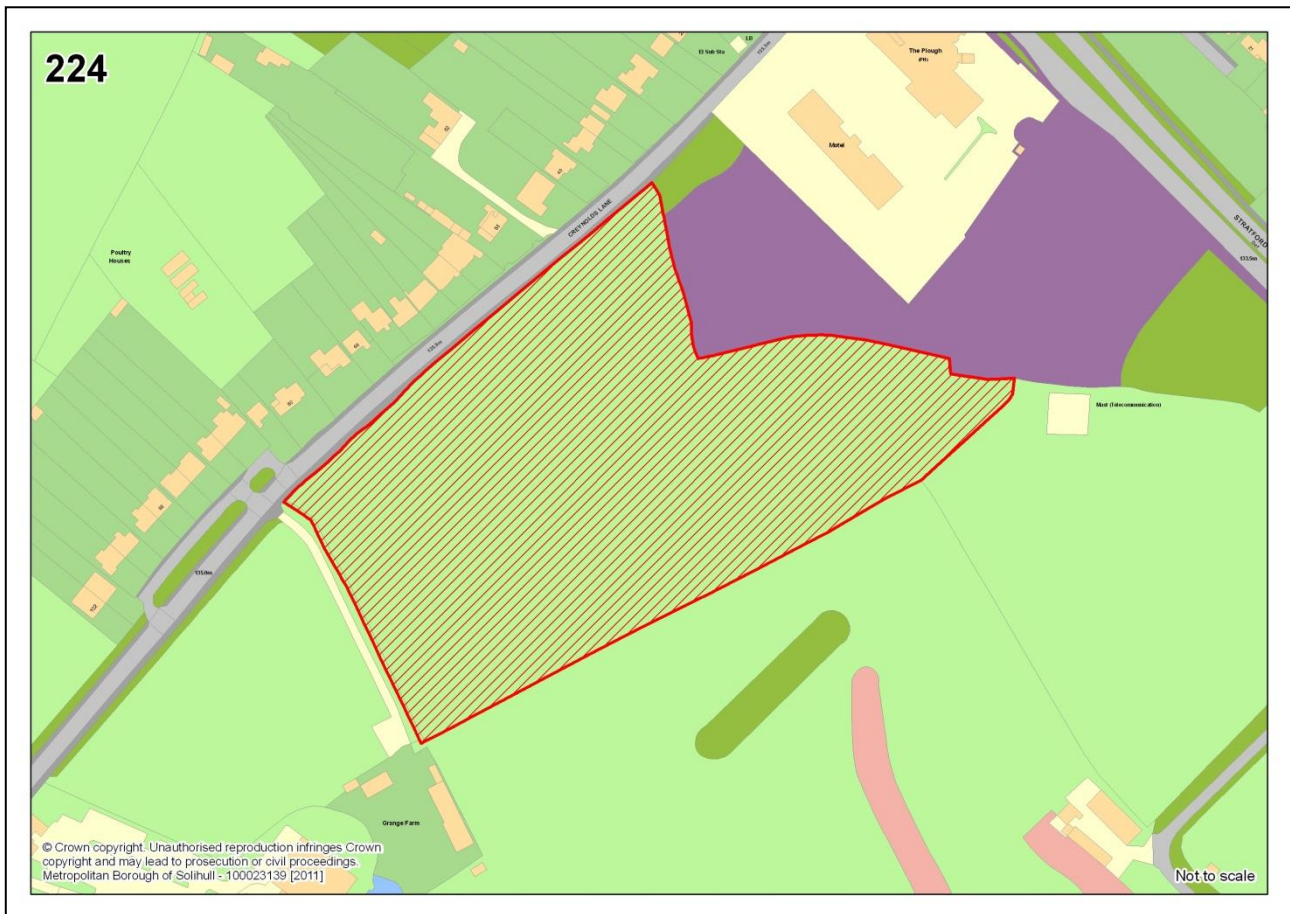
### **Potential for proposed development**

Freight side of the Airport is nearby. Not generally well related to existing business development.
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### **Consider Further for Allocation**

No	Not in a location where the development would support sustainable development principles. Not well related to existing development Would have strong impact on landscape and Green Belt Not well related to areas of employment need.
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## Site 224: Shirley Golf Club, Stratford Road



### Proposal

Site Size	3.16ha (7.80ac)
Existing Use	Green field
	Agriculture
Proposal	Housing and employment
Availability	Within 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green Belt			
Physical problems and limitations	Hard constraints: None			
	Soft constraints: Local infrastructure Increased provision of services Hedgerows Agricultural land classification – 3 Telecommunications mast near to site			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-10	10-40
	Walking	1-10	10-20	20-40

	Cycling	20-40	40+	40+
Potential impacts	Loss of agricultural land. Wildlife and landscape.			
Environmental conditions	Noise exposure category – B (day), B (night)			

**Achievability for proposed development**

Market	Market demand (for housing) expected to be high in this postcode area. Level of sales and sale values expected to be solid.
Cost	Full intrusive ground survey required, ecological, topographical. Access works / improvements. Infrastructure works. Service provision or increased capacity.
Delivery	Projected build would take 18 – 36 months.  Would suit national house builders, large developers, small / medium and private developer, RSL and commercial developers.

**Potential for proposed development**

Developable greenfield site, subject to appropriate commercial access and identified constraints.
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**Consider Further for Allocation**

No	Good accessibility to some local services and facilities. Loss of agricultural land. Telecommunication mast near to site. Significant impact on green belt. No justification/need for release of green belt land for employment purposes in this location. Could be amenity issues, including due to proximity of existing houses.
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## Site 225: Land at Wychams Close, Coventry Road, Bickenhill



### Proposal

Site Size	9.33ha (23.05ac)
Existing Use	Green field and part brownfield
	Farmland
Proposal	Housing, Employment, Leisure
Availability	Within 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green Belt			
Physical problems and limitations	Hard constraints: Woodland pockets Electricity pylon on site Pond on site			
	Soft constraints: Access Site bounded by M42, A45 and railway line Hedgerows Agricultural land classification - 3 Insufficient primary school capacity if developed at a high density (for housing). Habitats of interest Site within 2000m of proposed HS2 route			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-	1-	1-10
	Cycling	1-10	40+	40+
Potential impacts	The site contributes to the purposes of the green belt,			

	safeguarding the countryside from encroachment and helping prevent coalescence between settlements. Increased traffic flow.
Environmental conditions	Noise exposure category – C/D (day) D (night).

**Achievability for proposed development**

Market	Surrounding area is mix of commercial and agriculture. Non-viable site (for housing) due to access restrictions to site.
Cost	Full intrusive ground and ecological survey required. Provision of suitable access. Infrastructure works.
Delivery	Projected build would take 2-3 years. Phased development.

**Potential for proposed development**

Mainly Greenfield site. Potentially developable for non-housing purposes subject to suitable access (not shown) and to identified constraints. Some proximity to existing commercial development in the locality.
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**Consider Further for Allocation**

No	<p>Access to site is potentially dangerous as it leads out onto the busy A45 Coventry Road.</p> <p>Accessibility to local services and facilities from site is poor.</p> <p>Development would impact on green belt functions and openness. Would breach the A45 as a firm green belt boundary.</p> <p>Sites within noise category C should not be considered unless there are no suitable alternatives.</p> <p>Leisure use is a NPPF town centre use. No justification/need to release green belt land for employment/non-housing purposes in this location. Relatively remote from areas on employment need. Could encourage car travel. A45 severs site from other commercial development in the locality.</p>
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## Site 229: Opposite 32 Houndsfield Lane



### Proposal

Site Size	0.57ha (1.40ac)
Existing Use	Green field and part brownfield Derelict farm site
Proposal	Housing, offices
Availability	Within 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – green belt			
Physical problems and limitations	Hard constraints: Woodland Railway line to west of site Sloping site			
	Soft constraints: Hedgerows Habitats of interest Agricultural land classification – grade 4			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-	1-10	10-20

	Cycling	20-40	40+	40+
Potential impacts	<p>Contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>The site is not well related to the existing pattern of development and would impact on the functions and openness of the green belt and create an indefensible green belt boundary.</p> <p>Landscape, Conservation, Increased traffic flow.</p>			
Environmental conditions	Noise exposure category – A/B(day), A/B(night)			

#### **Achievability for proposed development**

Market	<p>Surrounding area is a mix of residential and agriculture.</p> <p>Large detached housing surrounded by agricultural land.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p> <p>Demolition and removal of existing structures and buildings.</p> <p>Design and build solutions.</p>
Delivery	<p>Projected build would take 2-3 years.</p> <p>Under build to combat land levels or grading of site.</p> <p>Would suit national, large house builders / developers.</p>

#### **Potential for proposed development**

<p>Developable greenfield (mainly) site, subject to identified constraints and if suitable access can be provided.</p>
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#### **Consider Further for Allocation**

No	<p>Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>Trees and wildlife on site – ecological survey required.</p> <p>Office development is a NPPF main town centre use. No justification/need to release green belt land (or to develop within the green belt) for office purposes. Site is remote from areas of employment need and remote from any settlements that would make the offices generally more accessible. Would encourage car travel.</p>
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**Site 237: 443 Station Road**



**Proposal**

Site size	0.72ha (1.78 acres)
Existing use	Green field and part previously developed land
	House and grounds
Proposal	Housing & employment
Availability	Within 5 years

**Suitability for proposed development**

Policy restrictions	Unitary Development Plan – Green belt			
Physical problems and limitations	Hard constraints: Access to site is along a narrow track. Access could be gained to site from Hall Meadow Road, but there is a substation currently obstructing the entrance. Railway line runs along north eastern boundary of site.			
	Soft constraints: Agricultural land classification grade 2 Habitats of interest identified – grassland Site within 500m of proposed HS2 route			
Accessibility to Population	Minutes travel Public Trans.	15 mins 1-	30 mins 1-10	45 mins 40-80

(thousand people)	Walking Cycling	1-10 1-10	1-10 40+	1-10 40+
Potential impacts	The site contributes to the purposes of the green belt, safeguarding the countryside from encroachment. Not well related to the existing pattern of development. Would impact on the functions and openness of the green belt.			
Environmental conditions	Decent habitable surroundings. The site is adjacent to a railway line. Noise exposure category B/C (day), B/C (night).			

### **Achievability for proposed development**

Market	Surrounding area is mix of residential and agriculture. Railway line runs past north eastern boundary of site. Market demand expected to be medium / high in this postcode area.
Cost	Full intrusive ground survey required and ecology survey. Creating suitable access points. Highway and pedestrian improvements. Increased capacity or new provision of services.
Delivery	Project should be deliverable within 12-24 months. Identify new suitable access.

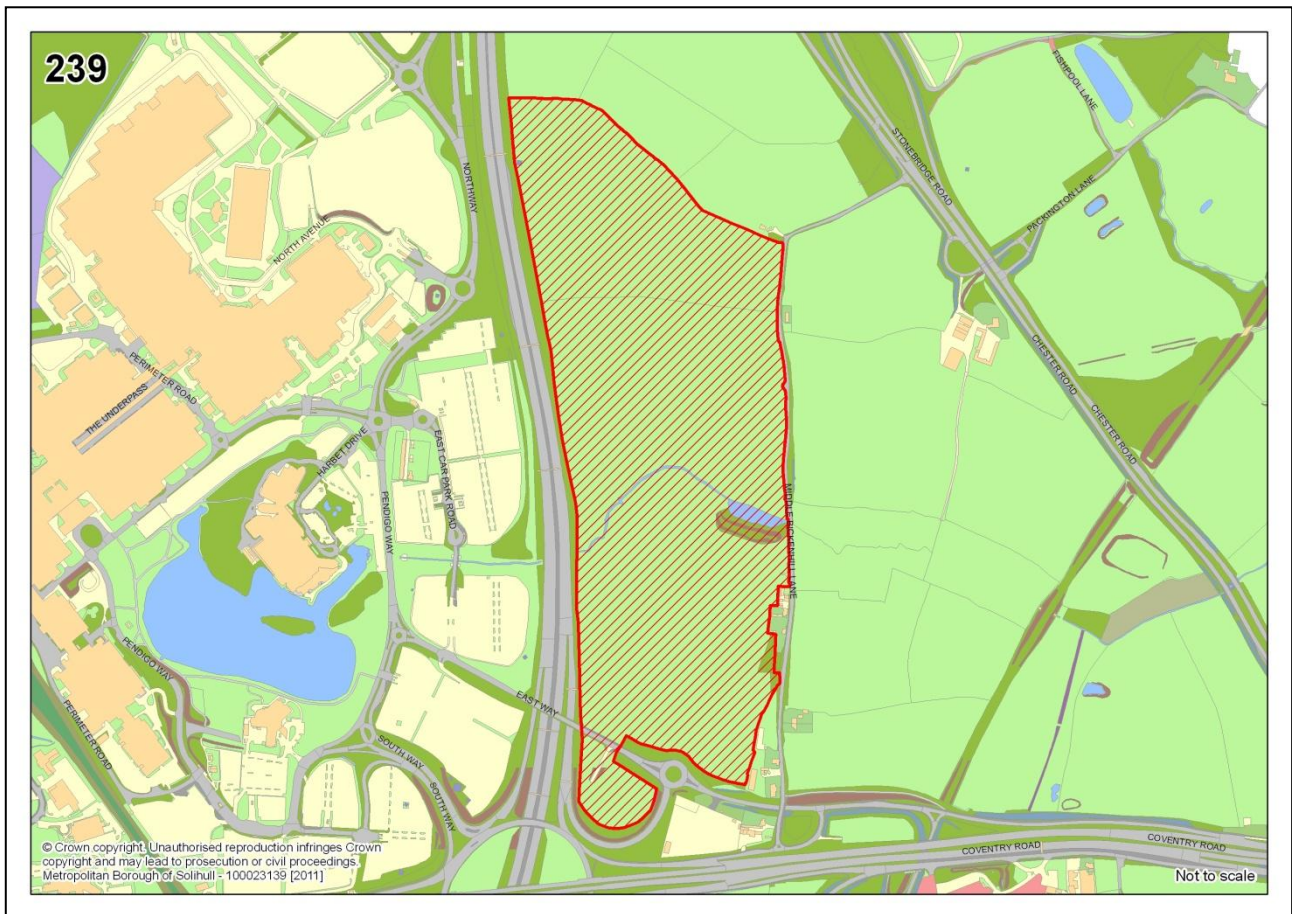
### **Potential for proposed development**

Mainly greenfield site. Developable, subject to identified constraints and suitable access. Could potentially provide jobs locally.
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### **Consider Further for Allocation**

No	Poorly related to existing development. Removal from green belt would impact on the openness of the green belt and set a precedent for the release of surrounding green belt sites. Whilst the site could be suitable for small workshop employment activities, there is no justification/need for releasing this green belt site for employment purposes. Site is not well related to areas of employment need. Requires clarification of access/access improvement to site.
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**Site 239: Adjacent Blackfirs Lane, Bickenhill**



**Proposal**

Site Size	40.87ha (100.98ac)
Existing Use	Green field
	Vacant
Proposal	Housing, HS2 and supporting development
Availability	Within 5 years

**Suitability for proposed development**

Policy restrictions	Unitary Development Plan – green belt
Physical problems and limitations	Hard constraints: Woodland in parts Holleywell Brook runs through site Pond M42 runs along west boundary of site Electricity pylons on site
	Soft constraints: Access - narrow country lanes leading to site Local infrastructure Increased provision of services Potential Local Wildlife site

	Flood Zone 2 & 3 Agricultural land classification – grade 3 Hedgerows Habitats of Interest – grassland and water bodies (Holleywell Brook and pond) Site within 500m of proposed HS2 route			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-	1-	1-10
	Cycling	1-10	40+	40+
Potential impacts	The site contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements. Landscape, wildlife and nature conservation, increased traffic flow.			
Environmental conditions	Noise exposure category – C/D (day), C/D (night)			

### Achievability for proposed development

Market	Surrounding area is NEC, agricultural land and the M42. Non-viable site (for housing) due to proximity to motorway and electricity pylons on site.
Cost	Full intrusive ground survey required, ecological, topographical. Improving current access. Infrastructure works. Service provision or increased capacity.
Delivery	Projected build would take 18 - 60 months  Would suit national house builders, large developers.

### Potential for proposed development

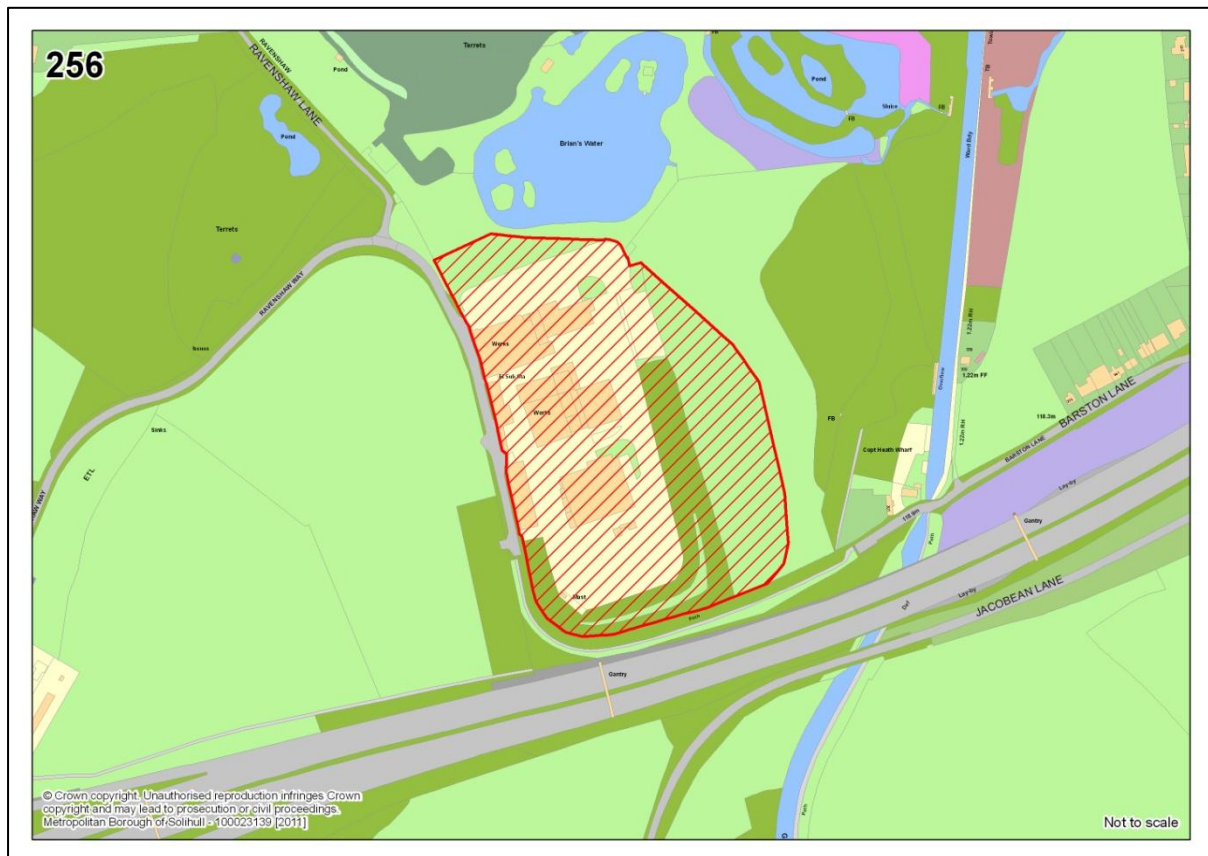
Could support employment generation potential of the NEC (subject to need) Could provide significant number of jobs. Could potentially provide for development associated with possible HS2 station. Other commercial development nearby (west of M42). Developable greenfield site subject to identified constraints and suitable access.

### Consider for Allocation

No	Development would impact on green belt functions and openness. Sites within noise category C should not be considered unless there are no suitable alternatives. No justification/need to release green belt land for non-housing purposes in this location. Not appropriate to assume development of HS2 at this stage. Any development associated with HS2 will need careful consideration through, for example, Area Action Plans at the appropriate time. Could encourage car travel. See site 134
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## Site 256: Whale Tankers, Ravenshaw Way



### Proposal

<b>Site Size</b>	5.2 ha (13 acres) approx.
<b>Existing Use</b>	Mainly brownfield Industrial premises
<b>Proposal</b>	Major developed site in the green belt
<b>Availability</b>	Ongoing

### Suitability for proposed development

Policy restrictions	UDP - Green Belt land			
Physical problems and limitations	May need buffer strip to motorway The 'Terrets' are SINCs (north of the site) Flooding (low risk zone 1)			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-	1-	1-
	Cycling	1-10	40+	40+
Potential impacts	Potential traffic impact on Strategic Highway Network (through further development). Need to avoid harm to nearby 'Terrets' SINCs			

	Setting of Ravenshaw Hall (Grade 2* listed)
Environmental conditions	Noise: 60 -69db

### Achievability for proposed development

Market	NA
Cost	Full intrusive ground survey required, ecological, topographical. Suitable access would be needed. Infrastructure works.
Delivery	Ongoing

### Potential for proposed development

Located in the Green Belt adjacent M42 north of Junction 5.

Employment generating site. Major Developed Sites are not referenced in the NPPF but the NPPF does enable limited infilling or redevelopment of brownfield sites in the green belt in circumstances it describes (at 89). These relate to impact on the openness of and purposes of including land in the green belt.

### Consider Further for Allocation

No	<p>The site is not in a location where development would support sustainable development principles and MDS are no longer referenced in the NPPF..</p> <p>The NPPF enables the redevelopment of brownfield sites in the green belt as follows:</p> <p>‘Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green belt and the purposes of including land within it than the existing development.’ (89)</p> <p>Therefore, the policy framework already exists that enables the development of brownfield land in context of protecting the green belt. Policy P17 of the Draft Local Plan also enables the reasonable expansion of established businesses in the green belt in circumstances the policy describes (see also 11.6.8 of the Draft).</p>
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## Site 281: Birmingham Business Park extension, Blackfirs Lane



### Proposal

<b>Site Size</b>	8.72 ha (21.54 acres)
<b>Existing Use</b>	Greenfield
	Open land
<b>Proposal</b>	Employment
<b>Availability</b>	Within 5 years

### Suitability for proposed development

Policy restrictions	NPPF – supportive of economic development in sustainable locations. UDP 2006 – Land is in the Green Belt.			
Physical problems and limitations	Opposite a woodland plantation designated as a Local Wildlife Site with TPOs Habitats of interest			
Accessibility to Population (thousand people)	Minutes travel PublicTrans. Walking Cycling	15 mins	30 mins	45 mins
Potential impacts	Commercial traffic on Blackfirs Lane Impact on openness of the Green Belt			

	Encroachment into the countryside
Environmental conditions	Noise: 55-64db

### **Achievability for proposed development**

Market	Some proximity to Strategic Highway Network
Cost	Full ground survey, ecological, topographical Access improvements
Delivery	Within 5 years

### **Potential for proposed development**

The site would form an extension to Birmingham Business Park
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### **Consider Further for Allocation**

Yes	Could improve the land offer of Birmingham Business Park and potentially accelerate new employment opportunities and could enable improved bus link from North Solihull. Buffer zone needed in order to protect local amenity and landscape.
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## Site 283: Land at Illshaw Heath Road



### Proposal

Site Size	0.11ha (0.26ac)
Existing Use	Green field
	Garden land
Proposal	Housing and leisure
Availability	Within 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt			
Physical problems and limitations	Hard constraints: Woodland			
	Soft constraints: Agricultural land classification – 4			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-	1-10	1-10
	Cycling	10-20	40+	40+
Potential impacts	The site contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.			

	Would impact on the functions and openness of the green belt and set a precedent for the development of surrounding land. Landscape, Conservation.
Environmental conditions	Noise exposure category – B (day), C (night)

**Achievability for proposed development**

Market	Surrounding area is a mix of residential and agricultural land. Market demand (for housing) expected to be high in this postcode area.
Cost	Full intrusive ground survey required, ecological, topographical.
Delivery	Projected build would take months (for housing). Would suit small private developers.

**Potential for proposed development**

Developable greenfield site, subject to identified constraints. Leisure would need to be canal linked.
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**Consider Further for Allocation**

No	- Release of the site would have a negative impact on the openness and function of the green belt and would set a precedent for further green belt land release from surrounding sites. Many trees on site. Ecological and biodiversity survey would be required. Leisure is a NPPF main town centre use unless site specific link to the adjacent canal. May raise amenity concerns because of proximity to houses. No justification or need to release land from the green belt for this purpose (or to enable leisure within the green belt).
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## Site 286: Land at Lavender Hall Lane



### Proposal

Site size	26.71ha (66.01 acres)
Existing use	Agriculture
	Green field
Proposal	Housing & employment
Availability	Before end 2020

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green Belt
Physical problems and limitations	<p>Hard constraints:</p> <ul style="list-style-type: none"> <li>Small pockets of woodland – oak trees on site</li> <li>Stream running along eastern boundary</li> <li>Ponds on site</li> <li>Railway line to southern boundary - steep drop down to line</li> <li>Busy Kenilworth Road dual-carriageway runs along west boundary</li> <li>Site split in two by Lavender Hall Road</li> <li>Heart of England Way running near north west edge of site</li> <li>Proposed HS2 route runs through site</li> </ul>

	Soft constraints: Flood Zone 2 & 3 – small area on eastern edge of site Agricultural land classification grade 2 & 3 Hedgerows and trees on boundary of site Habitats of interest – grassland, woodland, and water bodies (ponds & stream) Telegraph poles			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-
	Walking	1-	1-10	1-10
	Cycling	1-10	40+	40+
Potential impacts	The site contributes to the purposes of the green belt, safeguarding the countryside from encroachment. Would impact on the functions and openness of the green belt and set a precedent for the development of surrounding land. The site is not close to local services required for sustainable development.			
Environmental conditions	Decent habitable surroundings. Noise exposure category B (day), B/C (night).			

#### Achievability for proposed development

Market	Surrounding area is agriculture. To the south east of site are Lavender Hall Farm and a residential property. Railway line runs along southern boundary. Market demand expected to be medium in this postcode area (for housing).
Cost	Full intrusive ground survey required and ecology survey. Increased capacity or new provision of services.
Delivery	Development should be deliverable within 3-5 years.

#### Potential for proposed development

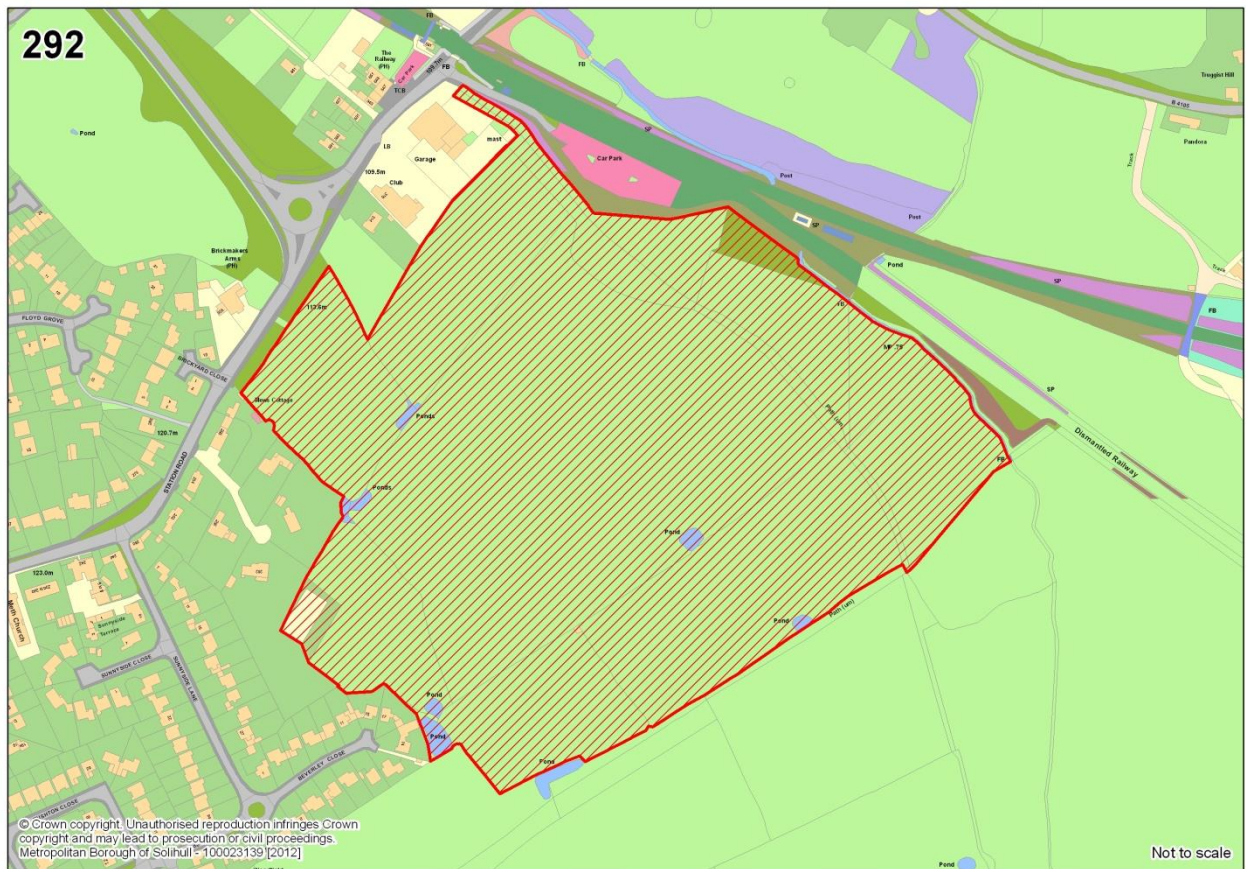
Developable greenfield site, subject to identified constraints (some parts more difficult because of topography and line of HS2 affects the site). Would need suitable access arrangements (none shown). Could provide substantial number of jobs.

#### Consider Further for Allocation

No	Removal from the green belt would create an indefensible boundary and set a precedent for the release of surrounding sites. Significant impact on green belt. Access to local services is poor as the railway line restricts accessibility to Balsall Common village centre. Site next to railway line with steep drop down to line - dangerous. New services and facilities would be required on site to make it sustainable, as the railway line segregates site from facilities in Balsall Common. No justification/need for releasing green belt land in this location for employment development. Poorly related to areas of employment need and to more generally accessible main urban areas of the Borough. Would encourage travel by car. Not well related to Balsall Common Village.
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## Site 292: Part of Barretts Lane Farm, Station Road



### Proposal

Site size	14.13ha (34.91 acres)
Existing use	Grazing land
	Green field
Proposal	Housing, employment, offices
Availability	Before end 2015

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt
Physical problems and limitations	Hard constraints: Railway line runs along north eastern boundary Stream to north eastern boundary
	Soft constraints: Agricultural land classification grade 2 & 3 Hedgerows Site partially in flood zones 2 & 3 Habitats of interest identified – grassland and water bodies Two telephone masts near to site Public right of way Site slopes in parts Oak trees on site Ponds

	Site within 500m of proposed HS2 route			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-10	40-80
	Walking	1-10	1-10	1-10
	Cycling	1-10	40+	40+
Potential impacts	The site contributes to the purposes of the green belt, safeguarding the countryside from encroachment. Would impact on the functions and openness of the green belt and set a precedent for the development of surrounding land. The site is not close to local services required for sustainable development.			
Environmental conditions	Decent habitable surroundings. Noise exposure category A/B (day), B/C (night).			

### Achievability for proposed development

Market	Surrounding area is mix of agriculture and residential. Located on edge of well established residential area in Balsall Common. Market demand expected to be medium/high in this postcode area (for housing).
Cost	Full intrusive ground survey required and ecology survey. Increased capacity or new provision of services.
Delivery	Development should be deliverable within 3-5 years, phased development.

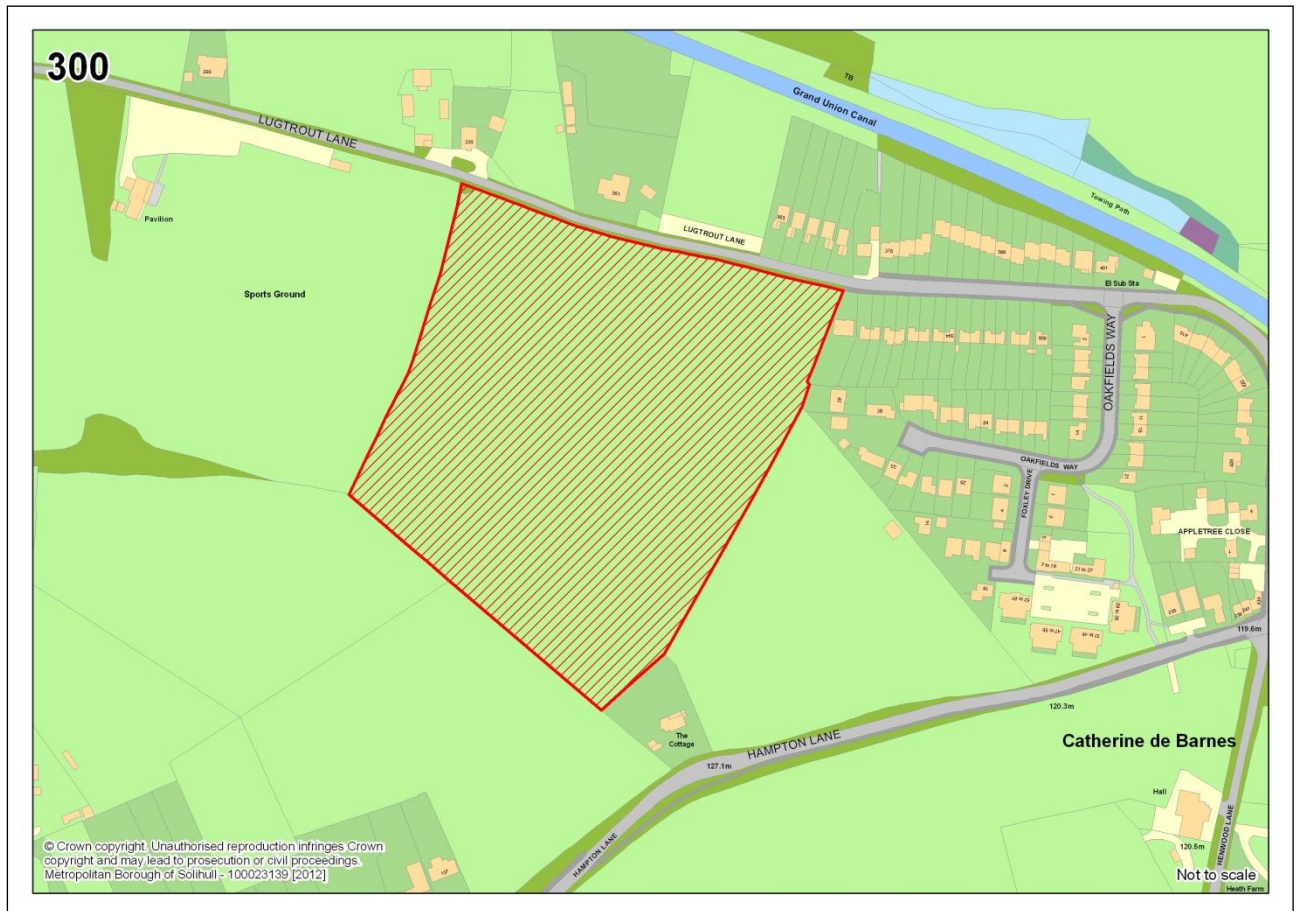
### Potential for proposed development

Developable greenfield site, subject to identified constraints. Would need suitable access arrangements (none shown). Could provide substantial number of jobs.

### Consider Further for Allocation

No	<p>A very large Green belt site. Removal from the green belt would create an indefensible boundary and set a precedent for the release of surrounding sites. Significant impact on Green Belt.</p> <p>Railway line - noise issues. Two telephone masts near to site. Stream and ponds on site - wildlife issues. Developing the whole site would require a mixed use development scheme as the site is so big. Biodiversity and ecological survey required.</p> <p>Release of land for employment purposes is not justified/needed in this location. Distant from areas of greatest employment need and from the main urban areas of the Borough that are more generally accessible. Not sustainably located and would encourage car travel.</p>
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## Site 300: Land at Lugtrout Lane, near Catherine-de-Barnes



### Proposal

Site Size	4.97ha (12.27ac)
Existing Use	Green field
	Agriculture
Proposal	Housing with some leisure/community use.
Availability	Within 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt			
Physical problems and limitations	Hard constraints: Oak trees on site			
	Soft constraints: Trees and hedgerow on site boundary Agricultural land classification – grade 3 Local infrastructure Increased provision of services Habitats of interest – grassland Telegraph poles run along Lugtrout Lane			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-10
	Walking	1-10	1-10	10-20
	Cycling	20-40	40+	40+

Potential impacts	The site contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements. Poorly related to existing development. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land. Landscape, conservation, increased traffic flow, development would be highly visible.
Environmental conditions	Noise exposure category B(day), B(night)

**Achievability for proposed development**

Market	Surrounding area is mix of agriculture/farmland and residential. Alternative uses not suitable. High sales anticipated (for housing).
Cost	Full intrusive ground survey required, ecological, topographical. Infrastructure works. Service provision or increased capacity.
Delivery	Projected build would take 2-5 years, phased development. National house builders or large project developers.

**Potential for proposed development**

Developable greenfield site, subject to identified constraints and to suitable access (not shown). Community or leisure use could potentially support Catherine De Barnes Village (dependant on scale and nature of use)
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**Consider Further for Allocation**

No	Local services in Catherine-de-Barnes are limited. Development of this site would put pressure on existing services in Catherine-de-Barnes. Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites. Needs to be maintained as green belt to stop urban sprawl between Catherine-de-Barnes and Solihull. Leisure is a NPPF main town centre use. No justification/need for release of green belt land for non-housing purposes in this locality.
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### 302: Fields opposite Hockley Heath Primary School, School Road



#### Proposal

Site Size	3.14ha (7.76ac)
Existing Use	Green field
	Semi agricultural, grazing
Proposal	Housing / Retail – housing with open space
Availability	Within 5 years

#### Suitability for proposed development

Policy restrictions	Unitary Development Plan – green belt, safeguarded by-pass line			
Physical problems and limitations	Hard constraints: Woodland Canal to rear of site Possibility of fuel pipeline to Birmingham Airport running nearby			
	Soft constraints: Local infrastructure Increased provision of services Access Hedgerows Habitats of interest – grassland Agricultural Land Classification – grade 3 & 4			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-	1-	1-10
	Walking	1-10	1-10	1-10
	Cycling	1-10	40+	40+
Potential impacts	Within the Meriden gap and contributes to the purposes of the			

	<p>green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>The site buffers current settlement boundary, but is not well related to the existing pattern of development, would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.</p> <p>Landscape, Conservation, Increased traffic flow.</p>
Environmental conditions	Noise exposure category – B(day), A/B(night)

**Achievability for proposed development**

Market	<p>Surrounding area is residential and agricultural.</p> <p>Large detached and semi detached housing.</p> <p>Evidence of small pocket of new build opposite.</p> <p>Market demand (for housing) expected to be high in this postcode area.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical.</p> <p>Improving current access.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p>
Delivery	<p>Projected build would take 24 - 48 months.</p> <p>Phased development.</p> <p>Would suit national house builders, large developers, and some private developers.</p>

**Potential for proposed development**

Greenfield site relatively easy to develop if suitable access.
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**Consider Further for Allocation**

No	<p>Release of the site would have a significant impact of green belt functions and openness and would set a precedent for further green belt land release from surrounding sites.</p> <p>Retail development would only be suitable in the context of a small scale retail use serving housing development on the site. Would be better located with other shops and services in the village. No justification/need to release green belt land for non-housing development in this location. Retail development is a NPPF main town centre use.</p>
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## Site 310: Land at Widney Road/Browns Lane



### Proposal

Site Size	0.38ha (0.94ac)
Existing Use	Green field
	Paddock
Proposal	Housing
Availability	With 5 years

### Suitability for proposed development

Policy restrictions	Unitary Development Plan – Green belt			
Physical problems and limitations	Hard constraints: None			
	Soft constraints: Access Local infrastructure Provision of services Insufficient capacity within existing secondary school Agricultural land classification 3 Habitats of interest			
Accessibility to Population (thousand people)	Minutes travel	15 mins	30 mins	45 mins
	Public Trans.	1-10	10-20	80+
	Walking	1-10	10-20	10-20
	Cycling	10-20	40+	40+

Potential impacts	<p>Within the Meriden gap and contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements.</p> <p>Development would erode the narrow gap between Knowle/Dorridge/Bentley Heath and Solihull.</p> <p>Poorly related to existing development. Would impact on the functions and openness of the green belt and create an indefensible green belt boundary, setting a precedent for the development of surrounding land.</p> <p>Landscape, Conservation, Increased traffic flow</p>
Environmental conditions	Noise exposure category A / B (day and night)

### Achievability for proposed development

Market	<p>Surrounding area is of residential and predominantly agriculture. Close to local amenities and market demand may be high (for housing).</p> <p>High rate of sale vales and sales expected.</p> <p>Request for alternative uses also sustainable.</p>
Cost	<p>Full intrusive ground survey required, ecological, topographical. Creating suitable access.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p> <p>Demolition and removal.</p>
Delivery	<p>Projected build would take several years. Would require several phases of development.</p> <p>National house builders, large house builders only suitable for large project.</p>

### Potential for proposed development

Developable greenfield site, subject to identified constraints and appropriate access (not shown).
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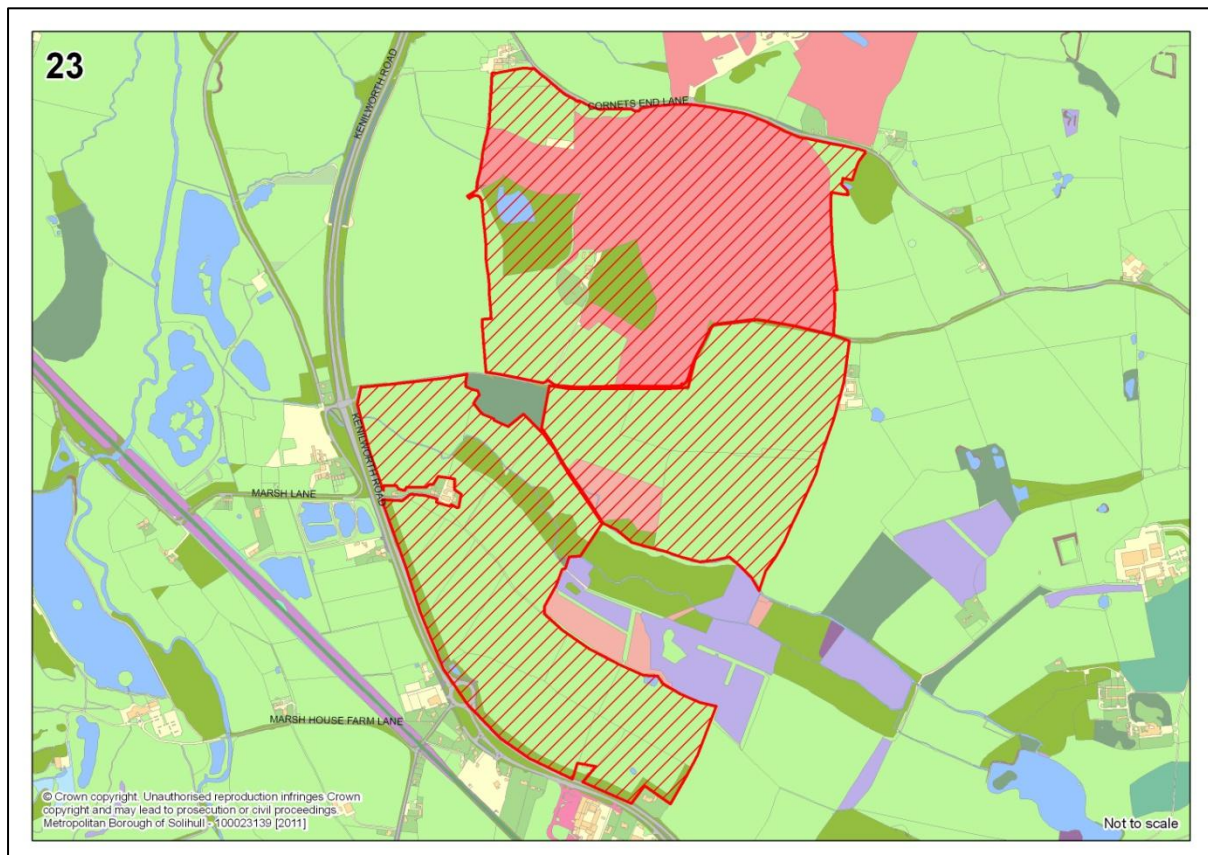
### Consider Further for Allocation

No	<p>Good access to local services and facilities. But release of the site would impact on green belt functions and openness and erode an already narrow green belt gap.</p> <p>No justification/need to release land in this location for non housing purposes. Not well related to areas of greatest employment need in the Borough. Could encourage car travel.</p>
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## MINERALS & WASTE SITES

### Site 23: Berkswell Quarry, Cornets End Lane

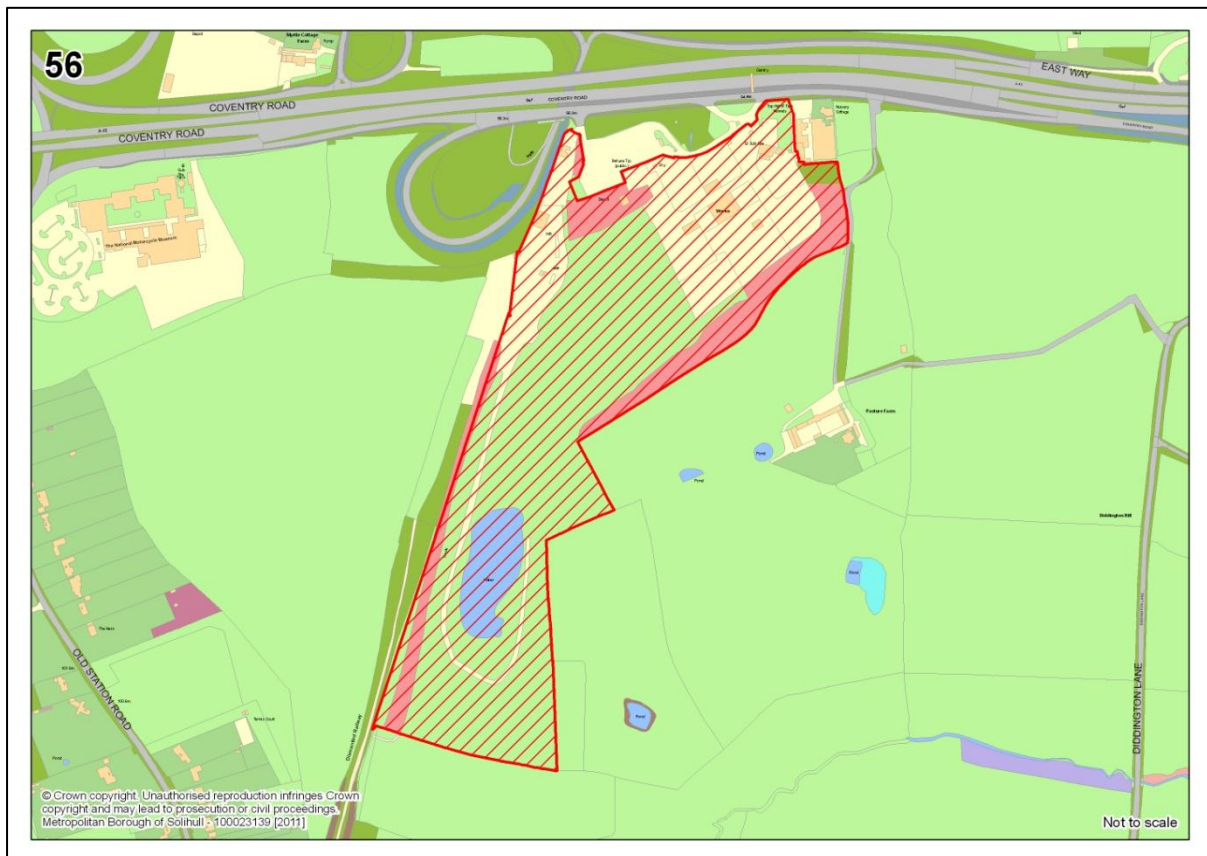


## Proposal

<b>Site Size</b>	145.23ha (358.87ac)
<b>Existing Use</b>	Greenfield
	Part active quarry, part farmland
<b>Proposal</b>	Mineral extraction / waste
<b>Availability</b>	10-15 years – expected to deliver
<b>Suitability for minerals and waste:</b>	
Policy restrictions	National Planning Policy – Could support policies in NPPF, National & Regional Guidelines for Aggregates Provision and PPS10 UDP – Green Belt, Mineral Consultation Area Agricultural land classification 3, 3a
Physical problems and limitations	Minerals can only be worked where they exist, extension to existing quarry Line of High Speed 2 rail link bisects site Hard constraints: Adjoins Site of Special Scientific Interest (SSSI), Woodland Soft constraints:

	Flood zone Adjoins Local Wildlife Site
Accessibility	Close to Major Urban Area where demand for aggregates. Co-location benefits of facility for secondary or recycled aggregates. Access to Kenilworth Road via new roundabout or via existing quarry.
Potential impacts	Within Meriden Gap & contributes to purposes of Green Belt, safeguarding the countryside from encroachment and helping to prevent coalescence between settlements. Mineral extraction temporary use which need not affect openness or conflict with purposes of Green Belt, providing high environmental standards of operation and restoration. May impact on hydrology of adjoining SSSI & local wildlife site (LWS), water resources and flooding Impact of extension to existing quarry on settlement of Bradnocks Marsh
Environmental conditions	Noise exposure not an issue, but could increase noise for surrounding uses
<b>Achievability for minerals and waste:</b>	
Market	Green Belt and agricultural land in location remote from existing settlements, so unsuitable for alternative uses.
Cost	Possible new road link to roundabout on Kenilworth Road. Ecological survey and flood risk assessment required
Delivery	10-15 years depending on progress on mineral workings to north-east
<b>Potential for Mineral extraction:</b> Extension to existing quarry within existing Mineral Consultation Area which would contribute towards sub-regional apportionment of aggregates. Possible constraints include the line of the High Speed 2 rail link, impact on adjoining SSSI & LWS and flooding.	
<b>Potential for Waste Management facility:</b> May have potential for co-location of facility for secondary or recycled aggregates.	
<b>Consider further for allocation</b>	
Yes	Within existing Mineral Consultation Area and extension to existing quarry. May be potential for co-location of secondary or recycled aggregates facility

## Site 56: Former Arden Brickworks

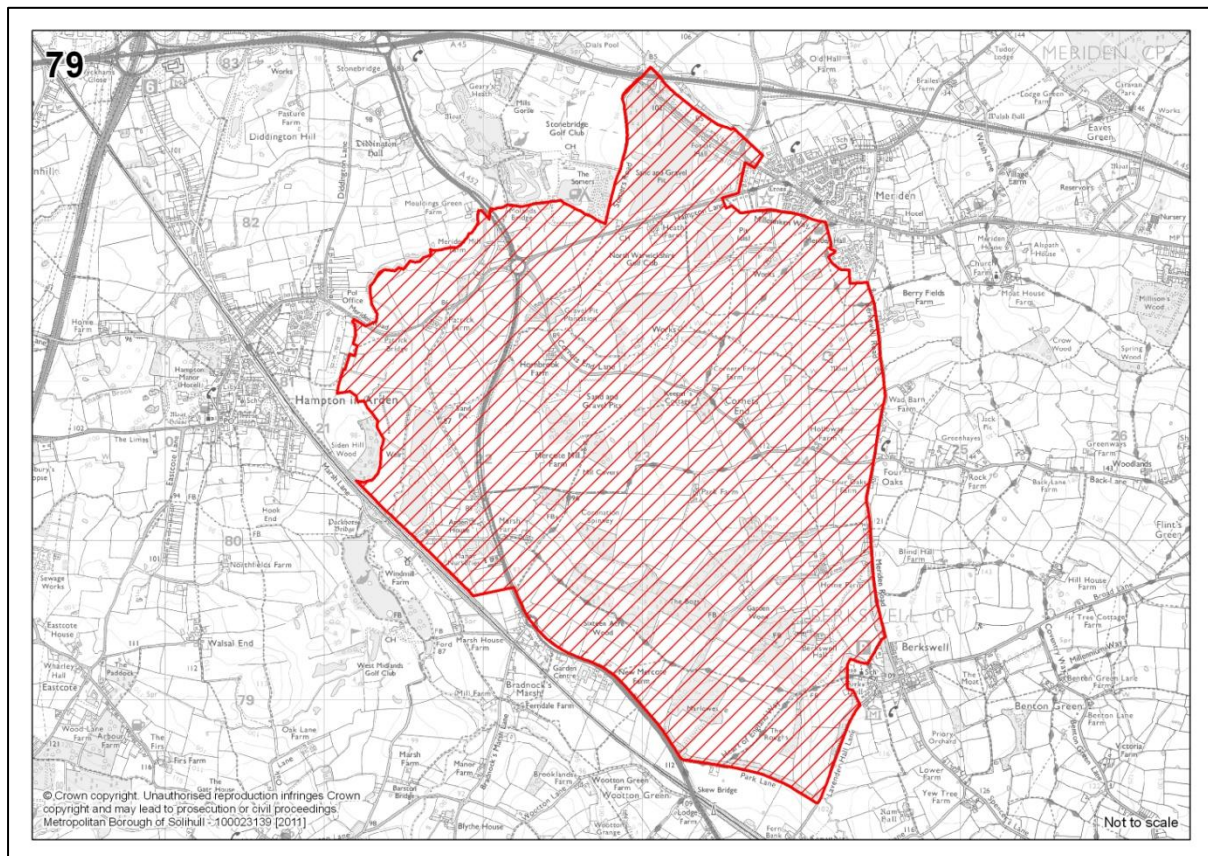


## Proposal

<b>Site Size</b>	14.45ha (35.70ac)
<b>Existing Use</b>	Partly extracted mineral site, landfill, open storage, concrete batching plant, civic amenity site and waste transfer station
	Part green field
<b>Proposal</b>	Employment / Leisure / Mineral extraction / Waste
<b>Availability</b>	Within 5 years – expected to deliver
<b>Suitability for employment, leisure, mineral extraction and waste:</b>	
Policy restrictions	National Planning Policy – Would not conform with policies in NPPF, but could support policies in PPS10 UDP – Green Belt, preferred location for enlarged public waste disposal and recycling facility Agricultural land classification – 3
Physical problems and limitations	Minerals can only be worked where they exist, existing waste facilities, disused brickwork buildings Line of High Speed 2 rail link adjoins site Hard constraints: Regionally Important Geological Site, adjoins Woodland Soft constraints: Adjoins Local Wildlife Site

Accessibility	<p>Outside and not easily accessed from North Solihull regeneration area, remote from town centres. Existing and permitted waste management activities offers potential for co-location.</p> <p>Good accessibility to strategic highway network and centrally located in Borough. Adjoins line of former rail link which may offer potential for sustainable transport of waste/waste products</p>
Potential impacts	<p>Within Meriden Gap &amp; contributes to purposes of Green Belt, safeguarding the countryside from encroachment and helping to prevent coalescence between settlements, although existing uses and buildings reduce contribution.</p> <p>Mineral extraction temporary use which need not affect openness or conflict with purposes of Green Belt, providing high environmental standards of operation and restoration.</p> <p>Landscape, Conservation, Increased traffic flow impacts from waste management activities</p>
Environmental conditions	Noise exposure not an issue, but could increase noise for surrounding uses
<b>Achievability for employment, leisure, mineral extraction and waste management:</b>	
Market	<p>Key site for civic amenity and waste transfer station functions for municipal waste, with potential for co-location of complementary waste management activities. Current consent for extraction of brick clay and infilling, although viability an issue.</p> <p>Not suitable for other employment or leisure activities.</p>
Cost	<p>Full intrusive ground survey required, ecological, geological, topographical.</p> <p>Creating suitable access.</p> <p>Infrastructure works.</p> <p>Service provision or increased capacity.</p> <p>Demolition of buildings</p> <p>Ground remediation</p>
Delivery	Would suit range of industrial/waste management activities.
<b>Potential for employment, leisure, mineral extraction and waste management:</b>	
<p>Site in existing use for waste management activities, with current permission for mineral extraction and infilling, subject to site licence. Potential for co-location of complementary waste management activities. Potential strategic location for waste management.</p> <p>Not easily accessible from North Solihull so unsuitable for general employment purposes, and remote from centres so inappropriate for leisure uses. Adjoins line of High Speed 2 rail link.</p>	
<b>Consider further for allocation</b>	
Yes	Existing waste management activities on site and current consent for extraction and infilling. Potential for co-location of complementary waste management activities

## Site 79: Various Locations

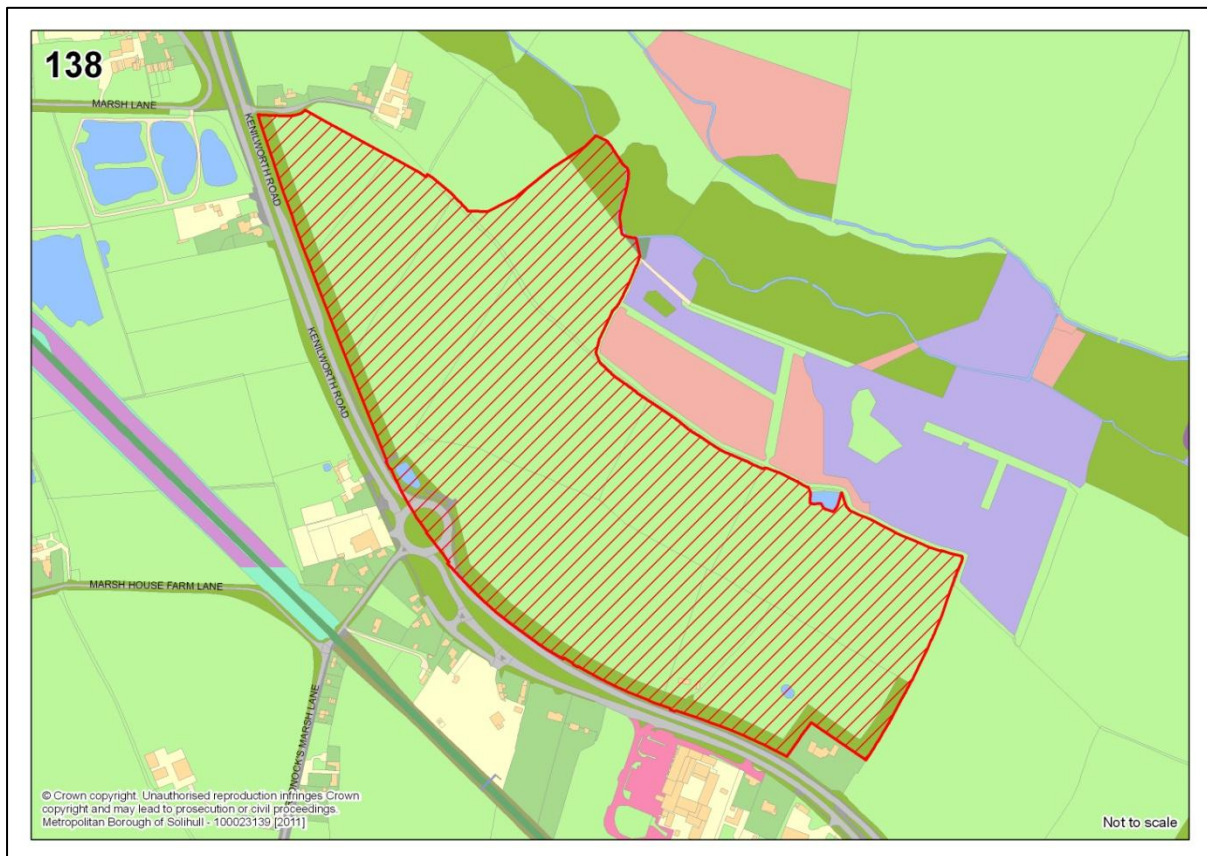


## Proposal

<b>Site Size</b>	949.03ha (2345.10ac)
<b>Existing Use</b>	Greenfield Part active quarry/awaiting restoration, part farmland
<b>Proposal</b>	Mineral safeguarding area
<b>Availability</b>	Not a site allocation, but a policy to safeguard viable mineral resources from possible sterilisation
<b>Suitability for minerals:</b>	
<b>Policy restrictions</b>	National Planning Policy – Could support policies in NPPF UDP – Green Belt, Mineral Consultation Area Agricultural land classification – various
<b>Physical problems and limitations</b>	Land parcel size. Not all likely to be suitable or appropriate for extraction, but evidence of mineral resources, so appropriate for safeguarding Line of High Speed 2 rail link bisects site Various hard and soft constraints, but will not conflict with safeguarding policy
<b>Accessibility</b>	Close to Major Urban Area where demand for aggregates
<b>Potential impacts</b>	Within Meriden Gap & contributes to purposes of Green Belt, safeguarding the countryside from encroachment and helping to

	prevent coalescence between settlements. Safeguarding would not conflict with Green Belt policies
Environmental conditions	Noise exposure not an issue
<b>Achievability for mineral safeguarding:</b>	
Market	Green Belt and agricultural land in location remote from existing settlements, so unsuitable for alternative uses.
Cost	No costs involved in safeguarding mineral resources
Delivery	Will not deliver mineral resources. Sites, preferred areas and /or areas of search to be identified separately
<b>Potential for mineral safeguarding:</b>	
Land previously identified where viable mineral resources need to be safeguarded. May be additional areas for aggregate safeguarding, and safeguarding of coal resources may need to be included	
<b>Consider further for allocation</b>	
Yes	Consider for giving spatial definition to safeguarding policy

## Site 138: Marsh Farm, Kenilworth Road



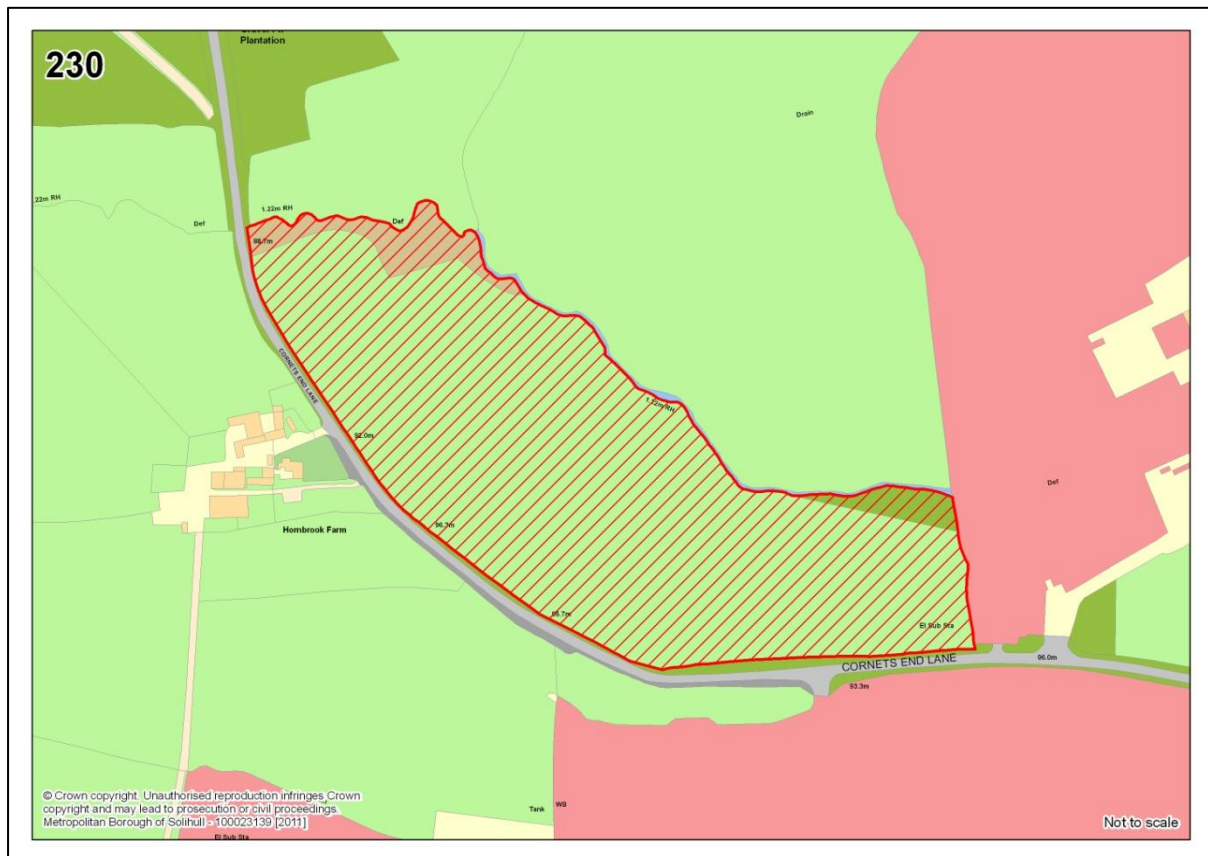
## Proposal

<b>Site Size</b>	30.94ha (76.45ac)
<b>Existing Use</b>	Greenfield
	Farmland
<b>Proposal</b>	Sand and gravel extraction plus associated plant
<b>Availability</b>	Yes
<b>Suitability for minerals:</b>	
Policy restrictions	National Planning Policy – Could support policies in NPPF and National & Regional Guidelines for Aggregates Provision UDP – Green Belt, Mineral Consultation Area Agricultural land classification 3, 3a
Physical problems and limitations	Minerals can only be worked where they exist, extension to existing quarry Line of High Speed 2 rail link bisects site Hard constraints: Adjoins Site of Special Scientific Interest (SSSI), Woodland Soft constraints: Flood zone Adjoins Local Wildlife Site
Accessibility	Close to Major Urban Area where demand for aggregates.

	Access to Kenilworth Road via new roundabout or via existing quarry.
Potential impacts	<p>Within Meriden Gap &amp; contributes to purposes of Green Belt, safeguarding the countryside from encroachment and helping to prevent coalescence between settlements. Mineral extraction temporary use which need not affect openness or conflict with purposes of Green Belt, providing high environmental standards of operation and restoration.</p> <p>May impact on hydrology of adjoining SSSI &amp; local wildlife site (LWS), water resources and flooding</p> <p>Impact of extension to existing quarry on settlement of Bradnocks Marsh</p>
Environmental conditions	Noise exposure not an issue, but could increase noise for surrounding uses
<b>Achievability for minerals:</b>	
Market	Green Belt and agricultural land in location remote from existing settlements, so unsuitable for alternative uses.
Cost	Possible new road link to roundabout on Kenilworth Road. Ecological survey and flood risk assessment required
Delivery	10-15 years depending on progress on mineral workings to north-east
<b>Potential for Mineral extraction:</b>	
Extension to existing quarry within existing Mineral Consultation Area which would contribute towards sub-regional apportionment of aggregates. Possible constraints include the line of the High Speed 2 rail link, impact on adjoining SSSI & LWS and flooding.	
<b>Consider further for allocation</b>	
Yes	Within existing Mineral Consultation Area and extension to existing quarry



## Site 230: Land off Cornet's End Lane



## Proposal

<b>Site Size</b>	6.14ha (15.17ac)
<b>Existing Use</b>	Greenfield
	Farmland
<b>Proposal</b>	Sand and gravel extraction plus associated plant
<b>Availability</b>	Yes
<b>Suitability for minerals:</b>	
Policy restrictions	National Planning Policy – Could support policies in NPPF and National & Regional Guidelines for Aggregates Provision UDP – Green Belt, Mineral Consultation Area, Coventry Airport Consultation Zone Agricultural land classification 4
Physical problems and limitations	Minerals can only be worked where they exist, extension to existing quarry HS2 – site is near to proposed HS2 route. Hard constraints: Woodland in small pockets Soft constraints: Hedgerows Flood zone to north of site

	Adjoins Potential Local Wildlife Site Habitats of Interest
Accessibility	Close to Major Urban Area where demand for aggregates. Access to Kenilworth Road via new roundabout or via existing quarry.
Potential impacts	Within Meriden Gap & contributes to purposes of Green Belt, safeguarding the countryside from encroachment and helping to prevent coalescence between settlements. Mineral extraction temporary use which need not affect openness or conflict with purposes of Green Belt, providing high environmental standards of operation and restoration. May impact on hydrology of adjoining SSSI & local wildlife site (LWS), water resources and flooding Impact of extension to existing quarry on settlement of Bradnocks Marsh
Environmental conditions	Noise: 50-59db (day-time), 45-49db (night-time)
<b>Achievability for minerals:</b>	
Market	Green Belt and agricultural land in location remote from existing settlements, so unsuitable for alternative uses.
Cost	Possible new road link to roundabout on Kenilworth Road. Ecological survey and flood risk assessment required
Delivery	5 years depending on progress on mineral workings to north-east
<b>Potential for Mineral extraction:</b> Extension to existing quarry within existing Mineral Consultation Area which would contribute towards sub-regional apportionment of aggregates. Possible constraints include the line of the High Speed 2 rail link, impact on adjoining SSSI & LWS and flooding.	
<b>Consider further for allocation</b>	
Yes	Within existing Mineral Consultation Area and extension to existing quarry.

**Site 240: East of M42 and West of Middle Bickenhill Lane**



**Proposal**

Site Size	1.62ha (3.99ac)
Existing Use	Green field
	Woodland plantation
Proposal	Housing, HS2 & supporting development
Availability	Within 5 years

**Suitability for proposed development**

Policy restrictions	Unitary Development Plan – Green belt and SINC			
Physical problems and limitations	Hard constraints: Woodland Tree Preservation Orders			
	Soft constraints: Local infrastructure Increased provision of services Local Wildlife Site Habitats of interest - woodland Agricultural land classification – 3 Site within 1000m of proposed HS2 route			
Accessibility to	Minutes travel	15 mins	30 mins	45 mins

Population (thousand people)	Public Trans. Walking Cycling	1- 1- 20-40	10-40 10-20 40+	80+ 20-40 40+
Potential impacts	Contributes to the purposes of the green belt, safeguarding the countryside from encroachment and helping prevent coalescence between settlements. A larger site has been assessed as making a significant contribution to green belt purposes by the North Solihull green belt review. Landscape, Conservation, Increased traffic flow, visible from countryside.			
Environmental conditions	Noise exposure category – B/C(day), B/C(night)			

**Achievability for proposed development**

Market	Surrounding area is a mix of residential, agriculture and hotels for NEC. Birmingham Business Park is nearby. Large detached housing. Market demand (for housing) expected to be high in this postcode area.
Cost	Full intrusive ground survey required, ecological, topographical. Improving current access along Blackfirs Lane. Infrastructure works. Service provision or increased capacity.
Delivery	Projected build would take 12 -36 months.

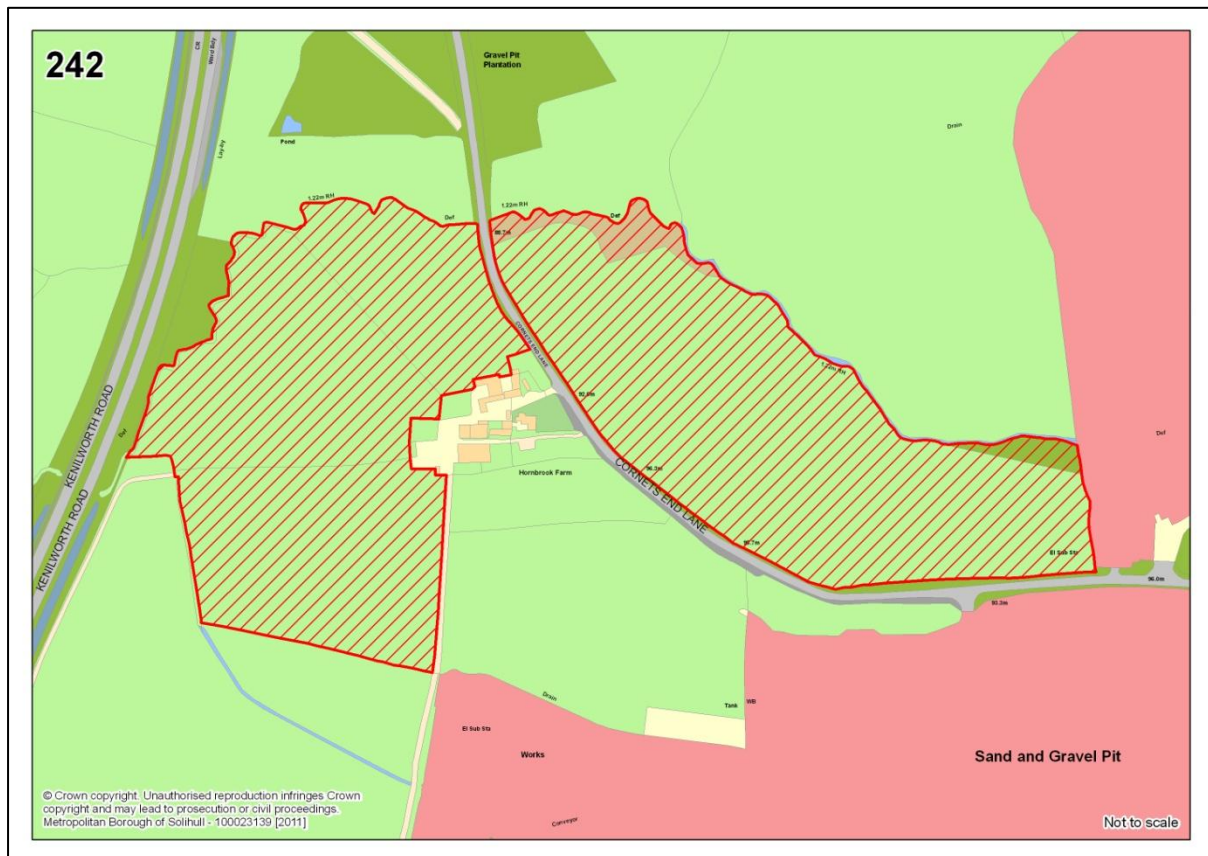
**Potential for proposed development**

Developable greenfield site subject to identified constraints and suitable access (not shown). Proximity to Strategic Road Network. Other commercial uses nearby. Could provide jobs with some prospects for limited access from North Solihull.
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**Consider Further for Allocation**

No	Release of the site would have a significant impact on green belt functions and openness and would set a precedent for further green belt land release from surrounding sites. Wildlife on site – ecological survey required. No justification/need to release green belt land for non-housing purposes in this location. Not appropriate to assume development of HS2 at this stage. Any development associated with HS2 will need careful consideration through, for example, Area Action Plans at the appropriate time. Could encourage car travel. See site 135
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## Site 242: Hornbrook Farm

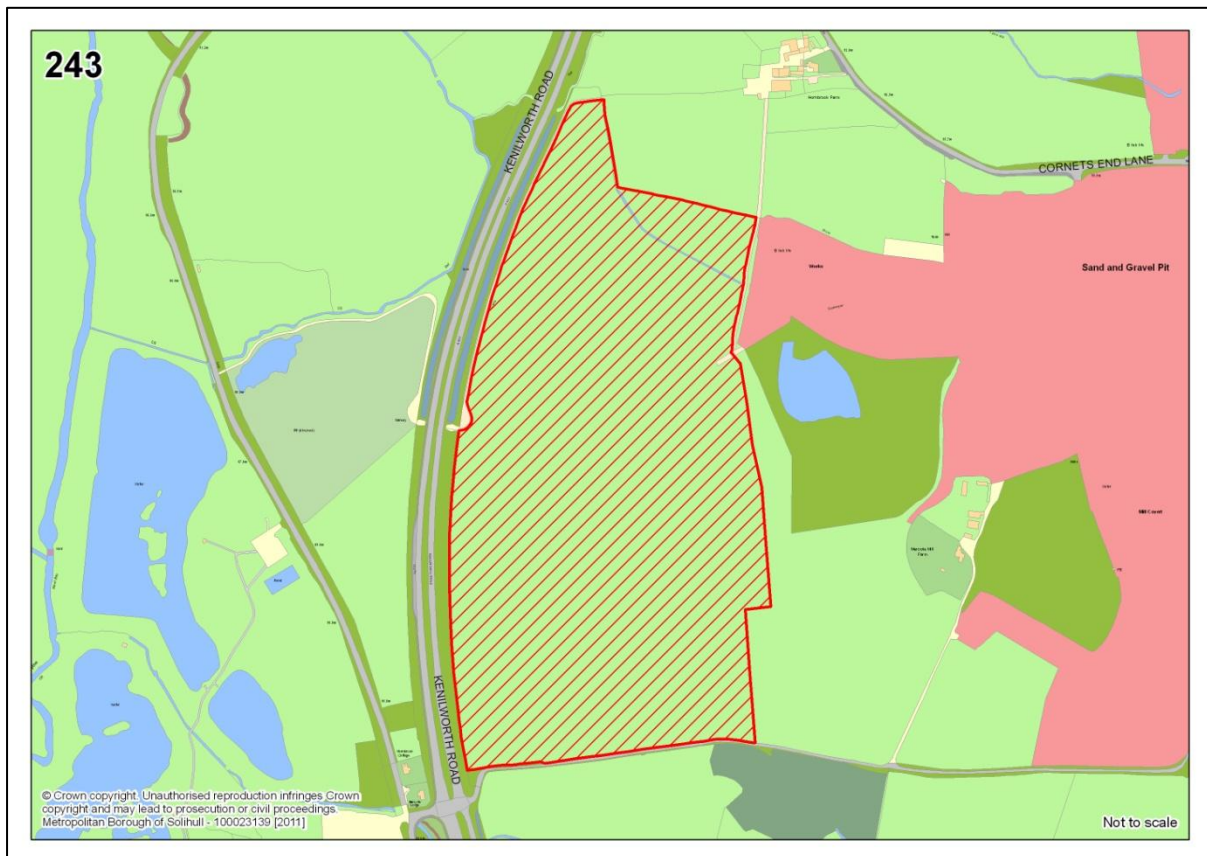


## Proposal

<b>Site Size</b>	12.51ha (30.91ac)
<b>Existing Use</b>	Greenfield Farmland
<b>Proposal</b>	Sand and gravel extraction plus associated plant
<b>Availability</b>	Yes
<b>Suitability for minerals:</b>	
<b>Policy restrictions</b>	National Planning Policy – Could support policies in NPPF and National & Regional Guidelines for Aggregates Provision UDP – Green Belt, Mineral Consultation Area Agricultural land classification 3
<b>Physical problems and limitations</b>	Minerals can only be worked where they exist, extension to existing quarry Line of High Speed 2 rail link near to site Hard constraints: Woodland in parts Soft constraints: Flood zone Adjoins Potential Local Wildlife Site Habitats of interest

Accessibility	Close to Major Urban Area where demand for aggregates. Access to Kenilworth Road via new roundabout or via existing quarry.
Potential impacts	Within Meriden Gap & contributes to purposes of Green Belt, safeguarding the countryside from encroachment and helping to prevent coalescence between settlements. Mineral extraction temporary use which need not affect openness or conflict with purposes of Green Belt, providing high environmental standards of operation and restoration. May impact on hydrology of adjoining SSSI & local wildlife site (LWS), water resources and flooding Impact of extension to existing quarry on settlement of Bradnocks Marsh
Environmental conditions	Noise: 50-69db (day-time), 45-59db (night-time)
<b>Achievability for minerals:</b>	
Market	Green Belt and agricultural land in location remote from existing settlements, so unsuitable for alternative uses.
Cost	Possible new road link to roundabout on Kenilworth Road. Ecological survey and flood risk assessment required
Delivery	5-10 years depending on progress on mineral workings to north-east
<b>Potential for Mineral extraction:</b> Extension to existing quarry within existing Mineral Consultation Area which would contribute towards sub-regional apportionment of aggregates. Possible constraints include the line of the High Speed 2 rail link, impact on adjoining SSSI & LWS and flooding.	
<b>Consider further for allocation</b>	
Yes	Within existing Mineral Consultation Area and extension to existing quarry

## Site 243: Berkswell Quarry West



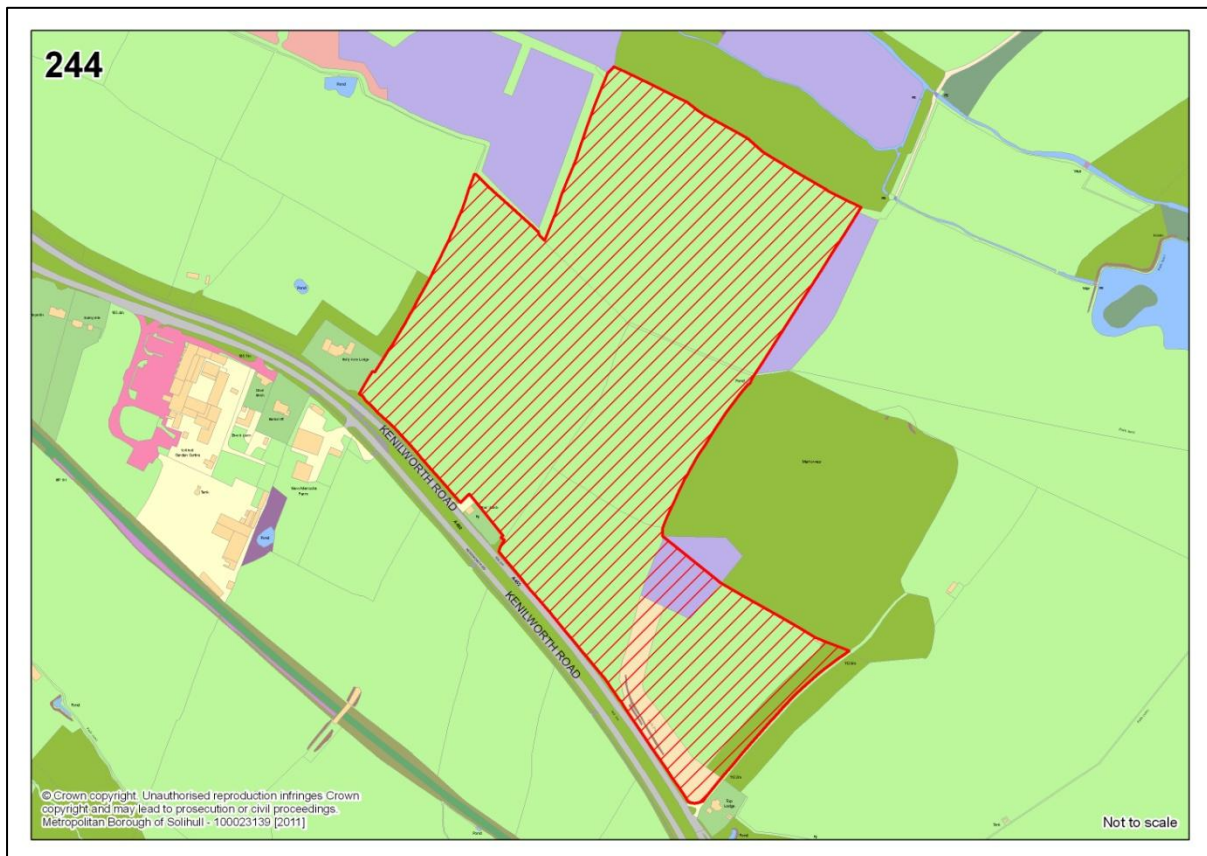
## Proposal

<b>Site Size</b>	24.72ha (61.07ac)
<b>Existing Use</b>	Greenfield Farmland
<b>Proposal</b>	Sand and gravel extraction plus associated plant
<b>Availability</b>	Yes
<b>Suitability for minerals:</b>	
Policy restrictions	National Planning Policy – Could support policies in NPPF and National & Regional Guidelines for Aggregates Provision UDP – Green Belt, Mineral Consultation Area Agricultural land classification 3 & 4
Physical problems and limitations	Minerals can only be worked where they exist, extension to existing quarry Line of High Speed 2 rail link bisects site Hard constraints: None Soft constraints: Flood zone Adjoins Potential Local Wildlife Site Habitats of interest

Accessibility	Close to Major Urban Area where demand for aggregates. Access to Kenilworth Road via new roundabout or via existing quarry.
Potential impacts	Within Meriden Gap & contributes to purposes of Green Belt, safeguarding the countryside from encroachment and helping to prevent coalescence between settlements. Mineral extraction temporary use which need not affect openness or conflict with purposes of Green Belt, providing high environmental standards of operation and restoration. May impact on hydrology of adjoining SSSI & local wildlife site (LWS), water resources and flooding Impact of extension to existing quarry on settlement of Bradnocks Marsh
Environmental conditions	Noise: 55-69db (day-time), 45-59db (night-time)
<b>Achievability for minerals:</b>	
Market	Green Belt and agricultural land in location remote from existing settlements, so unsuitable for alternative uses.
Cost	Possible new road link to roundabout on Kenilworth Road. Ecological survey and flood risk assessment required
Delivery	10-15 years depending on progress on mineral workings to north-east
<b>Potential for Mineral extraction:</b> Extension to existing quarry within existing Mineral Consultation Area which would contribute towards sub-regional apportionment of aggregates. Possible constraints include the line of the High Speed 2 rail link, impact on adjoining SSSI & LWS and flooding.	
<b>Consider further for allocation</b>	
Yes	Within existing Mineral Consultation Area and extension to existing quarry



**Site 244: Marsh Farm South East**

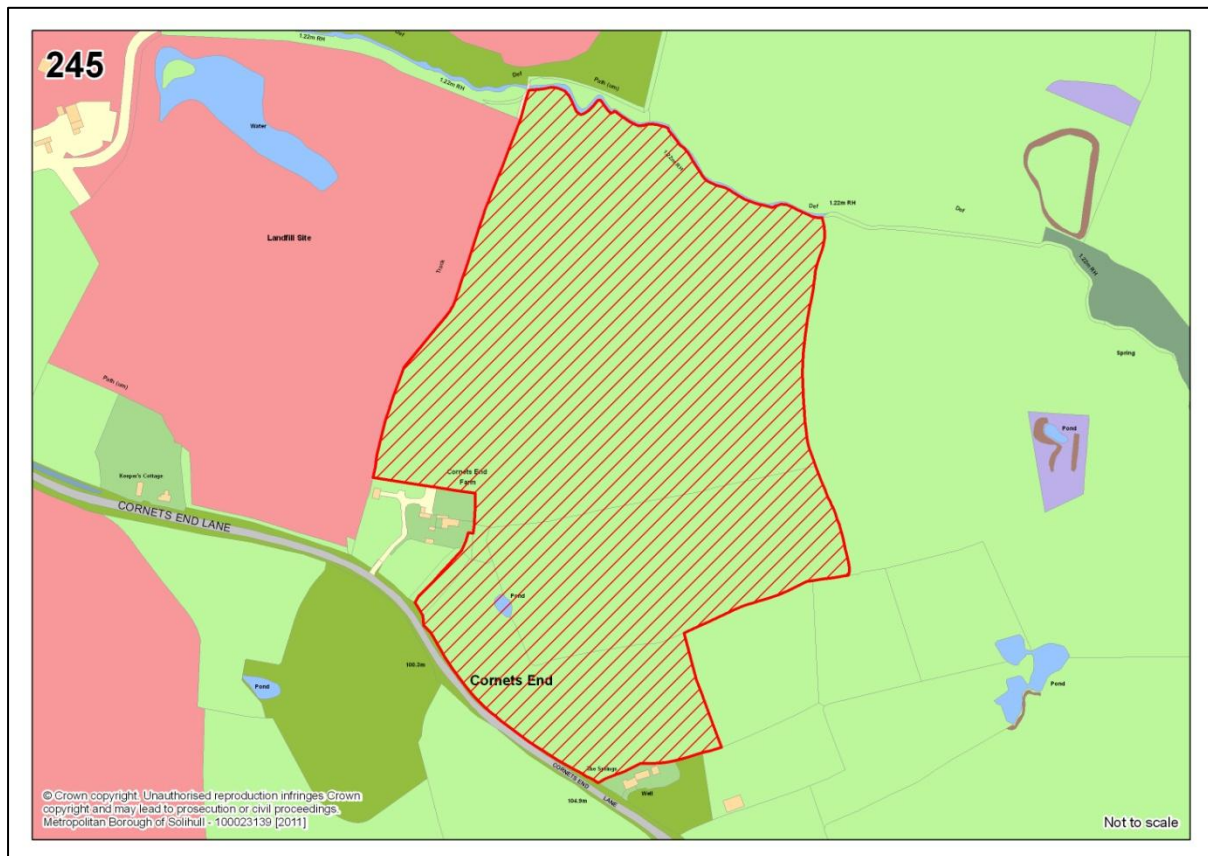


**Proposal**

<b>Site Size</b>	24.61ha (60.81ac)
<b>Existing Use</b>	Greenfield
	Farmland
<b>Proposal</b>	Sand and gravel extraction plus associated plant
<b>Availability</b>	Yes
<b>Suitability for minerals:</b>	
Policy restrictions	National Planning Policy – Could support policies in NPPF and National & Regional Guidelines for Aggregates Provision UDP – Green Belt, SINC, Mineral Consultation Area, and Coventry Airport Consultation Zone. Agricultural land classification 3
Physical problems and limitations	Minerals can only be worked where they exist, extension to existing quarry Line of High Speed 2 rail link bisects site Hard constraints: Woodland to south east of site Soft constraints: Hedgerows Flood zone – small area in north eastern corner of site

	Potential Local Wildlife Site to south east Habitats of interest
Accessibility	Close to Major Urban Area where demand for aggregates. Access to Kenilworth Road via new roundabout or via existing quarry.
Potential impacts	Within Meriden Gap & contributes to purposes of Green Belt, safeguarding the countryside from encroachment and helping to prevent coalescence between settlements. Mineral extraction temporary use which need not affect openness or conflict with purposes of Green Belt, providing high environmental standards of operation and restoration. May impact on hydrology of adjoining SSSI & local wildlife site (LWS), water resources and flooding Impact of extension to existing quarry on settlement of Bradnocks Marsh
Environmental conditions	Noise: 50-69db (day-time), 40-59db (night-time)
<b>Achievability for minerals:</b>	
Market	Green Belt and agricultural land in location remote from existing settlements, so unsuitable for alternative uses.
Cost	Possible new road link to roundabout on Kenilworth Road. Ecological survey and flood risk assessment required
Delivery	10-15 years depending on progress on mineral workings to north-east
<b>Potential for Mineral extraction:</b> Extension to existing quarry within existing Mineral Consultation Area which would contribute towards sub-regional apportionment of aggregates. Submission based on British Geological Survey but not fully proven. Possible constraints include the line of the High Speed 2 rail link, impact on adjoining SSSI & LWS and flooding.	
<b>Consider further for allocation</b>	
No	Within existing Mineral Consultation Area and extension to existing quarry, but insufficient evidence of viable resource. Include within Mineral Safeguarding Area.

## Site 245: Cornet's End

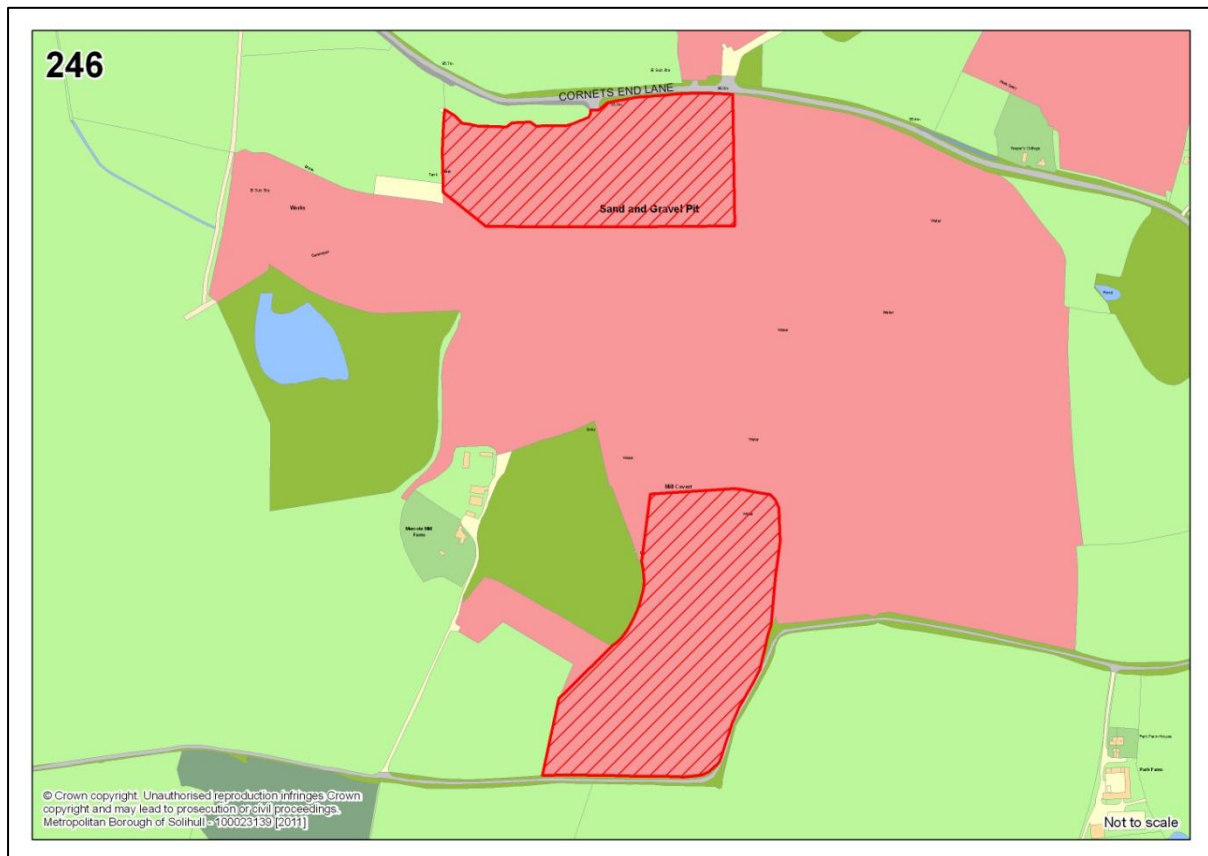


## Proposal

<b>Site Size</b>	11.37ha (28.09ac)
<b>Existing Use</b>	Greenfield Farmland
<b>Proposal</b>	Sand and gravel extraction plus associated plant
<b>Availability</b>	Yes
<b>Suitability for minerals:</b>	
Policy restrictions	National Planning Policy – Could support policies in NPPF and National & Regional Guidelines for Aggregates Provision UDP – Green Belt, Mineral Consultation Area, and Coventry Airport Consultation Area Agricultural land classification 3 & 4
Physical problems and limitations	Minerals can only be worked where they exist, extension to existing quarry Hard constraints: None Soft constraints: Hedgerows Minerals Consultation Zone Habitats of interest

Accessibility	Close to Major Urban Area where demand for aggregates. Access to Kenilworth Road via new roundabout or via existing quarry.
Potential impacts	Within Meriden Gap & contributes to purposes of Green Belt, safeguarding the countryside from encroachment and helping to prevent coalescence between settlements. Mineral extraction temporary use which need not affect openness or conflict with purposes of Green Belt, providing high environmental standards of operation and restoration.
Environmental conditions	Noise: 45-59db (day-time), 34-49db (night-time)
<b>Achievability for minerals:</b>	
Market	Green Belt and agricultural land in location remote from existing settlements, so unsuitable for alternative uses.
Cost	Possible new road link to Cornetts End Lane. Ecological survey and flood risk assessment required
Delivery	10-15 years depending on progress on mineral workings to north-east
<b>Potential for Mineral extraction:</b> Extension to existing quarry within existing Mineral Consultation Area which would contribute towards sub-regional apportionment of aggregates. Submission based on British Geological Survey but not fully proven.	
<b>Consider further for allocation</b>	
No	Within existing Mineral Consultation Area and extension to existing quarry, but insufficient evidence of viable resource. Include within Mineral Safeguarding Area

## Site 246: Berkswell Quarry



## Proposal

<b>Site Size</b>	9.0ha (22.24ac)
<b>Existing Use</b>	Post sand and gravel extraction
	Vacant land
<b>Proposal</b>	Waste management
<b>Availability</b>	Yes
<b>Suitability for waste management:</b>	
Policy restrictions	National Planning Policy – Could support policies in PPS10 HS2 – site is near to proposed HS2 route. UDP – Green Belt, Mineral Consultation Area, Coventry Airport Consultation Area Agricultural land classification 3
Physical problems and limitations	Former sand and gravel site with consent for composting facility HS2 – site near to proposed HS2 route. Hard constraints: None Soft constraints: Hedgerows Potential Local Wildlife Site Habitats of interest

Accessibility	Close to Major Urban Area where demand for waste management facilities. Access to Cornetts End Lane or via existing quarry.
Potential impacts	Within Meriden Gap & contributes to purposes of Green Belt, safeguarding the countryside from encroachment and helping to prevent coalescence between settlements. Mineral extraction temporary use which need not affect openness or conflict with purposes of Green Belt, providing high environmental standards of operation and restoration. Waste management activities linked to mineral extraction may be acceptable. May impact on hydrology of nearby SSSI & local wildlife site (LWS), water resources and flooding
Environmental conditions	Noise: 50-59db (day-time), 40-49db (night-time)
<b>Achievability for waste management:</b>	
Market	Green Belt and agricultural land in location remote from existing settlements, so unsuitable for alternative uses.
Cost	Ecological survey and flood risk assessment required
Delivery	5 years
<b>Potential for waste management activities:</b> Waste management activities linked to the main use for sand and gravel extraction may be acceptable, although unrelated activities would introduce a new use that may not be linked to the lifespan of the workings. Possible constraints include the impact on the nearby SSSI & LWS and flooding.	
<b>Consider further for allocation</b>	
No	Within existing Mineral Consultation Area and existing quarry. Consider identifying area of search for waste management activities.